Notice of Council

Date: Tuesday, 9 January 2024 at 7.00 pm

Venue: Council Chamber, BCP Civic Centre, Bournemouth BH2 6DY

Chairman:
Cllr L Dedman

Vice Chairman:
Cllr S Bull

Cllr C Adams
Cllr S Aitkenhead
Cllr H Allen
Cllr M Andrews
Cllr S Armstrong
Cllr J Bagwell
Cllr S Bartlett
Cllr J Beesley
Cllr P Broadhead
Cllr D Brown
Cllr O Brown
Cllr R Burton
Cllr J J Butt
Cllr P Canavan
Cllr S Carr-Brown
Cllr B Castle
Cllr J Challinor
Cllr A Chapmanlaw
Cllr B Chick
Cllr J Clements
Cllr E Connolly
Cllr P Cooper
Cllr M Cox
Cllr D d'Orton-Gibson
Cllr B Dove
Cllr M Dower
Cllr M Earl
Cllr J Edwards
Cllr G Farquhar
Cllr D Farr
Cllr A Filer
Cllr D A Flagg
Cllr M Gillett
Cllr C Goodall
Cllr A Hadley
Cllr M Haines
Cllr J Hanna
Cllr E Harman
Cllr R Herrett
Cllr P Hilliard
Cllr B Hitchcock
Cllr M Howell
Cllr A Keddie
Cllr M Le Poidevin
Cllr S Mackrow
Cllr R Maidment
Cllr A Martin
Cllr D Martin
Cllr G Martin
Cllr J Martin
Cllr C Matthews
Cllr S McCormack
Cllr P Miles
Cllr S Moore
Cllr A-M Moriarty
Cllr B Nanovo
Cllr L Northover
Cllr M Phipps
Cllr K Rampton
Cllr Dr F Rice
Cllr J Richardson
Cllr V Ricketts
Cllr C Rigby
Cllr K Salmon
Cllr J Salmon
Cllr P Sidaway
Cllr P Slade
Cllr V Slade
Cllr M Tarling
Cllr T Trent
Cllr O Walters
Cllr C Weight
Cllr L Williams
Cllr K Wilson

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

The press and public are welcome to attend or view the live stream of this meeting at the following link: https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?MId=5385

If you would like any further information on the items to be considered at the meeting please contact: Democratic Services on 01202 096660 or democratic.services@bcpcouncil.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 118686 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

29 December 2023

DEBATE NOT HATE

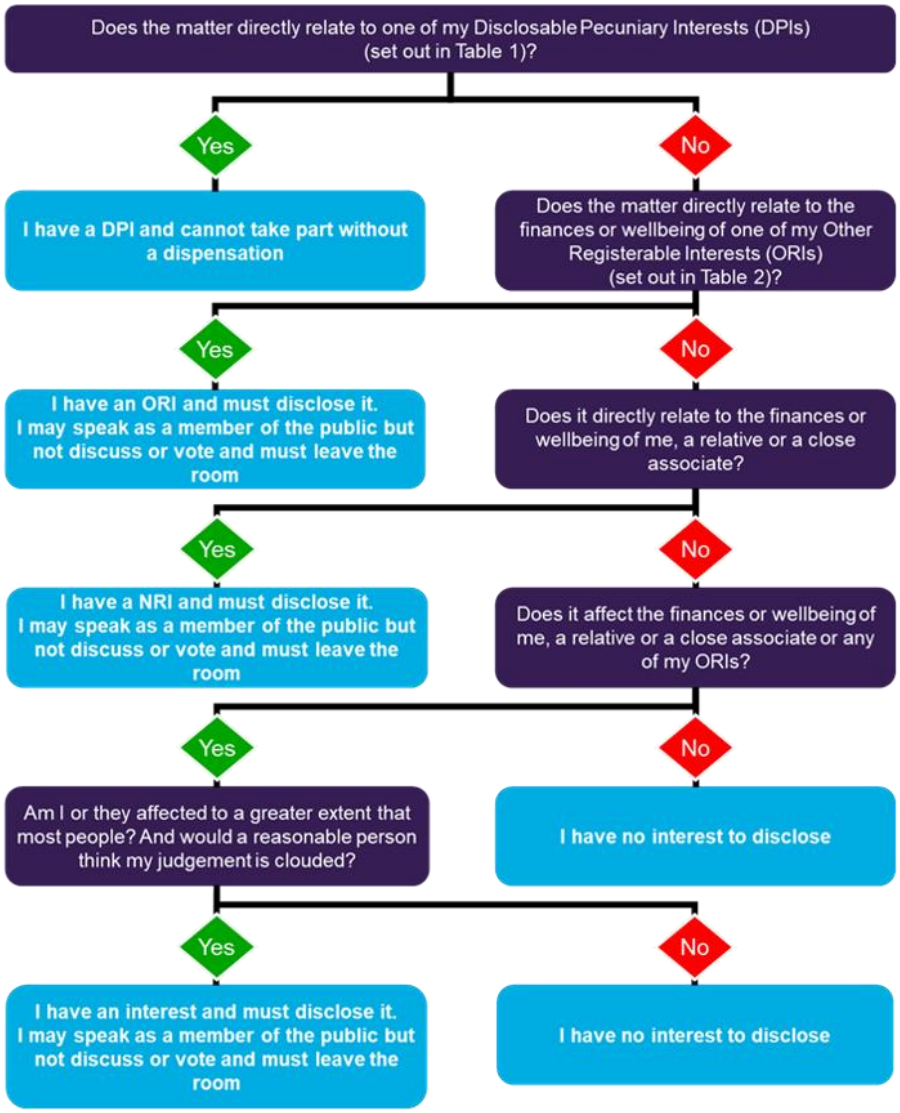
Available online and on the Mod.gov app

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



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	Predetermination 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?	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 (janie.berry@bcpcouncil.gov.uk)

Selflessness

Councillors should act solely in terms of the public interest

Integrity

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

Objectivity

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

Accountability

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

Openness

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

Honesty & Integrity

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

Leadership

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

AGENDA

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

1. Apologies

To receive any apologies for absence from Councillors.

2. Declarations of Interests

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

Declarations received will be reported at the meeting.

3. Confirmation of Minutes 9 - 20

To confirm and sign as a correct record the minutes of the Meeting held on 7 November 2023.

4. Announcements and Introductions from the Chairman

To receive any announcements from the Chairman.

5. Public Issues

To receive any public questions, statements or petitions submitted in accordance with the Constitution. Further information on the requirements for submitting these is available to view in Part 4D (Meeting Procedure Rules) of the Constitution:-

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

The deadline for the submission of public questions is midday 3 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.

ITEMS OF BUSINESS

Recommendations from the Cabinet and Committees

Please refer to the recommendations detailed in items 6 to 11 below.

6. Cabinet 13 December 2023 - Minute No. 66 - Medium Term Financial Plan (MTFP) Update 21 - 34

It is RECOMMENDED that Council: -

(d) Further to Councils decision on 12 July 2022 to apply a council tax premium to second homes and an empty homes premium, to approve the formal determination as required by the Levelling Up and Regeneration Act 2023.

Note – resolutions (a) – (c) were resolved matters by the Cabinet.

7. Cabinet 13 December 2023 - Minute No. 67 - Corporate Strategy 2023 – 2027 – High level summary 35 - 112

It is RECOMMENDED that: -

(a) the consultation report, summarising feedback from residents and stakeholders, be noted;

(b) the revised Corporate Strategy High level Summary be adopted;

(c) the Corporate Strategy and supporting Performance Management Framework continues to be aligned to the UN Sustainable Development Goals and Purpose Goals.

8. Cabinet 13 December 2023 - Minute No. 68 - Consultation on the Draft BCP Local Plan and the Draft BCP CIL Charging Schedule 113 - 502

Cabinet RESOLVED that an additional appendix be presented with the papers to Council setting out any change to policy and significant changes to wording, and that these changes be delegated to the Director of Planning in consultation with the Leader and the Lead Member for Strategic Planning to agree.

RECOMMENDED that: -

(a) the Draft BCP Local Plan and Draft CIL Charging Schedule are approved for public consultation for a period of six weeks from January 2024;

(b) any minor changes following Council on 9 January to the Draft BCP Local Plan and Draft CIL Charging Schedule are delegated to the Director of Planning and Destination in consultation with the Portfolio Holder for Dynamic Places for inclusion in the consultation versions;

(c) the Draft BCP Local Plan is updated to reflect any changes to the corporate strategy resulting from the outcome of Council on 9 January 2024;

(d) subject to no major amendments being required following consultation, the decision to submit the Draft BCP Local Plan and the Draft CIL Charging Schedule to the Secretary of State for examination is delegated to the Director of Planning and Destination in consultation with the Portfolio Holder for Dynamic Places; and

(e) the Local Development Scheme is approved to reflect the amended timetable.

NOTE: In the interests of clarity the appendices received by Cabinet are appended to the Council agenda and the additional appendices requested by Cabinet have been circulated as a supplementary pack made up of three documents, these being: -

- Appendix 1 - A clean version of the local plan
- Appendix 4 - A new Local Development Scheme
- Appendix 6 – the schedule showing the changes to Appendix 1 and 4

9. Cabinet 13 December 2023 - Minute No. 70 - Council Newbuild Housing & Acquisition Strategy (CNHAS) 2023-2028

503 - 620

PLEASE NOTE: Should the Council wish to discuss the detail of the exempt appendices it will be necessary to exclude the press and public and move into exempt session. If applicable, the following resolution should be moved: -

"That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the meeting for the following item 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."

RECOMMENDED that Council approve: -

(a) A revised capital budget (Total scheme Cost) of £33,360,000 for the Hillbourne Housing project, previously approved in 2018 and in April 2022, for 110 homes;

i. Awarding the build works for the 110 home Hillbourne housing project and satisfying outstanding planning conditions etc, to Wates Residential in the sum provided in the confidential section of this report.

ii. The delegation to the relevant Service Director, in consultation with the Chief Finance Officer of the authority to enter into the Contracts for build works with Wates Residential, provided that all key parameters (including delivery within the approve capital budget) are met.

iii. Resolves that the Council as local housing authority appropriates the land shown edged red on the plan annexed at Appendix 7 for housing purposes pursuant to section 19 of the Housing Act 1985. The transfer of land shown edged red on the plan annexed at Appendix 7 from the General Fund to the Housing Revenue Account (HRA) to enable the development of the affordable housing.

(b) BCP Council execute the Deed of Variation to the Homes England Agreement entitled Bournemouth, Christchurch and Poole Council (5069) - AHP 21 - 26 Grant Agreement (LA), previously approved at September 2022 Cabinet & Council meetings; and

(c) BCP Council execute the Grant Agreement (Local Authority) in relation to the Single Homelessness Accommodation Programme 2023 –2028.

10. **Cabinet 13 December 2023 - Minute No. 72 - Electric Vehicle Charging Infrastructure (EVCI) Strategy and Local Electric Vehicle Infrastructure (LEVI) Grant** 621 - 708

RECOMMENDED that Council: -

(a) **adopts the BCP Public Electric Vehicle Infrastructure (PEVIS) Strategy to 2030;**

(b) **accepts the £1.447m Local Electric Vehicle Infrastructure (LEVI) capital funding from the Department for Transport Office for Zero Emission Vehicles (subject to confirmation of award); and**

(c) **delegates delivery of the LEVI programme to the Service Director for Infrastructure in consultation with the Portfolio Holder for Climate Response, Environment and Energy.**

11. **Audit and Governance Committee 30 November 2023 - Minute No. 46 - Review of the Council's Constitution - Recommendations of the Constitution Review Working Group** 709 - 750

RECOMMENDED TO COUNCIL that: -

(a) **in relation to Issue 1 (Planning Committee Structure and Arrangements) the proposed amendments to Parts 1, 2, 3, 4, 6 and 7, as set out in Appendix 1 to this report, be approved with an implementation date of 7 May 2024;**

(b) **in relation to Issue 2 (Establishment of Transportation Advisory Group) the proposed amendments to Parts 2, 3 and 4 as set out in Appendix 2 to this report, be approved with an implementation date of 7 May 2024;**

(c) **any necessary and consequential technical and formatting related updates and revisions to the Constitution be made by the Monitoring Officer in accordance with the powers delegated.**

12. **Calendar of Meetings for 2024/25 and 2025/26** 751 - 766

The Council is asked to consider and approve the schedule of meetings for the 2024-25 and 2025-26 municipal years and any associated issues.

13. **BCP FuturePlaces Limited - Appointment of Director and Changes to Articles of Association** 767 - 790

Cabinet decided on 27 September 2023 to close BCP FuturePlaces Limited, the council's arm's length regeneration company, and bring in-house the development and investment activities of the company. The work and staff have since transferred to the council. This report requests Council to make changes to the company governance arrangements to align them with the requirements of the final closedown phase.

14. **Appointment of the Director of Law and Governance as the Council's Monitoring Officer** 791 - 796

The Chief Executive took an urgent decision on 1 December 2023 to appoint Janie Berry to the position of Director of Law and Governance, (and the Council's Monitoring Officer), in accordance with the Council's

Constitution and statutory requirements.

Under Section 5 of the Local Government & Housing Act 1989 (as amended), the Council has a duty to designate the role of Monitoring Officer to an officer of the authority.

The urgent decision by the Chief Executive enabled Janie Berry to take up her new appointment from 11 December, whereas any later decision would have delayed her start into the New Year, waiting for the next council meeting would have delayed her start until 1 February, at the earliest. It was in the Council's interest that the appointment was made as soon as possible.

A copy of the urgent decision record is appended to this agenda.

It is RECOMMENDED that Janie Berry (Director of Law and Governance) is appointed as the Council's Monitoring Officer in accordance with the statutory requirements.

Background Papers: Published works

15. Notices of Motion in accordance with Procedure Rule 10

Lift the Ban Motion on Asylum Seekers

The following motion submitted in accordance with Procedure Rule 10 of the Meeting Procedure Rules has been proposed by Councillor M Gillett and seconded by Councillor C Rigby:-

BCP council notes that:

(i) in BCP, there are over 500 people seeking asylum in receipt of Section 95 support *(Immigration Compliance Network (ICN) December 2023)*;

(ii) since 2002, people seeking asylum have only able to apply for the right to work after they have been waiting for a decision on their asylum claim for over a year, and only if they can be employed into one of the professions included on the Government's Shortage Occupation List;

(iii) people seeking asylum are left to live on £6.77 per day (or £9.58 per week if in a contingency hotel), struggling to support themselves and their families, and left vulnerable to destitution, isolation, and exploitation;

(iv) allowing people seeking asylum the right to work would increase tax revenue by £1.3 billion, reduce Government expenditure by £6.7 billion, increase GDP by £1.6 billion, and improve the wellbeing of those individuals *(National Institute of Economic and Social Research (NISR) June 2023);*

(v) 81% of people polled by Lift The Ban agreed with the statement: *"when people come to the UK seeking asylum it is important they integrate, learn English and get to know people. It would help integration if asylum-seekers were allowed to work if their claim takes more than six months to process"*;

BCP Council believes that:

(vi) people seeking asylum want to be able to work so that they can use their skills and make the most of their potential, integrate into their communities, and provide for themselves and their families;

(vii) enabling those seeking asylum to work would allow them to prove their ability to pay rent and therefore reduce the risk of them requiring council support for housing once they are granted leave to remain;

(viii) restrictions on right to work can lead to extremely poor mental health outcomes, and a waste of potentially invaluable talents and skills both for the economy of BCP and the UK;

(ix) allowing people seeking asylum the right to work would therefore lead to positive outcomes for those seeking asylum in BCP and for the local and national economy;

BCP Council resolves to:

(x) join the Lift the Ban Coalition, which is campaigning to restore the right to work for everyone waiting for more than 6 months for a decision on their asylum claim;

(xi) asks the Leader of the Council to write to the Home Secretary seeking an urgent change to legislation to give people seeking asylum the right to work unconstrained by the shortage occupation list after they have waited six months for a decision on their initial asylum claim or further submission.

16. Questions from Councillors

The deadline for questions to be submitted to the Monitoring Officer is 29 December 2023.

17. Urgent Decisions taken by the Chief Executive in accordance with the Constitution

To be advised of any urgent decisions taken by the Chief Executive in accordance with the Constitution.

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.

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

COUNCIL

Minutes of the Meeting held on 07 November 2023 at 7.00 pm

Present:-

Cllr L Dedman – Chairman

Cllr S Bull – Vice-Chairman

Present: Cllr C Adams, Cllr M Andrews, Cllr S Armstrong, Cllr J Bagwell, Cllr S Bartlett, Cllr J Beesley, Cllr P Broadhead, Cllr D Brown, Cllr O Brown, Cllr R Burton, Cllr J J Butt, Cllr P Canavan, Cllr S Carr-Brown, Cllr B Castle, Cllr J Challinor, Cllr A Chapmanlaw, Cllr B Chick, Cllr P Cooper, Cllr M Cox, Cllr D d'Orton-Gibson, Cllr M Dower, Cllr M Earl, Cllr J Edwards, Cllr G Farquhar, Cllr D A Flagg, Cllr M Gillett, Cllr C Goodall, Cllr A Hadley, Cllr J Hanna, Cllr E Harman, Cllr R Herrett, Cllr P Hilliard, Cllr B Hitchcock, Cllr M Howell, Cllr A Keddie, Cllr M Le Poidevin, Cllr S Mackrow, Cllr R Maidment, Cllr A Martin, Cllr D Martin, Cllr G Martin, Cllr J Martin, Cllr C Matthews, Cllr S McCormack, Cllr P Miles, Cllr S Moore, Cllr A-M Moriarty, Cllr B Nanovo, Cllr L Northover, Cllr M Phipps, Cllr Dr F Rice, Cllr J Richardson, Cllr V Ricketts, Cllr C Rigby, Cllr K Salmon, Cllr J Salmon, Cllr P Sidaway, Cllr P Slade, Cllr V Slade, Cllr M Tarling, Cllr T Trent, Cllr O Walters, Cllr C Weight and Cllr K Wilson

36. Apologies

Apologies for absence were received from Councillors S Aitkenhead, H Allen, J Clements, E Connelly, B Dove, D Farr, A Filer, M Haines, K Rampton and L Williams.

37. Declarations of Interests

Richard Jones, Interim Monitoring Officer, declared a pecuniary interest in respect of agenda item 10 and confirmed he would leave the room for the duration of the item.

38. Confirmation of Minutes

Consideration was given to the minutes of the previous meeting. A typographical error in minute 32, (motion relating to knife crime), was highlighted as requiring amendment.

RESOLVED: - That the minutes of the meeting held on 12 September 2023 be agreed as a correct record, subject to the above amendment.

Council agreed that the order of business be amended to take the motion concerning the conflict in Israel and Palestine first, followed by Cllr K Salmon's question to the Leader of the Council. Detail on these items can be found in minute 47 and minute 48, respectively.

(Cllr K Salmon left the meeting at 19:40)

39. Announcements and Introductions from the Chairman

Cllr P Broadhead paid tribute to former Poole Councillor David Newell who had passed away in September. Council passed its best wishes to Mr Newell's family.

The Chairman updated Council on her activities since the last meeting. These included attendance at:

- Scouts achievements awards;
- Indian cultural association event;
- Summer reading challenge;
- Police Station opening in Boscombe;
- Arts by the Sea launch;
- Lord Lieutenant prize giving;
- Christchurch Advent Calendar;
- Russell Cotes museum exhibition;
- BCP Black History Month event;
- Legal service for High Sheriff;
- Bournemouth University Graduation.

The Chairman invited Council to refreshments in the Mayor's Parlour following the meeting.

The Vice Chairman updated Council on his activities since the last meeting. These included attendance at:

- Hindu festival;
- Commodore's reception;
- Formal opening 'Against Architecture' exhibition at the Arts University.

40. Public Issues

(a) Public Questions

Public Question from Daniel Glennon

Somerset Council have banned advertising of vehicles powered by petrol, diesel or hybrid power; fossil fuels; and airlines, airports and flights on their platforms. Will BCP Council commit to the do the same and also extend this to funders of fossil fuel projects such as JP Morgan? According to the Financial Times JP Morgan were the biggest financier of fossil fuels between 2016 - 2021, totalling nearly $400bn.

Response by Councillor Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

Thank you, Daniel, for bringing this to our attention. The intent behind the Somerset product advertising initiative is certainly in line with our ambition to reduce greenhouse gas emissions to help tackle climate change. The implications of this suggestion will be researched and, if it is found viable, will be put before Cabinet for a decision.

With respect to the activities of local business organisations, the Council will continue to work in partnership with major employers to encourage them to take all appropriate action to reduce greenhouse gas emissions from all their activities, including procurement and financing. Indeed, we raised this issue with Barclays Bank following a Council resolution last year, who told us that they are committed to aligning their financing portfolios, in every sector, with the goals and timelines of the Paris Agreement.

To achieve our BCP area wide targets, we need to work positively and proactively with all the major local organisations.

Public Question from Soo Chapman

An International team of Scientists has identified 35 vital planetary signs of which 20 are being pushed to record extremes. Life on Earth is "under siege" and there's "little progress on humanity combating climate change". (Bournemouth Echo 28.10.23.)

Shockingly, embarrassingly, neither this significant news (nor a more inspirational Transition Town vision) appears on BCP's website nor on any government website.

Plans are out-dated.

No speedy decarbonising programme is in place for our well-being and protection as the natural world disintegrates.

How will BCP (bearing in mind Councillors' safeguarding brief and adherence to Nolan principles) please address biospherical collapse while informing, incentivising and protecting the public from the dangerous accumulation of greenhouse gases, loss of sea ice & glaciers, rising land and sea temperatures, fossil fuel usage, extreme flooding and species extinction as well as potential societal breakdown which is "feasible" and has been "dangerously unexplored"?

Response by Councillor Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy

Thank you for your question Sue.

I am very conscious that the Climate Change website pages need revision, and I understand a member of our Climate Team is actively discussing with you the sort of information that would be appropriate for, in your words, “informing, incentivising and protecting the public”. The entire Council Website is currently being reworked, and I am keen that the content includes helpful and honest challenge, and practical advice.

Sustainability is at the heart of our new Corporate Strategy, on which we have recently consulted residents. Our Annual Climate Report is also being prepared, which will inform residents of the progress towards our targets.
Significant steps are being taken towards a low carbon future, which includes:

- creation of a Local Area Energy Plan, to inform decisions around low-carbon energy use and generation;
- an Urban Forest strategy, currently out for consultation, and;

- collaborative work on a Local Nature Recovery Plan to protect and increase biodiversity.

The evidence of decades of global under-delivery of change is evident in the more extreme weather events that we all see, and BCP Council, businesses and residents need to play our part in rising to the challenge.

(b) Public Statements

Statement from Mark Elkins

At a packed meeting of Eastcliff and Springbourne Residents Group two weeks ago today we heard that the Authorities did not have the resources to remove Street Prostitutes and Street Drug Users causing issues.

Eastcliff and Springbourne Ward has, along with Boscombe West, the second worst Police Crime map figures in the BCP Council area. It also has very similar levels of deprivation. Yet despite this, Eastcliff and Springbourne Ward, promised at one time Bournemouth Towns Fund funding, is in fact by comparison to Boscombe West starved of resources to deal with the significant problems it faces. Please remedy this.

Statement from Simon Grimston (by Mark Elkins)

Dear Councillors

East Cliff and West Cliff have similar problems of street sex workers and drug dealing and drug use. The examples provided to me come from members of the community. These problems have not just appeared.

We are particularly concerned by the changes to the area relating to licensing and establishment hours. The once peaceful area is being blighted by more and more establishments operating as Nightclubs. West Cliff has a conservation area at its centre and the transformation is negatively impacting residents and businesses that live and work here.

Councillors, use your future decisions to positively impact our neighbourhoods.

(c) There were no petitions received for this meeting.

41. Cabinet 25 October 2023 - Minute No. 48 - Christchurch Civic Offices

The Portfolio Holder for Finance, Councillor Mike Cox, presented the report on the Christchurch Civic Offices and outlined the recommendations as set out on the agenda.

Comprehensive discussion took place on the item before Council moved to the vote.

RESOLVED that Council: - that Council, after consideration of any feedback from a consultation with Christchurch Town Council, approve the disposal of the former civic offices in Christchurch on such terms to be approved by the Chief Financial Officer, also acting in his capacity as Corporate Property Officer, in consultation with the Portfolio Holder for Finance.

Voting: For: 57, Against: 5, Abstention: 3.

42. Cabinet 25 October 2023 - Minute No. 49 - SEND Programme of Expansion - Broadstone First School

The Portfolio Holder for Children and Young People, Councillor Richard Burton, presented the report on the SEND Programme of Expansion - Broadstone First School and outlined the recommendations as set out on the agenda.

RESOLVED that Council: - that Council approves the capital budget set out in Appendix 1 (Exempt), which is funded from DfE grant monies, to enable the construction works and related processes to be undertaken to create the facilities for 20 SEND places at Broadstone First School.

Voting: Nem.Con.

43. Audit & Governance 26 October 2023 - Minute No. 34 - Appointment of independent co-opted members to Audit & Governance Committee

The Chairman of the Audit and Governance Committee, Councillor Marcus Andrews, presented the report on the appointment of independent co-opted members to Audit and Governance Committee and outlined the recommendations as set out on the agenda.

RESOLVED that Council: - approve the appointment of two co-opted independent members to the Audit and Governance Committee for a period which will end on 31 March 2026 and that Samantha Acton and Lindy Jansen van Vuuren be appointed accordingly.

Voting: Nem.Con.

44. Appointment of Councillor to Appeals Committee

The Leader of the Council, Councillor Vikki Slade, presented a report on the appointment of a Councillor to the Appeals Committee and moved that Councillor Chris Rigby be appointed.

RESOLVED that Council: - appoints Councillor C Rigby by way of nomination to fill the vacant seat on the Appeals Committee.

Voting: Nem.Con.

45. Appointment of Interim Monitoring Officer

(Richard Jonest left the meeting at 20:14)

The Leader of the Council, Councillor Vikki Slade, presented a report on the appointment of an Interim Monitoring Officer, and outlined the recommendations as set out on the agenda.

RESOLVED: - that Richard Jones be appointed as the Council's Interim Monitoring Officer in accordance with the statutory

requirements until a permanent appointment is made to the role of Director of Law and Governance.

Voting: Nem. Con.

(Richard Jones rejoined the meeting at 20:16)

46. Non-compliance with Standards Complaints Process - Determination

The Chairman presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'A' to these Minutes in the Minute Book. The report was presented for information and provided Council with details of those complaints where members had failed to comply with a determination requesting that an apology be made following the informal resolution stage of the complaints process.

47. Notices of Motion in accordance with Procedure Rule 10

The following motion was submitted in accordance with Procedure Rule 10 of the Meeting Procedure Rules and was moved by Cllr J Salmon and seconded by Cllr K Salmon.

That this Council:

- Expresses deep sympathy for all those affected by the conflict in Israel and Palestine. To those in the BCP area who have been affected by this conflict we offer our support in this difficult time.
- Hopes for an immediate further release of all hostages and an immediate ceasefire to allow more aid and the possibility of a peaceful resolution.
- Believes Muslims, Jews and people of all faiths and none should feel safe and supported throughout the world; that the increase in antisemitic and Islamophobic violence in the UK is reprehensible and should be punished to the full extent of the law.

This Council resolves to:

- Through the equalities action commission explore how the council can better support and facilitate events for people of all faiths and none where they can come together and express solidarity and sadness in response to these events.
- Offer appropriate support to any local resident who needs our assistance as a result of these violent events.
- Stand ready to provide support and open our arms to innocent people displaced and affected by these events.
- Condemn the use of all dehumanising language and calls on our communities to treat each other with respect and refrain from inflammatory terms to describe either the Palestinian or Israeli populations.
- Continue flying the UN flag as a symbol of peace outside the Civic Centre until a ceasefire is agreed.

Comprehensive discussion took place on the motion before Council moved to the vote.

RESOLVED: -

That this Council:

- **Expresses deep sympathy for all those affected by the conflict in Israel and Palestine. To those in the BCP area who have been affected by this conflict we offer our support in this difficult time.**
- **Hopes for an immediate further release of all hostages and an immediate ceasefire to allow more aid and the possibility of a peaceful resolution.**
- **Believes Muslims, Jews and people of all faiths and none should feel safe and supported throughout the world; that the increase in antisemitic and Islamophobic violence in the UK is reprehensible and should be punished to the full extent of the law.**

This Council resolves to:

- **Through the equalities action commission explore how the council can better support and facilitate events for people of all faiths and none where they can come together and express solidarity and sadness in response to these events.**
- **Offer appropriate support to any local resident who needs our assistance as a result of these violent events.**
- **Stand ready to provide support and open our arms to innocent people displaced and affected by these events.**
- **Condemn the use of all dehumanising language and calls on our communities to treat each other with respect and refrain from inflammatory terms to describe either the Palestinian or Israeli populations.**
- **Continue flying the UN flag as a symbol of peace outside the Civic Centre until a ceasefire is agreed.**

Voting: For: 45, Against: 0, Abstention: 21.

The following motion was submitted in accordance with Procedure Rule 10 of the Meeting Procedure Rules and was moved by Cllr C Cooper and seconded by Cllr P Canavan.

That this Council is concerned that the introduction of requiring residents to produce photo ID in order to vote at polling stations is having a negative impact on our democracy by disenfranchising particular sections of our society. For example, in some wards, turnout was noticeably lower than in 2019. This Council therefore agrees to raise these concerns with the Local Government Association, local MPs and Government as a matter of urgency to seek the removal of this unnecessary requirement on voters.

Comprehensive discussion took place on the motion before Council moved to the vote.

RESOLVED:

That this Council is concerned that the introduction of requiring residents to produce photo ID in order to vote at polling stations is having a negative impact on our democracy by disenfranchising particular sections of our society. For example, in some wards, turnout was noticeably lower than in 2019. This Council therefore agrees to raise these concerns with the Local Government Association, local MPs and Government as a matter of urgency to seek the removal of this unnecessary requirement on voters.

Voting: For: 60, Against: 4, Abstention: 1

48. Questions from Councillors

Question from Cllr Canavan

Could an update be given regarding the situation with Future Places Limited. In particular:

a) How many of the previous Future Places staff have now transferred to BCP?

b) Has the previous office that Future Places staff were working from now been vacated?

c) Are all assets including IT equipment, financial information and intellectual property now in the hands of BCP?#

d) What steps are being taken to assess the overall cost of engaging, and winding up, this company to the Council Tax payer?

e) Future Places appears to have operated with limited oversight or scrutiny so what steps are being taken to review any lessons learnt and exactly who knew what and when regarding its operation?

Response by Leader of the Council, Councillor Vikki Slade

Thank you, Councillor Canavan, I will take each of the queries in turn.

a. 13 of the 19 staff that were in FuturePlaces two months ago have transferred. One of those, the Managing Director, is being consulted with regard to potential future employment and another, the Chief Operating Officer, has resigned.

b. Yes, the office was vacated early, on 31 October and a new tenant is moving in, reducing the rent commitment considerably.

c. Yes, we believe that we have taken control of all of the IT equipment and information etc.

d. We are assessing the overall cost, but this will not become clear until we have been able to value all of the work in progress and the consulting and strategic planning work that has been completed but not yet charged for. This is likely to take until December.

e. Internal governance is being reviewed to ensure that we have a robust structure for oversight of development delivery and risk management is in place, which will include an independent advisory

board, the terms of reference and membership of which is being finalised. We will keep Councillors informed on the progress.

Supplementary question from Cllr Canavan

I am grateful for the assurance regarding the review of oversight going forward but my question also asked for a review of what happened in the past. It is important to take on board lessons learned. Is there assurance that we will look at what went wrong?

Response by Leader of the Council, Councillor Vikki Slade

The matter needs review by the Audit and Governance Committee as the most appropriate route for all matters of governance. I hope that Councillor Andrews will be happy to take this on so that we can have it done in public, with the appropriate scrutiny. I am happy to work with the officers required.

Question from Cllr Rigby

Could the Leader of the Council give an update on the progress with starting a governance review of the current leader and cabinet system and the opportunity to replace it with a committee system. This was promised to commence within six months of the formation of the current administration, and I think we are about there.

Response by Leader of the Council, Councillor Vikki Slade

Thank you, Councillor Rigby. During the initial negotiations to form an administration, one of the commitments we made to the Green Party Group was to "Commit to A Governance Review within 6 months". Cllrs will be aware that BCP council was the subject of a Governance Review by DLUHC when we came into office, and it was right to consider the issues in this report as a priority before starting any other internal governance reviews.

The A&G Constitutional Working Group had their first meeting at the end of July and I asked them to consider the potential of a Governance Review but they were clear this was beyond their remit and capacity as they were prioritising the following three areas that will be delivered by the end of this civic year:

- Changes to O&S structure;
- Introduction of two planning committees (one East, one West);
- Restarting of Transport Advisory Group.

All of which are on track to be delivered by the beginning of the next civic year.

Officers in Democratic Services have confirmed that they are at capacity and would be unable to support other work programmes without additional financial input. Other councils have set aside up to £100,000 for such work. We must be mindful of this cost.

Members will be aware that we are having to close a budget gap of over £44m and so committing these funds before we have balanced the budget is simply not feasible. Every member of this administration has been shocked by the huge amount of time and effort required by the whole team

(officers and members) to try and close the deficit. I hope that those members who attended the budget workshop on Friday now understand quite how difficult this is.

However, the Chief Executive has spoken to other Chief Executives in councils that do have Committee systems (including Sheffield) to gain their insight into the process, risks and costs and I have spent some time in London Borough of Richmond Upon Thames who have a Committee system, where I discussed their experiences and potential issues to consider. My LGA mentor is also the leader of a council running a committee system and it is a regular discussion point at our meetings.

The Three Towns Alliance remains committed to a full governance review but is having to move more slowly on several of its key projects due to the budget pressures, including the implementation of the Residents Card, extension of the 20mph zones and our Climate Plan, and so we hope members will be satisfied that making a number of smaller changes to the way we work, consult, engage and report in the meantime will demonstrate our commitment to this work even if it is having to go more slowly than we had hoped.

I can confirm that the next step towards a governance review is an informal consultation with Cllrs on the governance and procedural issues that they would like to see changed while we are considering the more substantive change from cabinet.

Members will shortly receive an invitation to a session in December to consider ways to improve this governance.

Following that, a Task and Finish Working Group, chaired by myself, will be convened to consider the options and bring them back to members early in the New Year so that we can take the process forward formally, hopefully just a few weeks outside of the former plan.

(Councillors Bagwell and Butt left the meeting at 21:00)

Question from Cllr J Salmon

Has the Council any solid evidence there is any cost benefit or other benefit to switching to cashless only provision of Council-run facilities like car parks and kiosks selling ice-cream and whether that outweighs the potential drawbacks such as inaccessibility and so on, that comes with moving to cashless provision?

Response from Councillor Mike Cox, Portfolio Holder for Finance

Thank you for the question.

Switching to cashless payment methods for services such as car parks and seafront facilities offers demonstrable cost savings due to the removal of the need for cash collection, banking costs and associated administration. For cashless parking meters it reduces the maintenance costs incurred as well reducing the likelihood of machine thefts which requires the council to purchase new equipment on top of the income lost.

Any decision to go cashless for services provided by the Council will always consider the wider equalities impact.

Supplementary Question from Cllr J Salmon

I would like to see evidence and numbers behind the decision.

Question from Cllr K Salmon

Given the dire state of local government finances across the country, with ever increasing numbers of local authorities known to be nearing financial breaking point due to the spiralling costs of delivering their statutory duties with no additional support from central government (a local example within the last two weeks being Hampshire County Council), what is the level of engagement between BCP Council and our local MPs in terms of their role of representing the communities they serve at Westminster? Do you think they are aware that the Council has responsibilities beyond Christmas lights and blue flags, for example children's services, housing and adult social care?

Response by Leader of the Council, Councillor Vikki Slade:

Thank you for raising this important issue. When I became Leader I was quick to engage with all five of the Members of Parliament that cover the BCP Council area. I invited them to meet me on a one-to-one basis every three-four months, and also confirmed I would arrange for them to join me, the Chief Executive and any relevant officers for a face to face meeting at the Civic Centre each quarter.

I can confirm that four of them have had their first one-to-one meeting (Sir Christopher Chope, Sir Robert Syms, Sir Conor Burns and Tobias Ellwood) and that two of them have attended our first group meeting (Sir Christopher Chope and Sir Robert Syms). I also welcomed Tobias Ellwood to the BCP Hospitality Marquee at the Air Festival where he entertained two of his diplomatic contacts.

In addition, I have had two further one to one meetings with Sir Conor Burns and he will be attending the forthcoming Town Centre summit. He also arranged a meeting – which he also attended – with the Roads Minister Richard Holden in Parliament to discuss our request for freedom to increase fines for illegal parking.

For the record, the other MP – Michael Tomlinson – has declined all requests to meet.

During our meetings, I always ask MPs for the issues that they wish to raise, whether they are matters brought up by individual constituents or issues for the Council. At each of the four one-to-ones Future Places, cleaning up the Council's reputation, planning improvement and the Council's wider finances have been on the agenda.

There have been some very high profile criticisms of the Council by one particular MP and I have questioned why they did not raise these issues with me direct during our time together and suggested in my public responses that they would be better informed if they had attended the most recent meeting where the main topic of conversation was the financial position of Council, including the Council's potential eligibility for future bids, SEND funding, business rate reform, social care legislation, and matters relating to the Local Plan and issues of housebuilding and homelessness.

Finally, I do also keep the MPs updated when there are incidents that occur in their constituency, and I am aware that they all receive copies of press releases and consultations from the Council.

49. Urgent Decisions taken by the Chief Executive in accordance with the Constitution

The Chief Executive confirmed the urgent decisions taken as follows:

1. Appointment of the Interim Monitoring Officer, and;
2. Appointment of the new Corporate Director of Wellbeing.

The meeting ended at 9.02 pm

CHAIRMAN

CABINET

Report subject	**Medium Term Financial Plan (MTFP) Update**
Meeting date	13 December 2023
Status	Public Report
Executive summary	This report presents: • Progress towards delivering a legally balanced budget for 2024/25. • The latest medium-term financial plan (MTFP) of the council as updated for any identified implications of the governments Autumn Statement. • In the first instance, that Cabinet has significantly completed the work to balance the 2024/25 revenue budget based on the £12m funding gap set out in the November report. However, predominately due to the higher than assumed National Living Wage announcement by Government that council needs to find an extra £6m to now close the gap. In addition, the report proposes not to change the Local Council Tax Support Scheme (LCTSS) for 2024/25 and therefore the council will continue to operate the same scheme that it has operated since April 2019.
Recommendations	**It is RECOMMENDED that Cabinet:** **a) Acknowledges the further progress towards delivering a sustainable balanced budget for 2024/25.** **b) Endorses the updated MTFP position.** **c) Approve the continuation of the current Local Council Tax Support Scheme (LCTSS) into 2024/25.** **It is RECOMMENDED that Cabinet recommend to Council:** **d) Further to Councils decision on 12 July 2022 to apply a council tax premium to second homes and an empty homes premium, to approve the formal determination as required by the Levelling Up and Regeneration Act 2023.**
Reason for recommendations	To comply with accounting codes of practice and best practice which requires councils to have a rolling multi-year medium term financial plan.

	To present the further progress towards delivering a balanced budget for 2024/25 and the latest high-level overview of the medium-term financial plan. To ensure a prudent approach to financial management based on traditional local government financial management processes. To present ongoing progress against the Best Value Notice requirement to establish a sound budget setting process and begin preparation for the 2024/25 budget as soon as possible and draft a sustainable MTFP and three-year budget by the end of September 2023. To present for Council consideration the formal determination in support of the previous decision to apply a council tax premium to second homes.
Portfolio Holder(s):	Cllr. Mike Cox, Portfolio Holder for Finance
Corporate Director	Ian O'Donnell, Corporate Director for Resources
Report Authors	Adam Richens, Director of Finance and Chief Finance Officer adam.richens@bcpcouncil.gov.uk
Wards	Council-wide
Classification	For Decision

Background

1. Cabinet at its meeting on 22 November 2023 received its latest MTFP Update report. In receiving the report, the Cabinet acknowledged the positive progress that had been made towards delivering a sustainable and balanced budget for 2024/25 and developing the latest MTFP position of the council. The report also recognised that this work had been undertaken in the context of.

    - The February 2023 approved General Fund budget for 2023/24 being balanced on the assumption of a £30m drawdown in reserves and the delivery of £34m in savings, efficiencies, and additional resources including £9m in respect of transformation which were un-itemised.
    - A funding gap of £44m for 2024/25 as set out in the July MTFP Update report to Cabinet and a 3-year funding gap to 2026/27 of £67m.
    - An environment of ongoing uncertainty and volatility associated with the cost-of-living crisis.

    Although significant progress had been made it was clear that there was still much work to be done. The November report summarised the position as follows.

2. **Figure 1:** November 2023 Medium Term Financial Plan position

	Incremental Year on Year Changes				
	24/25 £m	25/26 £m	26/27 £m	27/28 £m	Total £m
Annual – Net Funding Gap	12.0	7.0	3.1	7.6	29.7
Cumulative MTFP – Net Funding Gap	12.0	19.0	22.1	29.7	

3. It was also acknowledged that this position would materially alter if any of the key financial planning assumptions, currently adopted to underpin the financial planning framework, were to change. These key assumptions included a basic increase in Council Tax of 2.99% in 2024/25 as well as an increase of 2% in respect of the social care precept. Thereafter the assumption annually was 1.99% by way of a basic increase as well as a 1% social care precept. The National Living Wage assumption was for a 5.6% increase to £11 per hour for 2024/25 and 2% annual increases thereafter.

Autumn Statement

4. On 22 November 2023 the Chancellor of the Exchequer presented his Autumn Statement to the House of Commons alongside the publication of the Office for Budget Responsibility's (OBR) new set of Economic and Fiscal Outlook forecasts.

5. The most significant referenced matter which will have a direct impact on the council's proposed 2024/25 budget was the announcement that the National Living Wage will increase by 9.8% (£1.02) in 2024/25 to £11.44 per hour. As stated above, it had been assumed that the increase would be 5.6% based on the previous statement that it would be £11 per hour as a minimum.

6. The impact of this announcement is stark. The additional cost of commissioned care in just Adult Social Care will require the Council to set aside a total of an extra £12.388m in resources in 2024/25 to cover the additional costs arising from the increase in the National Living Wage alone. This equates to the extra resources that could be generated by a 5.08% council tax increase when the maximum permitted increase is likely to be 5%. This will leave no additional resources available for demand pressures in Children's, Adults or Homelessness services, the annual pay award across all services areas, or the impact of cost-of-living inflationary pressures on any of the other services provided by the Council.

7. Other issues highlighted in the Autumn Statement particularly relevant to local government include.

   - In April 2024, Local Housing Allowance rates will be raised to the 30th percentile of local market rates which should provide an element of mitigation regarding the cost and demand pressures associated with homelessness.
   - Department for Levelling Up Housing and Communities (DLUHC) will bring forward plans for authorities to offer guaranteed accelerated decision dates for major developments in exchange for a fee, ensuring refunds are given where deadlines are not met and limiting use if extension of time arrangements.
   - A consultation on a new Permitted Development Right for subdividing houses into two flats without changing the façade.

- Regarding business rates the small business multiplier will be frozen in 2024/25 at 49.9p, while the standard multiplier will be uprated by September CPI to 54.6p. Additionally the current 75% relief for eligible Retail, Hospitality and Leisure properties will be extended for 2024/25. Local Authorities will be fully compensated for the loss of income as result of these measures.
- Local Government Pension Scheme (LGPS) guidance will be revised to implement a 10% allocation for investment in private equity.

8. OBR forecasts published alongside the Autumn Statement suggest that based on future projections of Council Tax revenues that the existing framework of a permitted 2.99% basic and 2% social care precept will continue.

Latest MTFP Position

9. Figure 2 below sets out the current Medium-Term Financial Plan (MTFP) to 2028. As a reminder to Cabinet, the table sets out changes in the revenue budgets on an annual basis, either positive numbers which represent additional costs to be met, or negative numbers which represent forecast cost reductions or additional income. The variances are shown in the year in which they are expected to be first seen and are then assumed to recur on an ongoing basis in each of the following years. One-off changes will be seen as an entry in one year and will then be reversed out in a following year. A more detailed summary statement is presented as Appendix A.

10. The main changes to the position as set out in the November Cabinet report include.

Items having an adverse impact.

- The 2024/25 increase in the National Living Wage as per the announcement on the 21 November 2023.
- Reduction in the forecast of internal staff costs that can be charged against the transformation budget.

Items having a positive impact.

- An increase in the annual Council Tax increase financial planning assumption from 2025/26 onwards in line with the OBR forecasts published alongside the Autumn Statement.
- Implications of the financial strategy work to undertake a fundamental review of the Business Rates Collection Fund as the position starts to stabilise in a post pandemic environment. This work has enabled the ongoing assumption of base revenue budget resources to be increased as well as providing one-off resources which will be applied to one-off items within the 2024/25 budget.
- Impact of work to review the mechanism by which resources are set aside to repay debt on an annual basis. The work stream has been reflecting on the optimum strategy based on statutory guidance. A consideration within this will be the recent decision of Council to reduce the authority's debt threshold from £1.334bn to £755m. Subject to consideration as part of the annual Treasury Management Strategy the approach will be to move to an annuity basis, as per most household mortgages and as many other councils have done, rather than either a straight line or reducing balance method.
- Further adjustments to the financial planning assumptions around the level of savings that can be delivered either in 2024/25 or over the 4 years of the MTFP.

The public consultation exercise which is open to 20 December 2023 will help inform the final set of proposals.

11. **Figure 2:** Latest (December 2023) MTFP

Service Pressures (net of any specific grant changes)	Budget 2023/24 £m	Incremental Year on Year Changes 24/25 £m	25/26 £m	26/27 £m	27/28 £m	Total £m
Wellbeing Directorate	133.0	12.7	5.5	5.5	5.8	**29.4**
Children's Directorate	85.0	4.9	5.0	5.3	5.3	**20.4**
Operations Directorate	63.1	2.5	2.8	1.6	1.4	**8.3**
Resources Directorate	40.8	0.6	0.6	0.7	0.4	**2.3**
	321.9	**20.6**	**13.9**	**13.1**	**12.9**	**60.5**
Savings, Efficiencies, Fees & Charges						
Wellbeing Directorate		(11.6)	1.4	(0.6)	(0.6)	**(11.4)**
Children's Directorate		(3.7)	0.5	0.0	0.0	**(3.2)**
Operations Directorate		(14.5)	(0.8)	(2.2)	(2.0)	**(19.5)**
Resources Directorate		(1.0)	(0.2)	(0.1)	(0.1)	**(1.3)**
Transformation		(10.8)	(3.0)	(0.6)	(0.1)	**(14.5)**
		(41.6)	**(2.1)**	**(3.5)**	**(2.7)**	**(49.9)**
One-off Items						
One-off Pressures		11.3	(11.1)	(0.1)	0.0	**(0.0)**
One-off Resources		(11.3)	11.1	0.1	0.0	**0.0**
		0.0	**0.0**	**0.0**	**0.0**	**0.0**
Corporate Items - Cost Pressures	**16.6**	**18.2**	**8.6**	**2.2**	**6.4**	**35.4**
Funding - Changes	**(338.4)**	**8.8**	**(18.4)**	**(16.5)**	**(16.6)**	**(42.7)**
Annual – Net Funding Gap	**0.0**	**6.0**	**2.1**	**(4.7)**	**(0.1)**	**3.3**
Cumulative MTFP – Net Funding Gap		**6.0**	**8.1**	**3.4**	**3.3**	

12. Figure 2 demonstrates that the further actions that were required to close the £12m funding gap reported in the November MTFP Update have been identified and that gap was effectively closed. However, predominately due to the higher than assumed National Living Wage announced by the Chancellor the Council now has a further £6m to find. Further work is now required on additional savings and efficiencies to ensure a legal, balanced, budget can be put forward for 2024/25 and ideally produce a balanced budget across the 4-year planning period of the MTFP.

13. The updated key assumptions made in presenting the latest MTFP position can be summarised in Figure 3 below.

Figure 3: Key Budget & MTFP Assumptions

	2024/25	2025/26	2026/27	2027/28
Council Tax: Core	2.99%	2.99%	2.99%	2.99%
Council Tax: Social Care Precept	2.00%	2.00%	2.00%	2.00%
Pay Award	5%	2%	2%	2%
Increase in Fees and Charges	5%	2%	2%	2%
National Living Wage (NLW) *% Increase in the National Living Wage*	9.8%	2%	2%	2%
	Sep-23	Sep-24	Sep-25	Sep-26
Bank of England - Base Rate	5.25%	5.00%	3.00%	2.75%

Please note:
The increase in fees and charges should be regarded as a minimum increase to those not set by statute. The principle of full cost recovery may mean increases above these levels for example were costs are likely to rise by the National Minimum Wage which has been confirmed at £11.44 per hour in 2024/25 which is an increase of 9.8%.

Council Tax Premium - Second Homes & Empty Homes

14. Council on 12 July 2022 agreed, subject to the passing of the Levelling Up and Regeneration Bill, to.

    a) reduce the qualifying period for the empty homes' council tax premium from two-years to one-year from 1 April 2024 onwards to reinforce the incentive for owners to bring empty properties back into use.

    b) levy a council tax premium of 100% from 1 April 2025 to support the council in addressing the impact of second homes, as defined as a dwelling occupied periodically (there is no resident of the dwelling, and the dwelling is substantially furnished).

15. To levy the second homes council tax premium an authority first needs to make a determination at least one-year before the beginning of the financial year to which it relates and to enact the determination it must be publish a notice in at least one local newspaper 21 days before the determination date. The formal determination is presented as Appendix B.

16. The MTFP as presented earlier in this report includes the following assumptions.

    a) An estimated extra £900k from 1 April 2024 from bringing forward the change in the empty homes' council tax premium qualifying period to one-year from two.

    b) An estimated extra £6m per annum from 1 April 2025 from the application of the 100% council tax premium on second homes. This is reduced to £5.650m net of the extra staff that it is estimated will be required to support and administer the new arrangements as there is currently no mechanism in place to identify a property as a second home. This will be subject to further significant due

diligence. The forecast has been constructed based on local knowledge around homes that used to get the 50% second homes council tax discount updated for any subsequent information gathered. There is currently no incentive for homeowners to make the council aware that a property is a second homes as they pay the same council tax rate as if it was their main residence.

Local Council Tax Support Scheme (LCTSS)

17. No changes are proposed to the Local Council Tax Support Scheme for 2024/25 which will mean a consistent policy has been applied by the Council from 1 April 2019 onwards.

18. Ongoing consideration will be given to changing the existing LCTSS to a 'banded scheme' reflecting evolving best practice to reduce the burden of administration for both claimants and the council. Any changes proposed would not be designed to reduce expenditure on LCTSS but to deliver operational and administration efficiencies and better meet the needs of residents.

19. As of 1 November 2023, BCP Council was providing LCTS to 23,258 claimants a reduction of 3.1% over the previous 12 month period.

Options Appraisal

20. As alternatives to the recommendations put forward councillors could consider.

Local Council Tax Support Scheme

21. Numerous alternative LCTSS are possible however the viability of any proposal that would increase the cost met locally would need careful consideration especially in the current financially challenging environment. Public consultation is required to consider any change with engagement not just limited to claimants but also council taxpayers who cover the cost of the scheme.

Council Tax second homes and empty homes premium

22. Any decision not to issue a determination would be contra to the July 2022 decision of Full Council.

Summary of financial implications

23. The financial implications of the report's recommendations are considered, alongside alternative options, elsewhere within this report.

Summary of legal implications

24. The council has a fiduciary duty to its taxpayers to be prudent in the administration of the funds it manages on their behalf and an equal duty to consider the interests of the community which benefit from the services it provides.

25. It is the responsibility of councillors to ensure the council sets a balanced budget for the forthcoming year. In setting, such a budget councillors and officers of the council have a legal requirement to ensure it is balanced in a manner which reflects the needs of both current and future taxpayers in discharging these responsibilities. In essence, this is a direct reference to ensure that Council sets a financially sustainable budget which is mindful of the long-term consequences of any short-term decisions.

26. As a billing authority, failure to set a legal budget by 11 March each year may lead to intervention from the Secretary of State under section 15 of the Local Government

Act 1999. It should however be noted that the deadline is, in reality, the 1 March each year to allow sufficient time for the council tax direct debit process to be adhered to.

Summary of human resources implications

27. There are no direct human resources implications associated with this report. However, the 2024/25 budget is likely to have a direct impact on the level of services delivered by the council, the mechanism by which those services are delivered and the associated staffing establishment.

Summary of sustainability impact

28. Provision was made as part of the 2023/24 budget to protect the budget supporting climate change and ecological emergency activity.

Summary of public health implications

29. The Department of Health and Social Care allocated BCP Council £21.29m, a 3% increase from 2022/23, to deliver its public health service in 2023/24. This will be combined with the £15.09m allocated to Dorset as part of the joint pan Dorset service.

Summary of equality implications

30. Officers are expected to deliver the services they are responsible for with due regard to the equality's implications. A full equalities impact assessment will be undertaken as part of the final February 2024 report to members as part of the annual budget process.

Summary of risk assessment

31. The most significant risk to the council's financial sustainability continues to be the current and growing deficit on the Dedicated Schools Grant (DSG) specifically regarding the annual expenditure on the High Needs Block being more that the annual government grant. As previously indicated the deficit on the DSG was £35.8m as at the 31 March 2023 and this is currently estimated to grow to £63.4m on the 31 March 2024. This is not a tenable position. By April next year the deficit will be greater than the councils total general fund reserves and ordinarily the council would be required to issue what is referred to as a s114 notice which basically would put the council into administration and it would likely lead to government intervention. This action is currently not necessary as the government have put in place to 31 March 2026 a statutory override which enables the council to ignore the DSG deficit for the purposes of the s114 assessment.

32. In response to this issue, and to mitigate the risk, the council has been invited to be part of the Department for Education Safety Valve programme and is engaged in a conversation to determine if agreement can be reached on a way forward.

33. In addition to the DSG position, the two next most salient financial risks are ensuring that the councils financial outturn for 2023/24 is in line with the February 2023 approved budget and that the council bring forward a legally balanced budget for 2024/25. The main risks associated with the 2023/24 Budget will be the delivery of the £34m in savings, efficiencies, and additional resources including £9m in respect of transformation which were un-itemised. Quarter 2 budget monitoring presented to Cabinet in November 2023 identified that council is not currently forecasting to

achieve this objective as the council will need to draw down a further £4.3m in reserves to balance the 2023/24 in-year position. However, officers are continuing to explore ways of reducing this deficit before the year end and the restrictions which have been put on spending which will help this.

34. In respect of the draft budget proposals for 2024/25 the key risks will be addressing the structural deficit created by using £30m in one-off reserve funding to balance the 2023/24 budget alongside the demand and inflationary pressures which have been exacerbated by the cost-of-living crisis. The Cabinet July MTFP Update report established that the funding gap for 2024/25 was forecast to be £44m and the funding gap over the period to 2026/27 was forecast to be £67m. A further Cabinet meeting in November received an update that significant progress had been made in reducing the funding gap for 2024/25 to £12m although it referenced that there was still much work still to be done.

35. Mitigation measures have been put in place to support the balancing of both the in-year (2023/24) and draft budget for 2024/25. These include.

    - In-year expenditure freeze and vacancy management process since September for the remainder of 2023/24.
    - Reduction in the Councils Debt Threshold to £755m from £1.334bn.
    - Closure of BCP FuturePlaces Ltd and bringing the development and investment activities of the company in-house.
    - Implementation of a voluntary redundancy process.

36. Officers continue to monitor the risk of delivering £47m of capital receipts to fund the transformation investment programme across the period to 31 March 2025.

37. By following a prudent approach to financial management based on traditional local government financial management processes steps have been taken to mitigate these risks. Members should however be under no illusion significant financial challenges, underpinned by numerous difficult choices, remain.

Background papers

38. February 2023 Budget and Medium-Term Financial Plan 2023/24

    https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?CId=284&MId=5032&Ver=4

39. July 2023 Financial Outturn Report 2022/23

    July 2023 Medium Term Financial Plan (MTFP) Update

    https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?CId=285&MId=5359&Ver=4

40. September 2023 Budget Monitoring 2023/24 at Quarter One

    September 2023 Responding to the Best Value Notice

    https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?CId=285&MId=5360&Ver=4

41. November 2023 Medium Term Financial Plan (MTFP) Update

    November 2023 Budget Monitoring 2023/24 at Quarter Two

https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?CId=285&MId=5363&Ver=4

Appendices

Appendix A Detailed MTFP Summary

Appendix B Determination - Second Homes and Empty Homes Premium

BCP Council - MTFP 2024 to 2028 - 4 December 2023

Service Pressures (net of any specific grant changes)	Budget 2023/24 £m	Incremental Year on Year Changes 24/25 £m	25/26 £m	26/27 £m	27/28 £m	Total £m
Wellbeing Directorate	133.0	12.7	5.5	5.5	5.8	**29.4**
Children's Directorate	85.0	4.9	5.0	5.3	5.3	**20.4**
Operations Directorate	63.1	2.5	2.8	1.6	1.4	**8.3**
Resources Directorate	40.8	0.6	0.6	0.7	0.4	**2.3**
	321.9	**20.6**	**13.9**	**13.1**	**12.9**	**60.5**
Savings, Efficiencies, Fees & Charges						
Wellbeing Directorate		(11.6)	1.4	(0.6)	(0.6)	**(11.4)**
Children's Directorate		(3.7)	0.5	0.0	0.0	**(3.2)**
Operations Directorate		(14.5)	(0.8)	(2.2)	(2.0)	**(19.5)**
Resources Directorate		(1.0)	(0.2)	(0.1)	(0.1)	**(1.3)**
Transformation		(10.8)	(3.0)	(0.6)	(0.1)	**(14.5)**
		(41.6)	**(2.1)**	**(3.5)**	**(2.7)**	**(49.9)**
One-off Items						
One-off Pressures		11.3	(11.1)	(0.1)	0.0	**(0.0)**
One-off Resources		(11.3)	11.1	0.1	0.0	**0.0**
		0.0	**0.0**	**0.0**	**0.0**	**0.0**
Corporate Items - Cost Pressures						
Adjustment - Assumed Transformation savings not rebased	(6.7)	6.7	0.0	0.0	0.0	**6.7**
Transformation Base Revenue Cost	4.5	0.0	0.0	0.0	0.0	**0.0**
Salary Costs charged to Transformation	(3.2)	2.5	0.7	0.0	0.0	**3.2**
Debt Capital Repayment - Minimum Revenue Provision	13.6	(8.7)	0.5	0.4	0.4	**(7.3)**
Debt Interest on Borrowings	3.3	0.0	0.0	0.0	0.0	**0.0**
Capitalisation Direction provision	0.2	(0.2)	0.0	0.0	0.0	**(0.2)**
Treasury Management Income	(2.5)	0.8	0.8	1.7	1.8	**5.1**
Pension - Back funding	3.4	0.2	0.2	0.0	0.0	**0.3**
Provision for the Pay Award	4.0	15.6	3.7	3.7	3.7	**26.8**
Pay and Grading Project	1.0	0.1	2.5	(4.2)	0.0	**(1.7)**
Redundancy Costs (non-transformation fundable)	2.1	(1.9)	(0.1)	0.0	0.0	**(2.1)**
Investment Properties Income	(5.0)	0.1	(0.1)	0.0	0.0	**(0.0)**
Carters Quay	0.1	0.0	0.0	0.0	0.0	**0.0**
Miscellaneous including levies	(0.4)	1.7	0.4	0.5	0.6	**3.2**
Contingency	2.2	0.0	0.0	0.0	0.0	**0.0**
Additional Investment in Regeneration	0.0	1.4	0.0	0.0	0.0	**1.4**
Corporate Items - Cost Pressures	**16.6**	**18.2**	**8.6**	**2.2**	**6.4**	**35.4**
Funding - Changes	**(338.4)**	**8.8**	**(18.4)**	**(16.5)**	**(16.6)**	**(42.7)**
Annual – Net Funding Gap	**0.0**	**6.0**	**2.1**	**(4.7)**	**(0.1)**	**3.3**
Cumulative MTFP – Net Funding Gap		**6.0**	**8.1**	**3.4**	**3.3**	

Appendix A

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
COUNCIL TAX
LOCAL GOVERNMENT FINANCE ACT 1992

DETERMINATION OF DISCOUNTS FOR SECOND AND EMPTY HOMES AND HIGHER AMOUNT FOR LONG-TERM EMPTY DWELLINGS AND DWELLINGS OCCUPIED PERIODICALLY

In accordance with the provisions of sections 11A, 11B and 11C of the Local Government Finance Act 1992 as inserted or amended by the Local Government Act 2003, the Local Government Finance Act 2012, the Rating (Property in Common Occupation) and Council Tax (Empty Dwellings) Act 2018 and the Levelling Up and Regeneration Act 2023, Bournemouth, Christchurch and Poole Council makes the following determination which will come into force from 1 April 2024. This determination revokes any previous determinations.

Second and Empty Homes

The Council Tax (Prescribed Classes of Dwellings) (England) Regulations 2003 as amended by The Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 has prescribed classes of dwelling for the purposes of section 11A of the Local Government Finance Act 1992.

Class A – dwellings which are not the sole or main residence of an individual, are furnished and the occupation is restricted by a planning condition preventing occupancy for a continuous period of at least 28 days in the year.

Class B - dwellings which are not the sole or main residence of an individual, are furnished and the occupation is not restricted by a planning condition preventing occupancy for a continuous period of at least 28 days in the year.

Classes A and B shall not include any dwelling which consists of pitch occupied by a caravan or a mooring occupied by a boat or where a person is liable for council tax for another dwelling which is job-related.

Class C – dwellings which are unoccupied and substantially unfurnished

Class D – dwellings which are vacant and are undergoing or require major repair work or structural alteration to render them habitable unless it has been such a dwelling for a continuous period of twelve months or more.

In accordance with section 11A of the Local Government Finance Act 1992, the Council determines that the discount under section 11(2)(a) shall not apply to dwellings of Classes A, B, C and D as described above.

Higher amount for long-term empty dwellings

A dwelling is a long-term empty dwelling if it has been unoccupied and substantially unfurnished for a continuous period of at least 1 year.

In accordance with section 11B of the Local Government Finance Act 1992, the Council determines that the discount under section 11(2)(a) shall not apply to long-term empty dwellings and that the amount of council tax payable in respect of such dwellings shall be increased as follows:

(a) in respect of any dwelling that has been unoccupied and substantially unfurnished for a continuous period of at least 1 year, the council tax shall be increased by 100 percent
(b) in respect of any dwelling that has been unoccupied and substantially unfurnished for a continuous period of at least 5 years but less than ten years, the council tax shall be increased by 200 percent
(c) in respect of any dwelling that has been unoccupied and substantially unfurnished for a continuous period of at least 10 years, the council tax shall be increased by 300 percent

The Council Tax (Prescribed Classes of Dwellings) (England) Regulations 2003 as amended by The Council Tax (Prescribed Classes of Dwellings) (England) (Amendment) Regulations 2012 has prescribed classes of dwelling for the purposes of section 11B in relation to which this determination may not be made as follows:

Class E – dwellings which would be the sole or main residence of a person but which is empty while that person resides in accommodation provided by the Ministry of Defence by reason of their employment i.e. service personnel posted away from home.

Class F – dwellings which form annexes in a property which are being used as part of the main residence or dwelling in that property.

If a class of dwelling is prescribed by reference to a period of time for which a condition is met, it does not matter whether the period begins before this determination comes into force.

Higher amount for dwellings occupied periodically

A dwelling is occupied periodically if there is no resident of the dwelling, and the dwelling is substantially furnished.

In accordance with section 11C of the Local Government Finance Act 1992, the Council determines that the discount under section 11(2)(a) shall not apply to dwellings occupied periodically, and the amount of council tax payable in respect of such dwellings is increased by 100 percent. The Secretary of State may by regulations prescribe one or more classes of dwelling in relation to which this determination may not be made.

As this is the Council's first determination under this section, it must be made at least one year before the beginning of the financial year to which it relates. This part of the determination therefore has effect for financial years beginning on or after 1 April 2025.

CABINET

Report subject	**Corporate Strategy 2023 – 2027 – High level summary**
Meeting date	13 December 2023
Status	Public Report
Executive summary	A new vision for the Bournemouth, Christchurch and Poole area has been developed with Cabinet Members and senior leaders, following a change in administration after local elections in May 2023. The new vision, referred to as the Corporate Strategy, replaces the Big Plan and previous Corporate Strategy, setting a single set of key priorities and ambitions for the Bournemouth, Christchurch and Poole area. Both the people and place agendas are balanced, and commitments are made to sustainability, equality and diversity. A draft high level summary of a new Corporate Strategy was the subject of wider engagement and consultation with residents and stakeholders, giving the opportunity to influence the Council's priorities prior to adoption. On the whole there was support for the themes identified and feedback has been taken on board, with a revised version presented in Appendix 2 for recommendation for adoption. A summary of the findings from the consultation programme are detailed in Appendix 1.
Recommendations	**It is RECOMMENDED that Cabinet:** **a) Notes the consultation report, summarising feedback from residents and stakeholders** **b) Recommends the revised Corporate Strategy High level Summary for adoption by Council** **c) Recommends to Council that the Corporate Strategy and supporting Performance Management Framework continues to be aligned to the UN Sustainable Development Goals and Purpose Goals**
Reason for recommendations	The Corporate Strategy for BCP Council is a vital strategic document that identifies the vision, key ambitions and priorities for the Bournemouth, Christchurch and Poole area for at least the next four years. It also demonstrated the Council's commitments to sustainability, equality and diversity. It will simplify the strategic framework of the Council, helping to re-stablish the direct link between the budget and maintain the Council's focus on the key priorities for delivery. In addition the Corporate Strategy creates a vital component for policy development, service planning and performance management, enhancing good governance and transparency in decision-making.
Portfolio Holder(s):	Councillor Vikki Slade - Leader of the Council

Corporate Director	Graham Farrant - Chief Executive
Report Authors	Isla Reynolds - Director of Marketing, Communications and Policy Sophie Bradfield - Principal Policy Officer
Contributors	Graham Farrant – Chief Executive Councillor Vikki Slade – Leader of the Council Vicky Edmonds – Policy and Performance Officer Lisa Stuchberry – Research and Consultation Manager Research and Consultation team Erika Pye – Graphic Designer Linda Peacock – Graphic Designer
Wards	Council-wide
Classification	For Recommendation

Background

1. The Corporate Strategy for BCP Council is a vital strategic document that identifies the vision, key ambitions and priorities for the Bournemouth, Christchurch and Poole area for at least the next four years.

2. These priorities are the beginning of a golden thread that links personal, team and service performance to the things that matter most to the organisation and those it serves, and as such will be a vital component of the Council's performance management framework and future policy development.

3. The Corporate Strategy will also influence the allocation and distribution of resources, ensuring that the organisation commits its limited resources in accordance with its stated priorities.

4. The new Corporate Strategy replaces the Big Plan and previous Corporate Strategy, presenting a single set of key priorities and ambitions for the Bournemouth, Christchurch and Poole area, balancing both the people and place agendas and demonstrating the Council's commitments to sustainability and equality & diversity.

5. It puts people at the centre, whilst recognising that the area's unique geography, diverse communities and regeneration aspirations are important parts of creating a thriving place where everyone can reach their potential.

6. It will be underpinned by a set of delivery plans with key performance indicators to measure the Council's performance, due to be presented to Cabinet and Council in April 2024.

7. BCP Council previously adopted the UN Sustainable Development Goals (SDGs) and Purpose Goals to align to the Corporate Strategy and its supporting performance management framework as a way of communicating and monitoring commitments to sustainability and social mobility.

8. The SDGs are a universal blueprint for all countries to end poverty, protect the planet and ensure prosperity for all.

9. The Purpose Goals (formerly known as the Levelling Up Goals) take their inspiration from the SDGs, but are focused on the UK, a leading framework for organisations to articulate their purpose and the social impact they are seeking to achieve.

Strategy Development

10. A week of dedicated workshops were held in June 2023, following local elections, with Cabinet Members and senior leaders. Draft Corporate Strategy headlines were developed for wider engagement with residents and stakeholders.

11. A comprehensive programme of consultation on the Council's draft vision, priorities and objectives ran from 10 August to the 22 October. A wide range of engagement methods were used to consult with children and young people, students, residents, service users, stakeholders and organisations across Bournemouth, Christchurch and Poole.

12. Online methods included a survey, ideas wall and stories contribution which were all hosted on the Council's engagement platform. The consultation was promoted as widely as possible by inviting the community and voluntary sector, town and parish councils and residents' associations to attend discussion events and asked them to promote the consultation to their networks.

13. 11 face-to-face roadshows were held to promote the consultation and speak to residents and our student population about their priorities for the area. Discussion groups were also facilitated with People First Forum, Adult Social Care service user and carers forum, Dots disability, BCP Youth Forum, Children in Care and Care Experienced young people.

14. Written and verbal responses were also received from some key businesses and partners.

15. Over 2,100 individuals and organisations provided their views, ideas and experiences through the survey, ideas wall and online stories. It's estimated that we spoke to over 1,000 people in person either at one of the discussion groups or roadshow events. The feedback from the consultation has been used to revise the vision document and will continue to be used to help inform delivery plans.

16. The feedback is summarised in the consultation report at Appendix 1.

17. The development of the final draft Corporate Strategy for consideration for adoption by Cabinet and Council has been an interactive and iterative process.

18. After the findings were taken into consideration to revise the Corporate Strategy, Corporate Directors, Cabinet Members and staff network group chairs were consulted for further feedback on content, equality and accessibility issues, including for the design and changes were made as a result.

Findings and Revisions

1. The process of engagement on the draft Corporate Strategy has been a valuable opportunity to hear from residents and stakeholders across Bournemouth, Christchurch and Poole in the development of the Council's future proposed priorities and ambitions. The Council is grateful to residents and partners for their feedback, with 1,875 responses on the survey as well as engagement at roadshows, discussion groups and stakeholder meetings. The resulting feedback has been given careful consideration in finalising the content of the new Corporate Strategy presented at Appendix 2.

2. On the whole, the themes in the draft Corporate Strategy were endorsed with a few recommendations.

3. 66% of survey respondents agreed with the vision but had further comments. Changes have been made to take account of feedback: referring to 'people' as well as 'communities' and putting 'people' first. Including 'safe' as a recurring theme and changing 'healthy and sustainable environment' to 'sustainable, safe and healthy communities'.

4. There was strong agreement for the two priorities with 80% of survey respondents agreeing with 'People and Communities' and 76% agreeing with 'Place and Environment' as areas of focus. Similar feedback was received at the roadshows, stakeholder events and discussion groups. As a result, the key priorities remain the same.

5. In general, many respondents commented on the draft Corporate Strategy being too wordy and too jargony, with repetition in places. As a result, the objectives have been reworded and reordered.
6. Feedback has also been taken on board around the feasibility of the objectives. As responses showed how important the objectives are to people as well as remaining important to the Council, the objectives have been reframed as ambitions. Delivery plans will identify actions required to work towards achieving the ambitions and outcome-focussed indicators will help the Council to measure performance.
7. The straplines under the two priorities 'People and Communities' and 'Place and Environment' have been reworded to set the context for the priorities.
8. Overall, a wide range of views and information has been collected through the engagement and, whilst not all of that feedback will have immediately changed the Strategy, it will be used to inform the development of the delivery plans which will underpin the high-level priorities.

Options Appraisal

9. There are two main options:
    a. Cabinet recommends the new Corporate Strategy for adoption to Council
    b. Cabinet rejects the new Corporate Strategy for further development. As the Corporate Strategy is a vital strategic document, this would negatively impact on the allocation and distribution of the Council's limited resources as part of the budget-setting process in addition to impacting service planning, policy development and performance management.

    In addition:

    c. Cabinet can recommend that the Corporate Strategy and supporting Performance Management Framework continues to be aligned to the UN Sustainable Development Goals and Purpose Goals
    d. Cabinet can reject one or both of these sets of goals. The UN Sustainable Development Goals are a key measurement framework used for sustainability impact assessments across the Council and so we would lose this direct link with the Corporate Strategy, further embedding sustainability as a commitment. We had also previously been noted as a leading Council in the Purpose Coalition so mapping the Purpose Goals to the Corporate Strategy showcases this commitment whilst demonstrating commitments to social mobility.

Summary of financial implications

10. The Corporate Strategy and subsequent delivery plans are being developed in line with the Medium-Term Financial Plan, with a clear statement of priorities.

Summary of legal implications

11. None

Summary of human resources implications

12. Service Directors will identify appropriately skilled or trained individuals to implement the delivery plans which will sit under the Corporate Strategy.

Summary of sustainability impact

13. Sustainability was identified as a central theme for a new Corporate Strategy, and this has been woven throughout the ambitions and will be developed into actions that sit in the delivery plans.

Summary of public health implications

14. The importance of 'healthy communities' has been adopted as part of the vision in the Corporate Strategy. Associated delivery plans will also have due regard to the Dorset Integrated Care Partnership Strategy, Working Better Together.

Summary of equality implications

15. Equality was identified as a central theme for a new Corporate Strategy and so this has been embedded in the strategy. The Corporate Strategy sets out the Council's equality objectives to pay due regard to the Public Sector Equality Duty (subsection (1) of section 149 of the Equalities Act 2010). Equality actions will also be developed that sit in the delivery plans. Further, individual equality impact assessments will support actions in the delivery plans.

16. A full equality impact assessment has been completed for the new Corporate Strategy and is shown in appendix 3.

Summary of risk assessment

17. Risks and issues will be addressed as part of the individual actions included in the delivery plans, which are due to be presented to Cabinet and Council in April 2024.

Background papers

- Three Towns Alliance Priorities
- State of BCP
- Consultation report – detailed in Appendix 1.

Appendices

- Appendix 1 – Consultation Report
- Appendix 2 – BCP Council Corporate Strategy - High Level Summary
- Appendix 3 – Equality Impact Assessment

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Our vision, priorities and key objectives

Consultation report

Research and Consultation Team

bcpcouncil.gov.uk

Methodology

The consultation ran from 10 August – 22 October.

The feedback from the consultation will inform the final draft of our vision, priorities and key objectives.

Specific service feedback that we have received will be used to help inform delivery plans.

A wide range of engagement methods were used to consult with children and young people, residents, service users, stakeholders and organisations.

Methodology

A wide range of methods were used to engage with residents and stakeholders on our draft vision, priorities and key objectives including:

- Online survey, ideas wall and 'tell us your story' what's it like living in the BCP area'
- Paper copies of the survey were available in all libraries and upon request
- Eleven drop in roadshows in town centres/ supermarkets and CastlePoint at our universities and Bournemouth & Poole college sites.
- A children and young people questionnaire/classroom activity and competition

Methodology

Three stakeholder events for Town and Parish Council, Community Voluntary Sector and Residents Associations.

Our business stakeholders were sent an invitation to take part in the consultation and priorities for the area were discussed at our three sector boards.

We held discussion groups with

- People First Forum
- Adult Social Care user and carers forum
- Dots disability
- BCP Youth forum
- Children in Care and Care Experienced Young People

Survey findings

Respondent profile

Age group	Survey	Census
Under 25 years	1%	14%
25 - 34 years	5%	15%
35 - 44 years	11%	13%
45 - 54 years	19%	16%
55 - 64 years	25%	15%
65 - 74 years	24%	13%
75 - 84 years	13%	9%
85+ years	1%	4%

Disability	Survey	Census
Yes - limited a lot	8%	7%
Yes - limited a little	16%	11%
No	76%	82%

Religion	Survey	Census
No religion	46%	45%
Christian	49%	50%
Other	5%	4%

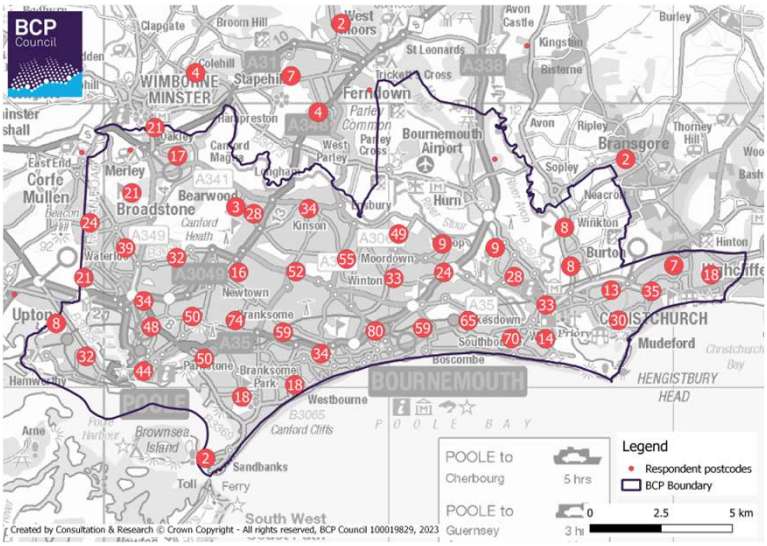
Sex	Survey	Census
Female	52%	51%
Male	48%	49%

1% respondents reported that their gender identity is different to their sex at birth

Ethnic Group	Survey	Census
White British	92%	82%
Other white	5%	9%
Any other minority ethnic group	4%	9%

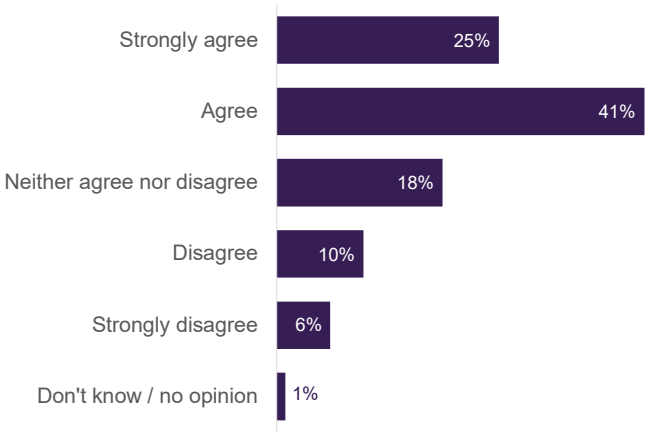
Sexual Orientation	Survey	Census
Straight / Heterosexual	93%	96%
Gay or Lesbian	4%	2%
Bisexual	2%	2%
Other	1%	<0.5%

Respondent Distribution



Survey - Vision

Do you agree that this is the right vision for BCP Council?



66%

of respondents agree that this is the right the vision

Comments to consider for the vision

Some respondents felt the following **words** were **missing** from the vision…

- Economy
- Business
- Safe/safety
- Connected
- Vibrant
- Clean
- Tidy
- Culture
- Wellbeing
- Social environment
- Thriving
- Happiness/happy
- Prosperity
- Success
- Affordability
- Housing
- Creative
- Inclusive
- Equality
- Trust
- Diversity
- Inclusivity
- Harmony
- Transparency
- Desirable
- Supporting
- Vulnerable
- Pride

Comments to consider for the vision

Some respondents felt the vision…

- Lacks detail
- Lacks inspiration
- Isn't practical
- Isn't realistic
- Should focus more on economic growth/business
- Should focus on people more than environment/nature
- Should focus more on environment/climate change/ecological emergency/net zero
- Is too lengthy/wordy
- Is missing a timescale
- Cannot be measured/quantified
- Is bland
- Is passive
- Needs to have a stronger stance
- Doesn't reference rural areas
- Should focus on young people and communities
- Should focus on delivering basic services efficiently & effectively
- Should include reference to financial position

Comments to consider for the vision

Some respondents suggested **alternative wording**…

"Where local people can enjoy a safe and enjoyable working and living environment"

"Where the council and communities work together to make the BCP area an even better place to live, work and play"

"Where communities come together to create a healthy, supportive and sustainable environment for all"

"Our communities live and work sustainably and in harmony with the natural environment so that everyone can make the most of their life"

"Working together to create a safe environment, where everyone can enjoy our nature and coast through our innovation and drive to do better"

"To use local skills and resources to rebuild BCP's unique sense of place and environment in a way that is sustainable and inclusive"

"BCP wants to be the safest, cleanest borough in the UK"

Where nature, coast, communities and towns come together to create a healthy, connected and sustainable environment"

Building a community of people who care, protect and serve each other, making BCP the place of choice to live, work and play"

"To respect and enhance BCP's privileged coastal location, making it safe, happy & healthy for all"

Add "listening to and acting on the needs of the community"

11

Comments to consider for the vision

Some respondents suggested **alternative wording**…

"an area in which its' residents can be justly proud to live in"

"Where nature, coast, communities and towns come together to create an equal, health and sustainable environment"

"Where communities work together to value nature and our coastline and develop strategies which allow everyone to take care of themselves, each other and our environment"

"a place to work, rest and play"

"Where towns come together to nurture communities, nature and coast to create an accessible, healthy and sustainable environment"

"A place where we all work together to make BCP an even better place to live"

"To create a healthy and sustainable environment within our towns and communities across our unique coastal and natural habitat"

"BCP Council will be the most effective local authority in the UK and will provide the best services"

"Where communities, the coast, and rural environments come together with vision and opportunities to create a future fit for the 22nd century"

"To make the most of our nature and coast, and develop our communities and towns to make BCP environmentally sustainable and an attractive and safe place for residents, visitors and businesses"

"to create a culturally rich, healthy and sustainable environment"

Maybe add on the end something like this..... ".....where people can thrive."

12

Comments to consider for the vision

Some respondents suggested **alternative wording**…

"A healthy, enjoyable, participative and sustainable environment yet still values its history"

"BCP Vision is to create a healthy, sustainable and exceptional environment suitable for everyone. People will want to be here"

"BCP - where money is spent wisely"

Add, "for the benefit all, both residents and visitors"

"BCP Vision is to create a healthy and sustainable environment suitable for everyone"

"Where the people are listened to and real democracy thrives - Where the council's agenda and the peoples' agenda match"

"We manage a healthy and sustainable environment, improving nature, communities and towns where they come together"

"To provide a safe, sustainable and optimistic environment for people to live and grow"

"Where nature, coast, community and towns come together to create a healthy, sustainable AND CREATIVE environment, WHICH CELEBRATES OUR CULTURAL IDENTIY"

"Where nature, coast, communities and towns work together to create a holistic environment delivered through a diverse, inclusive and trusting culture"

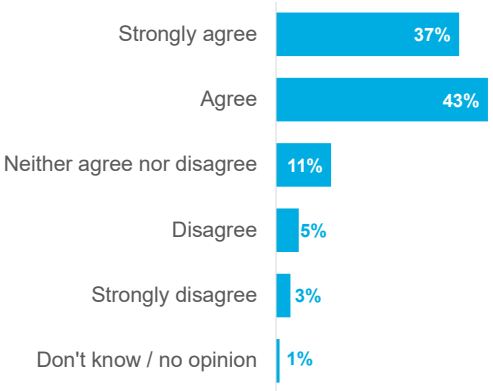
"Where individuals, communities, families and businesses come together to create a healthy, productive and sustainable environment"

13

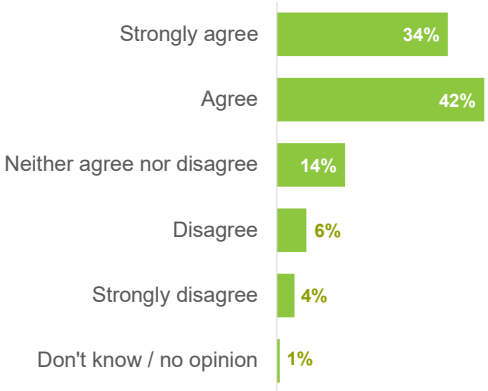
Survey - Priorities

Do you agree that these should be BCP Council's priorities?

People & Communities



Place & environment



Priorities - suggestions

Alternative wording and missing words

"living in harmony with nature and the environment so that we can create healthy and accessible places where people and business can reach their potential"

"…where people and businesses can reach their potential and the environment is nurtured and protected, so it can flourish for future generations"

"Place and Environment nurturing healthy, accessible and creative places where people and businesses can reach their potential in harmony with our natural environment"

Put 'safe' as part of place. Why not "a secure place to call home" and "creating safe, healthy and accessible places

Place & environment **should include 'clean'**

Commitment to 'net zero' for council services

Needs to mention sustainability

"Where we encourage people to respect and take pride in their area and wider community"

Include 'with no-one left out'

Include 'creative' in both priorities

Priorities - suggestions

Remove or replace wording

Instead of 'in harmony' with the natural environment, it should be specific in saying; 'without adversely affecting the natural environment '

Re: environment / nature - needs a more urgent tone to say 'repair and restore' for the benefit and protection of the place we live for now and future generations

Replace "... people and businesses can reach their potential ..." with "... people and businesses are inspired to reach their potential ..."

Use flourish instead of reach potential

Replace 'in harmony' with 'energised by'

Don't use 'living their best lives' replace with 'living happy lives' or 'feel positive about their lives'

Remove the "who" and change to match the verb use in Place and Environment i.e. caring for each other, providing access to greater opportunities, a safe place to call home and living their best lives"

Priorities – other comments to consider

Most frequent comments

Simplify language

Mention affordable homes / social housing

Needs mention of businesses / business support / employment

Too vague / includes everything / doesn't prioritise

Focus on getting basics right

More priority to nature / environment

Too much focus on environment / nature people and businesses are more important

Other comments

Commitment to equality

It should be clearer that we should be promoting community spirit and working together

Needs more emphasis on visitors not residents

Needs to prioritise residents over visitors

No mention of Climate Emergency

Conflict nature / growth / accessibility – can't always live 'in harmony'

Emphasis on accessible

Survey: Objectives
People and communities

Which of the following are important to you?



People and Communities objectives – what needs adding, changing or deleting

409 survey respondents made suggestions to add, change or delete aspects of the proposed People and Communities objectives.

Objective	Changes (228)	Additions (124)	Deletions (57)
1. Ensure the most vulnerable receive the care they need to feel secure and supported	51	14	8
2. Promote quality of life for all, where people live active, independent lives	30	3	8
3. Ensure skills, development and learning are available to anyone at any time of life	20	5	6
4. Ensure everybody can live in good quality, sustainable and affordable homes	65	13	19
5. Work with partners to ensure everyone feels safe	61	19	15
6. Involve local communities in decisions to shape the services that matter to them	25	15	9
7. Celebrate our cultural identity and diverse heritage to inspire a sense of pride	36	7	25
8. Work with partners to reduce the impact of the rising cost of living	21	4	21

Changes to the People and Community objectives

Respondents suggested changes primarily for the following objectives:

4. Ensure everybody can live in good quality, sustainable and affordable homes
5. Work with partners to ensure everyone feels safe
1. Ensure the most vulnerable receive the care they need to feel secure and supported

Objective	Changes (228)
1. Ensure the most vulnerable receive the care they need to feel secure and supported	51
2. Promote quality of life for all, where people live active, independent lives	30
3. Ensure skills, development and learning are available to anyone at any time of life	20
4. Ensure everybody can live in good quality, sustainable and affordable homes	65
5. Work with partners to ensure everyone feels safe	61
6. Involve local communities in decisions to shape the services that matter to them	25
7. Celebrate our cultural identity and diverse heritage to inspire a sense of pride	36
8. Work with partners to reduce the impact of the rising cost of living	21

Changes

No more high-rise developments to be allowed not needed, not wanted.

Planning applications should be made sensibly and not just to increase council tax revenue. local services are straining at the edges and for every house demolished to build 4 or 6 or 8 flats that for the most part are too expensive for locals and ultimately become second homes or Air BandB

Ensure HMO's are safe and well maintained.

High end development continues apace in the area , but very little appears to be of the affordable type of housing much needed for teachers, nurses, NHS workers, those working in hospitality - from which the ethos of Bournemouth grew! A disgrace and should take priority at the BCP Council meetings.

Change "ensure" e.g. item 4. The council cannot ensure that. Laudable statement of intent but is not within your power to achieve. You cannot ensure anything that is outside of your control. You can seek to ensure or strive to ensure etc.

"Feeling Safe", how about actually safe, Summer this year, Bournemouth beach is a no go zone for families, kids killing kids in town. Feeling safe sounds like you're trying to manage perceptions and is PR speak, again devoid of actual action and meaning.

I don't like the terminology of 'most vulnerable' in statement 1. Vulnerable means different things to different people. This 'others' those who receive care and I don't think all those who receive care see themselves as vulnerable. Similarly, not everyone who is 'vulnerable' receive care. 'Support' is also really important here, not just care. I think this should more like "We will ensure care and support is available to those who need it to allow them to live fulfilled lives".

Additions to the People and Communities objectives

Respondents suggested additions primarily for the following objectives:

5. Work with partners to ensure everyone feels safe
6. Involve local communities in decisions to shape the services that matter to them
1. Ensure the most vulnerable receive the care they need to feel secure and supported

Objective	Additions (124)
1. Ensure the most vulnerable receive the care they need to feel secure and supported	14
2. Promote quality of life for all, where people live active, independent lives	3
3. Ensure skills, development and learning are available to anyone at any time of life	5
4. Ensure everybody can live in good quality, sustainable and affordable homes	13
5. Work with partners to ensure everyone feels safe	19
6. Involve local communities in decisions to shape the services that matter to them	15
7. Celebrate our cultural identity and diverse heritage to inspire a sense of pride	7
8. Work with partners to reduce the impact of the rising cost of living	4

Additions

5 would be important to me if I did not believe that the partner in this would be the police. As a community we need help for survivors of crime, not an organisation that pursues punishment with no rehabilitation or restoration.

We need our own police force - not part of Dorset's force.

BCP needs more police to feel safe. Sack the commissioner and use that money to fund more bobbies.

Involving our young people is critical.

We will do what the local communities want.

We need something on improving the connectivity between neighbourhoods and between generations.

Add- we will support communities social, cultural leisure and educational activities to improve health and wellbeing

Have special care for those families who are suffering as members have fallen prey to drugs.
It is not the fault of their families - I know from experience. Take down the pushers with force if needed and enforce rehab - custodial if no other way for addicts

As a transgender woman I feel unrepresented for services support and the Community a place to meet to feel included.

1 needs to actively listen to vulnerable people and include them in decision making for what will help them. A solution for vulnerable unhoused people cannot simply be something like St Mungo's just because the council would like it to be.

I would like to see something more specific to resolving homelessness within the town's point one is broadly good but recognising homeless is a real issue would help focus the town.

Equal opportunities for all people, not just the vulnerable or less well off. Hard working middle-income families suffer the most as they don't have access to much support

Deletions

Respondents suggested deletions primarily for the following objectives:

7. Celebrate our cultural identity and diverse heritage to inspire a sense of pride
8. Work with partners to reduce the impact of the rising cost of living
4. Ensure everybody can live in good quality, sustainable and affordable homes

Objective	Deletions (57)
1. Ensure the most vulnerable receive the care they need to feel secure and supported	8
2. Promote quality of life for all, where people live active, independent lives	8
3. Ensure skills, development and learning are available to anyone at any time of life	6
4. Ensure everybody can live in good quality, sustainable and affordable homes	19
5. Work with partners to ensure everyone feels safe	15
6. Involve local communities in decisions to shape the services that matter to them	9
7. Celebrate our cultural identity and diverse heritage to inspire a sense of pride	25
8. Work with partners to reduce the impact of the rising cost of living	21

Deletions

Delete the celebration No. 7. We don't have the money.

How can BCP affect the cost of living? No point having objectives that can't be influenced.

No 4 is unattainable given BCP has no control of the housing market other than through enforcement action.

What is our cultural identity..... one person's definition will be radically different to another. Again, delete issues that are impossible to deliver no matter how much "on message" they are. Realism before Idealism.

Delete No. 4. Any decent home is good. It doesn't have to be sustainable, just decent and affordable.

You cannot possibly deliver on statement 4) so you should delete it.

Point 7 is irrelevant, people are only interested in their own culture and heritage, each group will have their own identity to uphold, unlikely to have pride in other people's heritage.

Probably remove 8. Whilst international externalities drive up the cost of living the key offender is the living wage (we consult on the Low Pay Commission) and unless this is going to be removed from your national political agenda, probably best not to mention it.

It is utterly ridiculous to believe that statement 4 is possible. We have far too many people in the area to achieve this. Most of the houses in some areas have been purchased as student accommodation and we CANNOT keep squeezing more and more homes in the area.

Survey: Objectives Place and environment

Which of the following are important to you?



Place & Environment objectives – what needs adding, changing or deleting

410 survey respondents made suggestions to add, change or delete aspects of the proposed Place & Environment objectives.

Objective	Changes (74)	Additions (224)	Deletions (112)
1. create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	16	36	11
2. nurture and stimulate the growth of a more inclusive, sustainable and green economy	5	6	17
3. reinvent our high streets, revitalise our local communities and regenerate key sites	8	20	8
4. restore, recover, and regenerate our natural environment and enhance community access	9	10	18
5. help people, nature, and places adapt to the changing climate	9	12	22
6. support an environment where wildlife flourishes and we leave only footprints	6	15	15
7. keep our streets, parks and public spaces clean, tidy, and attractive	4	17	0
8. strive to be as self-sustaining as we can be in water, energy, and economy	5	11	8
suggested new objective	0	31	0
no specific objective/general	12	66	13

Changes

Respondents primarily suggested changes for the following objectives

1. Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active
4. restore, recover, and regenerate our natural environment and enhance community access
5. help people, nature, and places adapt to the changing climate

12 respondents suggested changes that were not specific to any objective

Objective	Changes (74)
1. create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	16
2. nurture and stimulate the growth of a more inclusive, sustainable and green economy	5
3. reinvent our high streets, revitalise our local communities and regenerate key sites	8
4. restore, recover, and regenerate our natural environment and enhance community access	9
5. help people, nature, and places adapt to the changing climate	9
6. support an environment where wildlife flourishes and we leave only footprints	6
7. keep our streets, parks and public spaces clean, tidy, and attractive	4
8. strive to be as self-sustaining as we can be in water, energy, and economy	5
suggested new objective	0
no specific objective/general	12

Changes

Number 1 - "encourages people to be as active" as they can be

On point 4, I am not sure how you "recover and regenerate our natural environment"? Maybe "restore, enhance and work with our natural environment".

Use of water "as we can be" is a cop out. Currently that means dumping sewage. We need to do better.

Objective 5 - very unsure about this. Helping people to adapt to the changing climate seems totally backwards - surely we should be helping people adapt to reduce their impact on the climate??

"Reinvent" is too lightweight - let's see some ambitious intent behind what you are going to do to bring our high streets to life - abolish business rates for shop units in the town centre.

the use of the term "contemporary infrastructure": Not everyone knows what this is and even then what it looks like is very subjective and can be based on many factors.

For me, no need to specifically mention high streets - we need to think in a broader way and accept that we have all made the choice to shop differently. All spaces - high streets, community spaces, need rethinking.

Additions

Respondents primarily suggested additions for the following objectives

1. Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active
3. reinvent our high streets, revitalise our local communities and regenerate key sites
7. keep our streets, parks and public spaces clean, tidy and attractive

66 respondents suggested additions that were not specific to any objective and 31 suggested new objectives

Objective	Additions (224)
1. create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	36
2. nurture and stimulate the growth of a more inclusive, sustainable and green economy	6
3. reinvent our high streets, revitalise our local communities and regenerate key sites	20
4. restore, recover, and regenerate our natural environment and enhance community access	10
5. help people, nature, and places adapt to the changing climate	12
6. support an environment where wildlife flourishes and we leave only footprints	15
7. keep our streets, parks and public spaces clean, tidy, and attractive	17
8. strive to be as self-sustaining as we can be in water, energy, and economy	11
suggested new objective	31
no specific objective/general	66

Additions

Business needs to be referenced here or as a separate part of the vision

Focus on green is excellent but we need to make sure people are proud before they prioritise community and environment. No mention of businesses here. Without high paid and exciting jobs, our children will leave BCP and the without the retention of young, bright minds, our area will spiral downwards and have a huge and negative impact on all communities and associated services, eg, the very expensive adult and children's services.

On 4 I would like to see the addition of 'and connection' to the end - there is increasing evidence that connecting with the environment rather than just accessing it, is what support's people wellbeing as well as pro-environmental behaviours. If you feel this isn't a clear concept then maybe say 'engagement' instead. The priorities seem to be missing the importance of mitigating climate change, i.e. reducing carbon emissions. This could be added to 5 or be clearer in 8.

Maybe something about improving services to council tax payers

Maintain the heritage of each town and use unique elements to drive forward future plans. To have an identity rather than an anywhere town.

There needs to be a stronger objective about how we will take strong measures to help with climate change and the ecological emergency. It really is an emergency, and the council plays a vital role in this from how we manage waste, increase our connection with nature (and less time on screens) and generally more sustainable lifestyles as examples.

Deletions

Respondents primarily suggested additions for the following objectives

5. help people, nature and places adapt to the changing climate
4. restore, recover, and regenerate our natural environment and enhance community access
2. nurture and stimulate the growth of a more inclusive, sustainable and green economy

13 respondents suggested deletions that were not specific to any objective (mostly to forget the objectives and focus on basic services)

Objective	Deletions (112)
1. create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	11
2. nurture and stimulate the growth of a more inclusive, sustainable and green economy	17
3. reinvent our high streets, revitalise our local communities and regenerate key sites	8
4. restore, recover, and regenerate our natural environment and enhance community access	18
5. help people, nature, and places adapt to the changing climate	22
6. support an environment where wildlife flourishes and we leave only footprints	15
7. keep our streets, parks and public spaces clean, tidy, and attractive	0
8. strive to be as self-sustaining as we can be in water, energy, and economy	8
suggested new objective	0
no specific objective/general	13

Deletions

Stop adding things in and making new and expensive projects and start clearing up the mess that is Bournemouth

Ideological climate change statements removed, which are disproved. Focus on energy sources that actually make an impact. Remove Net Zero.

4,5,6 are very similar and could be combined into one.

Stop banging on about climate change and green policies, you end up wasting taxpayers' money on gimmicks. Just keep the place clean & tidy, we don't need rewilding nonsense etc. Get those verges mowed in the summer - a well presented environment means people will respect it.

Take out enhance community access. Be specific. don't create access on vulnerable protected landscapes

Keep 7 remove the rest

Again there's far too much here and it's too high level, woolly and vague. Your main job is to provide basic services and you fail at that. Why are you meddling in other stuff? Get the basics right. I mean the place is a tip, the road signs haven't been cut back or cleaned in years and the basic infrastructure is falling apart. Cut this back to the basics and get that right first.

Engagement sessions

Engagement sessions

Several engagement sessions were held with key stakeholder groups. Including:

- Three stakeholder events for Town and Parish Councils, Community Voluntary Sector and Residents Associations.
- People First Forum
- Adult Social Care user and carers forum
- Dots disability
- BCP Youth forum
- Children in Care and Care Experienced Young People
- Elected Members workshop

The discussion groups focussed around gaining feedback on the vision, priorities and objectives.

Community & Voluntary Sector, Town and Parish Councils and Residents Associations

- Three events were held in the following locations and stakeholders were invited from across Bournemouth, Christchurch and Poole:
  - Christchurch (Druitt Hall)
  - Bournemouth (St Mike's Church)
  - Online event

Comments on the Vision

Suggestions:

Replace “communities” with “people”.

- Not everyone feels part of a community
- People who are socially isolated might feel further excluded if reference is only to communities
- Shows council views residents as individuals and not pigeonholed into groups

Put “people” first on the list

- All elements equally important but public perception would be more positive if people came first

Refer to “our three towns” rather than just “towns”

Question inclusion of ‘coast’. Coast could be considered part of ‘nature’ (already included) and isn’t relevant to residents living further inland

Comments on the Priorities

People and Communities

People are fundamentally selfish – how can we encourage / enable them to care for each other

Question use of phrase ‘live their best lives’

Place and Environment

Suggest wording ‘healthy, clean and accessible…’

People & Communities objectives

Objective 5: work with partners to ensure everyone feels safe – should specifically refer to crime prevention as this is a big concern for residents (though it was pointed out that 'safe' can refer to more than just crime – can be food safety, road safety, safe homes, safe workplaces, etc)

Objective 7: celebrate our cultural identity and diverse heritage to inspire a sense of pride – could include reference to 3 towns in here e.g. '…diverse heritage of our 3 towns'

Strong support for **affordable homes (in objective 4)**, though question how much the council can influence house builders and private landlords

Place and Environment objectives

A number of objectives infer reference to businesses but need to explicitly mention business and employment

Needs to be some mention of biodiversity

Needs to mention the wellbeing benefits of access to nature while balancing access with protecting natural environments

Other feedback from discussion group

Council should be the 'moral compass' for our communities

Strategy uses very 'corporate' language – might not be easily understood by many residents. Need to find balance - keep it professional and not too 'dumbed-down' but needs to be relevant and easily understood by all.

Council should seek to reduce bureaucracy to make it easier for volunteers to deliver services and events

Council could provide more information about volunteering and opportunities

Good that the council now asks people what they want rather than just telling them but need to be clear that they can't deliver everything that people want and why

Could be useful to allow communities / neighbourhoods set their own priorities rather than one-size-fits-all

Adult Social Care carers and service user forum

Two discussion groups were held with Adult Social Care service users and carers, one was in person and one online.

- In the first objective you need to define vulnerable or don't use the term at all suggestion – Those who need care receive the help they need and feel secure and supported.
- The first objective on the People and Community list is the most important.
- The reality of the services now though feels a long way from this objective. It feels very aspirational.
- First objective of the place priority is too wordy, *"I don't know what it means".*
- We need toilets/ we plan our days around toilets and if somewhere hasn't got one we can't go there.
- Bus service for a wheelchair user is very difficult / there isn't always room on the bus / bus driver seems reluctant to get the ramp out

Adult Social Care carers and service user's forum

- Concerns around vulnerable people who live alone especially if they don't have personal carers
- These are good aspirations but it's the 'how' that is the most important
- Huge ask considering the deficit
- Carers looking after young and older people experiencing the same issues – Lack of support, financial pressures, mental health
- Everybody's journey is different
- Really small things can have the most significant impact
- There are good points as well as bad points in the vision, priorities and objectives
- Good feedback from the group about social workers but there's been a lot of trauma as well

Dots disability

Two discussion groups were held with Dots disability. The consultation was carried out with disabled/older people from across the impairment groups, including people with mobility impairments, sensory impairments, learning disabilities, mental health support needs and dementia.

- A characteristic that emerged from those that engaged with the vision document could perhaps be described as scepticism. There was also an impression that difficulties in the town are amplified for disabled/older people both physically (transport, blocked pavements, lack of housing etc) and in terms of communication (remote customer service, phones going unanswered etc).
- There was scepticism about how the plan can be achieved "*This is all very well – but where's the 'where, when, how'*" and that the council do not have the money to achieve this ambition and it should be honest about that. "*Fundamentally, you need to be honest about what you can still do as a Council"*
- One person felt the document failed to recognise key challenges in town, "*Fundamentally, you need to be honest about what you can still do as a Council"*

Dots disability

The way we work

There was a question as to whether BCP Council have integrity *"Do they? They're so secretive"* and a comment was made about perception *"Perception of BCP Council is at an all-time low"*

Put people at the heart of what we do and ensure customer care is embedded in our service delivery

There was a chorus of participants who demanded: "*Just answer the phones!*" and the feeling that the council are making everything online

Ensure the most vulnerable receive the care they need to feel secure and supported

There were comments to illustrate that people's experience at the moment was a long way from meeting this aspiration.

"But they've slashed social care and housing so much"

"Not dealing with ASB in housing – not protecting other residents"

Dots disability

Work with others to make the most of all our strengths

There was a comment about current support for the voluntary sector, *"No infrastructure support for voluntary sector – not investing in it"*

People First Forum

A discussion group was held with People First Forum, who are a self-advocacy charity for people with learning disabilities across Bournemouth, Christchurch and Poole. Forum members were asked what they liked about living in the local area and what needed improving.

- Feeling safer in Bournemouth
- Feeling safer in homes (broken doors)
- Feeling near homes – people smoking cannabis and ASB
- Wanting to go to more places in BCP
- One attendee experienced a case of verbal abuse in Winton. Didn't feel safe after this
- Poole bus station needs improving
- People should own up to their poor behaviour (ASB)
- Both the public and Council staff should be able to be transparent and honest – healthier relationship
- Some of the information from the Bill of Rights could be fed into the vision, priorities and objectives

People First Forum

Great things

- Enjoy walking in Boscombe
- Enjoy meeting new people
- Transport is good – buses are improving
- Like helping people with autism
- Bournemouth is very good
- Beaches
- Jurassic coast
- Airshow
- Shops

People First Forum

Not so great things

- Begging in Bournemouth – creates fear
- Need to help people on the streets
- Rough areas in all 3 regions
- Few people that spoil our areas including Boscombe
- More of these people around now
- New builds not taking opportunity to implement Changing Places Toilet Scheme
- More shops closing
- Concerned Boscombe will be empty – feel very sad and ashamed of the town when it's empty as it's depressing
- Drugs around accommodation
- ASB

People First Forum

Not so great things cont.

- Accommodation – too easy for people to walk in and out of buildings. Feel less secure and it's frustrating (complained about this many times)
- Really worrying that there will be nowhere to shop
- Need a central shopping area with a café to bring people in
- Need attractions like Flip Out and Putt Putt Noodle in Poole
- Rehab centres – creates problems with drugs and ASB in Boscombe
- Bins are overflowing – too much litter and dog waste
- Better regulation so people tidy up their mess
- People not using bins properly
- Talbot Woods – lots of alcohol cans everywhere

BCP Youth Forum

14 young people aged 13-16 from across Poole & Bournemouth were involved in focus groups to comment on the draft Corporate Strategy.

This is the equalities profile of participants:

Code	Count
Female	10
Male	3
Non-binary	1
Disability	4
SEND	3
Home-educated	1

BCP Youth Forum

What do you like about BCP?

- Youth groups including BCP Youth Forum
- Places to go such as Poole Lighthouse, tennis courts, ice skating, Poole Harbour, the beach, gardens, the Pottery Café and Cat Café
- Events and festivals e.g. Arts by the Sea festival, Air Show, Christmas Markets, Bournemouth light show, festivals at Upton House

BCP Youth Forum

What could be better?

- Be more open to the public - show the public where the money goes for the public to have a better understanding
- Better accessibility around the area and in venues such as music gigs
- More homelessness support
- More youth groups
- More festivals, entertainment, free events
- Generally cleaner
- More free and fun hangout spaces
- Better pavements
- More clothes shops
- Improved bus station in Poole
- More marine support/awareness
- Caring for the environment, less litter
- More youth orientated, not enough opportunities
- More independent places to go
- Safety
- Job opportunities

BCP Youth Forum

General feedback

- Really long words/ sentences
- The more that's said in a sentence the less it feels actionable/believable
- Seems very corporate – Council writing style
- Show what this means in reality with pop-ups that bring the words to life
- Suggested an accessible/ easy-read version for younger people or summary with more information
- Remember people have an average reading age of 9
- Wording like "we are going to do this" is more personal
- Want to know it's important to the Council, should read more like a manifesto, pledge list

Listening and being open should be a top priority

The Council should think of themselves as a community rather than a leader

BCP Youth Forum

Vision

- Majority said not an attractive advert to move to BCP
- 1 said quite an exciting vision
- Not aspirational enough
- Where are the people?
- What does healthy and sustainable mean?
- Good to bring communities together
- Like the inclusion of health

BCP Youth Forum

How we will work

Specific comments:

- Service delivery – could take this wording off, feels corporate
- Liked the "*put people at the heart of what we do*" statement
- Don't see ourselves as customers, that seems more transactional
- Care for the community
- Openness and transparency is really important
- Not sure what "*work with others to make the most of all our strengths*" means
- Change point 5 to "*be fair accessible and inclusive in all the services we provide*"
- Really like the "*develop a diverse and inclusive workforce*" point, making it accessible is an important part of this
- "*Use our limited resources sustainably by transforming the way we plan, develop, and deliver services*" – what resources?
- Want to know how this will be achieved

BCP Youth Forum

People and Communities

- "care for each other" is not aspirational
- Should make these more aspirational, very basic points you would think should already be implemented
- Very wordy, should paraphrase
- Points aren't telling us how the strategy is going to be implemented
- Is this about people in or out of the Council?
- Reorder to: 1, 2, 6, 3, 4, 8, 7, 5

BCP Youth Forum

People and Communities

Specific comments:

"*Ensure the most vulnerable receive the care they need to feel secure and supported*" - Like the wording, how it's broad and covers all groups of people. Who is most vulnerable? What does secure mean? People in or out of the Council?

"*Promote quality of life for all, where people live active, independent lives*" – like this point. Promote or do?

"*Ensure skills, development and learning are available to anyone at any time of life*" - Like the point, definitely needs to be implemented

"*Ensure everybody can live in good quality, sustainable and affordable homes*" - What can the Council do? Lots of empty spaces that can be used to support homelessness. Good that is has been acknowledged. Should it be sustainable or accessible?

"*Work with partners to ensure everyone feels safe*" - Reworded to 'working collaboratively for all in the community'. Who are the partners?

"*Involve local communities in decisions to shape the services that matter to them*" - Happy with this one

"*Celebrate our cultural identity and diverse heritage to inspire a sense of pride*" - Need a different tone, reword to 'Celebrate individual identities, culture and heritage to include them in all elements of the community'

"*Work with partners to reduce the impact of the rising cost of living*"– Like this point. Who are the partners?

BCP Youth Forum

Place and Environment

Specific comments:

- "*Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active*" - The word contemporary isn't the most suitable word. Offers choice of what? Be more specific i.e. public transport
- "*Nurture and stimulate the growth of a more inclusive, sustainable, and green economy*" - Instead of nature and stimulate could say 'work on'.
- Points 2 and 7 are similar ("*nurture and stimulate the growth of a more inclusive, sustainable, and green economy*" and "*keep our streets, parks and public spaces clean, tidy and attractive*"
- "*Reinvent our high streets, revitalise our local communities and regenerate key sites*" - Give us an example of a place or project you're looking to work on to deepen our understanding
- "*Restore, recover, and regenerate our natural environment and enhance community access*" - What steps?
- Point 5 similar to number 6 ("*help people, nature, and places to adapt to the changing climate*" and "*support an environment where wildlife flourishes and we leave only footprints*")

Children in Care and Care Experienced Young People

6 young people aged 17-22 from across Poole & Bournemouth who had care experience were involved in a focus group to comment on the draft Corporate Strategy.

This is the equalities profile of participants:

Code	Count
Child in care	1
Care experienced	5
Female	4
Male	1
Trans-masculine	1
Identify as transgender	2
Disability	3
SEND	2

Children in Care and Care Experienced Young People

What do you like about BCP?

- Support including financial support
- Education – Poole College
- Places to go such as Poole Park, Bournemouth Gardens, Shops, Poole town centre, Poole Dolphin Centre, Arcades, beaches, River Avon, Bournemouth Pier, Libraries, Green spaces, Christchurch, BH2, BIC

Children in Care and Care Experienced Young People

What could be better?

- Safety and knife crime
- Cost of living
- Public having a say when things are closed/reduced
- More fun days
- Higher paid jobs
- Easier to find jobs
- Iconic things like the Bournemouth hot air balloon
- Easier transport, buses on time, clearer understanding of zones and prices
- Beryl too expensive and age limited
- Safer/more cycle lanes
- Council needs to listen more and have information on a website
- Council needs to be more organised
- Access to mental health
- Better looked after green spaces
- More shops
- Less traffic

Children in Care and Care Experienced Young People

General feedback

- Lots of words, not that interested, needs to be a lot simpler

Vision

- Doesn't make sense
- Should sustainable be liveable? Don't know what it means
- What does it mean that it comes together, nature is natural
- Don't associate Christchurch/Poole with BCP – think about where you live

Children in Care and Care Experienced Young People

How we will work

Specific comments:

- What is meant by working with partners? "I'm fluent in English and I don't understand it"
- Lots of big words, not good for everyone i.e. people who aren't fluent in English, dyslexic etc.
- Don't find the statement believable/realistic
- How will you be open and inclusive?
- Alternative wording - working together to try and help

Children in Care and Care Experienced Young People

People and Communities

Specific comments:

- Statement - sounds like family, too big a place to feel like a community, a village is a community
- Point 2 – 'independent lives' jargon
- Point 4 – clarity of the word sustainable
- Point 5 – 'work with partners' what does this mean?
- Point 6 – 'if you are asking for involvement, then 'BCP' needs to listen
- Point 7 – lots of words, what does this mean?
- Point 8 – really important, how? What does work with partners mean?

Children in Care and Care Experienced Young People

Place and Environment

Specific Comments:

- Statement – business and harmony – don't think this is realistic, businesses usually want something different and business and environment don't always go together
- Point 1 – doesn't connect with people, what is involved with it?
- Points 5,6 & 7 are worded well
- All points are important

Business Sector Boards

Digital tech sector growth barriers

- Talent retention
- Transportation and congestion
- Connectivity between Bournemouth, Christchurch & Poole
- Commercial property/office space
- House prices VS wages
- Digital infrastructure
- Competition with other areas e.g. London & Brighton
- Lack of creativity/culture locally and pull factors to the area
- Town Centre and creative sector (Richmond Hill) decline
- Parking charges
- Business rates
- Crime, safety & anti-social behaviour

Engineering & Manufacturing sector growth barriers

- Talent retention
- Shortage of labour, skills & experience
- Ageing workforce
- Early retirements (economic inactivity)
- Transportation and congestion
- Connectivity between Bournemouth, Christchurch & Poole
- Living costs
- Local power infrastructure
- Commercial property landlords
- Competition with other areas e.g. London

Finance sector growth barriers

- Recruitment & retention
- Limited talent pool
- Infrastructure
- Transportation and congestion – client's ability to move goods
- Insurance premiums for businesses increasing
- Crime, safety & anti-social behaviour

Elected member engagement session

Elected members were invited to a workshop Wednesday 18 October and asked for their views on the draft vision, priorities and objectives.

Comments on the vision included,

- The vision statement is not that unique
- The economic element is missing
- Towns before communities so it reads: "where nature, coast, towns and communities come together..."

Elected member engagement session

Comments on the People and Community objectives

Why don't we mention employment?

A suggestion to wrap employment up with cost-of-living objective

We need to say something about working with and enabling the community voluntary sector

Objective 2 – we need healthy in there

Suggestion " promote quality of life for all, where people live active, independent and their healthiest lives."

Elected member engagement session

Comments on the Place and Environment objectives

Climate crisis not exclusive enough, needs to be more overt

Change 5 to read "help people, nature and places adapt to the changing climate, mitigating the climate crisis and minimising our impact on the environment"

Change number 1 to read contemporary infrastructure that supports and connects our communities.

Reorder priorities.

Stakeholder emails

Some stakeholders and residents commented via email. Most comments were suggestions around the delivery of objectives in the corporate strategy rather than changes, additions, or deletions to the wording.

Some respondents were **positive** about the strategy…

- Welcome and strongly support the proposal to involve local communities in decisions that affect them
- Support Place & Environment objectives

Some respondents were **critical** of the strategy…

- Strategy and survey (tick box) too simplistic, missing context and detail to be used for decision making.
- Hollow and lacks effort
- Vague and open to interpretation
- Lacks accountability and ambition
- Tighter goals/targets needed
- Not unique to BCP
- Additional SEND objective required to address crisis
- Lack of evidence to support ambitions

Some respondents suggested **ways they could support** various elements of the strategy

- Support in developing and implementing objectives
- Provide community-based support
- Offered experience when engaging with communities
- Offer assistance with early intervention to take pressures off council budgets long-term
- Development of "Community Councils"

Roadshows

Roadshows

We held twelve roadshows across Bournemouth, Christchurch and Poole (BCP). These were held at the following locations.

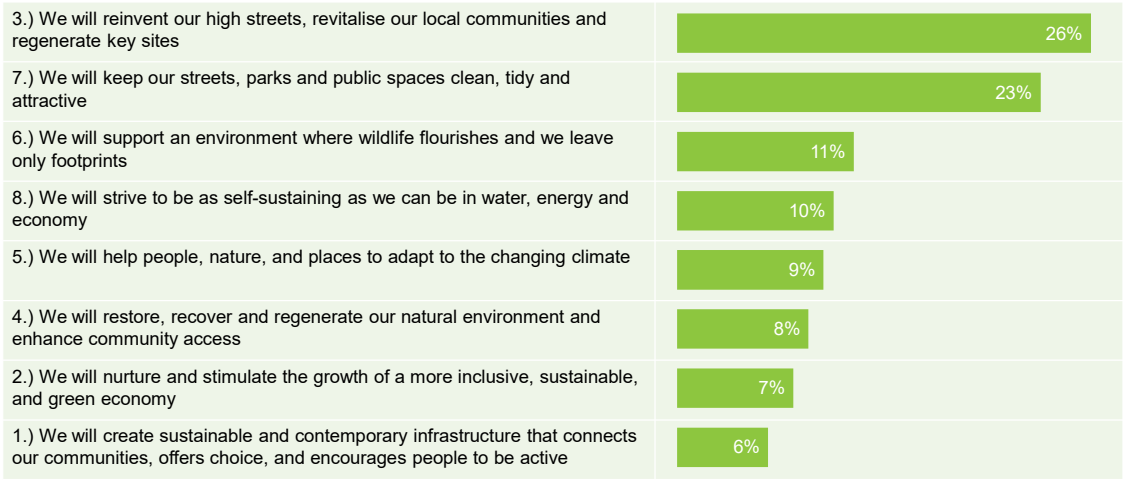
- Bournemouth – CastlePoint
- Boscombe High Street
- Christchurch Town Centre
- Christchurch – Sainsburys
- Poole Town Centre
- Poole – Tower Park Tesco's
- Bournemouth University - Talbot Campus
- Bournemouth and Poole College - North Road Campus
- Bournemouth and Poole College - Lansdowne Campus
- Arts University Bournemouth
- AECC University College
- Bournemouth Civic Centre

We promoted the consultation through different channels, inviting those who live, work and study in BCP to comment on the vision and tell us their priorities for the area.

Roadshow button count: People and communities



Roadshow button count: Place and environment



Universities & B&P College Roadshows

People & Communities

- Cost of living is really important
- More spaces needed across our towns for disabled people
- More safe spaces for children including cleaning up parks
- Increased safety across our towns, particularly Bournemouth town centre
- Safety in the evening – lit up areas for exercise and dog walking, especially for women
- Need to act on rising crime rates

Place & Environment

- Beaches are great but need to be kept cleaner
- Buildings are a bit run down, particularly Bournemouth town centre
- Disjointed cycling infrastructure
- Reinvest and reinvent town centres
- Reconsider the wind farm

Universities & B&P College Roadshows

Are there any potential barriers to staying in BCP after graduation?

- More job opportunities needed for young people, including architecture, creative industries etc.
- More outside seating, hubs for young adults to meet/hang out
- More networking opportunities needed to encourage more graduates to stay
- Bournemouth town centre is run down
- On the contrary – cheaper to live here that Southampton and London

Online engagement

The Ideas Wall

We asked respondents to use the ideas wall to tell us what they thought we could do to achieve the corporate strategy objectives

- 212 ideas for People and Communities
- 110 ideas for Place and Environment

The Ideas Wall

People and Communities

Top five ideas receiving the most votes	No. who agreed
Continue the £2 capped bus fare scheme. This keeps cars off the road and supports people hardest hit by the cost of living hike	37
Queen's Park golf course has around 250 members and is owned the council. It should be rewilded to include a greater diversity of activities	22
Only grant planning to social or truly affordable homes	20
Using drones for night time displays and not fireworks. If we are serious about nature, then stopping fireworks	20
Frequent and free public transport. Subsidized canteens that offer healthy and affordable food for all. Free indoor meeting spaces to foster connectivity and political engagement of the community.	20

The Ideas Wall

Place and Environment

Top five ideas receiving the most votes	No. who agreed
BCP cycle network is a mess. Too often cycle routes just stop (e.g. Barrack Rd, Tuckton and many more). Lets have a thought though cycle network. Make more roads one way and use the freed up lane for cycles and scooters. lets have SAFE routes for the cyclists AND pedestrians	13
As there is not time to waste given the climate emergency, I want BCP to immediately enable better options for active travel. This could be achieved by lowering all urban speed limits to 20mph, closing as many streets to through traffic as necessary, and installing cheap infrastructure to enable more active journeys.	12
Make parks and streets greener and more pollinator friendly. stop using any pesticides and weedkillers. Encourage public to green up streets	10
Cancel the Air Festival. This doesn't fit with our climate change aspirations. Completely unsustainable	9
Consider a 20mph speed limit in truly residential roads to force motorists to stick to main roads and reduce rat running.	8

The Ideas Wall

The ideas collected from respondents are being grouped into themes in preparation for the development of the delivery plans.

Stories

51 people gave us an insight into their lives in BCP using the Stories tool on Engagement HQ

All comments were coded into themes based on the 16 proposed objectives with the most frequently referenced themes shown below:

Code	Count
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	27
Work with partners to ensure everyone feels safe	20
Reinvent our high streets, revitalise our local communities and regenerate key sites	14
Nurture and stimulate the growth of a more inclusive, sustainable, and green economy	11
Keep our streets, parks and public spaces clean, tidy and attractive	11
Ensure the most vulnerable receive the care they need to feel secure and supported	10

Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active

- These respondents want to see improvements to roads, transport and infrastructure in BCP
- Many felt some areas have deteriorated a lot, particularly Bournemouth Town Centre and Boscombe
- Others wanted to see improvements made to parking charges and the regulation of e-scooters

Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active

I have lived in Bournemouth for over 40 years and have witnessed a recent rapid decline in services, infrastructure and amenities. I see no evidence of vision from BCP and given financial issues cannot see how any significant improvements can be made. Bournemouth town centre is a disgrace, which like Boscombe centre, is fast becoming a no-go area for families after hours. The whole area of BCP has become over developed with little thought being put into improving infrastructure. It is naive to think that a few cycle lanes will encourage people out of their cars. Invest that money (if not ring fenced) in improved bus services.

Traffic is terrible thanks to 'improvements' to pedestrian crossings on Tuckton Roundabout and Iford Lane Roundabout. This has created localised environmental problems - the exact opposite of what the road planners intended… It's time to close the pubs, bars and food outlets at midnight/1am and de-pedestrianize Bournemouth town centre. Get the cars running through town.

Get to grips with the parking [at] busy weekends. It's great people want to visit the town on hot sunny days, but don't let it become a free for all with parking on pavements and restricted roads.

I am becoming frustrated and concerned about increasing number of instances where we have had to move out of the way of e-scooters and bikes being ridden on the pavement. Each individual has very little consideration for the safety of others and makes little or no effort to slow down. There is either wilful ignorance or sheer arrogance shown by the entitled riders, who do not seem to care that using their privately owned contraptions on undesignated routes is both dangerous and against the law. This must stop before someone gets seriously hurt.

Work with partners to ensure everyone feels safe

These respondents want to see improvements to the levels of public safety in BCP, especially in Bournemouth

Suggestions included reducing anti-social behaviour and implementing a greater police presence

Others wanted to see safety improvements made to playgrounds and the operation of e-scooters

Work with partners to ensure everyone feels safe



Reinvent our high streets, revitalise our local communities and regenerate key sites

These respondents want high streets in BCP upgraded, cleaned and beautified especially in Poole and Bournemouth

Suggestions included reducing the number of empty shops and introducing more diverse types of retail

Others identified areas for regeneration such as the Waterloo Estate and opportunities to invest in BCP's town centres

Reinvent our high streets, revitalise our local communities and regenerate key sites

There used to be flowers and plants everywhere in the High Street. (I know they got vandalised) places like Wimborne, Wareham and Upton can do and these areas look lovely… Please make Poole beautiful again, brighten up the High Street.

Something attractive and modern as well! Poole high street - some parts need levelling and starting again. Or create more open spaces as there's so many empty / derelict shops and buildings. Waterloo Estate - demolish and rebuild the shops and flats as currently resembles a ghetto. Unattractive buildings in poor order . Something more modern in its place.

BCP Council is in serious debt and beginning to cut costs. I think its a shambles that the place is so run down. Spend it on improvements. What happened to the cinema that was supposed to be happening in Poole? The Dolphin centre frontage is looking very tired. All the abandoned buildings opposite. The Nat West building has laid empty for years and now the Barclays building. Let us see something being done, rather than all this talk and no substance.

I would also like to urge you to invest in improving the appearance of our town centres. This is important for a number of reasons. First, it will make our town centres more attractive to visitors and shoppers. This will boost the local economy and create jobs. Second, it will make our town centres more pleasant places for residents to spend time. This will improve the quality of life for everyone in our borough. Here are some specific suggestions for how to improve the appearance of our town centres; Improve cleanliness and street maintenance; Plant more trees and flowers. Create more pedestrian-friendly spaces; Invest in art and cultural installations; Support local businesses and independent retailers.

Nurture and stimulate the growth of a more inclusive, sustainable, and green economy

These respondents want BCP to invest in new economic thinking focused on eco, climate-friendly and cruelty-free approaches

Suggestions for how this could be achieved included solar and wind power, protecting green spaces and eco-tourism

Others said BCP should be a hub of creativity and innovation that integrates green technology

Nurture and stimulate the growth of a more inclusive, sustainable, and green economy

Poole Power Station - demolished in 1993 - still not developed. This would be a prime location for wind and solar power generation for local homes and industry. It used to generate power and it could again!

Do not sell off any more green space and try to reconnect with nature through innovative thinking.

BCP should be an area for innovation, creativity, arts and technology - particularly fintech.

Tourism currently lacks integration strategically with a green economy and stuck in an unsustainable model. Pulling ever greater numbers of people into the town on overly congested roads is choking the roads and the residents. The residents, the people that are most invested in the area, are losing access to the very assets that the town was built upon, tranquillity and beauty. Time surely to invest into new economic thinking, the economics of happiness, health and a thriving natural environment. Perhaps even a model that appeals as much to locals as it would to a visitor? A model that reverses the once stated BCP objective to squeeze out small local businesses in favour of nationally recognised brands (shocking)!

Keep our streets, parks and public spaces clean, tidy and attractive

These respondents felt BCP Council needs to take more pride in maintaining roads, streets and pavements in towns

Suggestions for how this could be achieved included regularly emptying bins, sweeping streets and better regulation within towns

Others said residents and visitors who litter should be fined

Keep our streets, parks and public spaces clean, tidy and attractive

A clean, well-maintained town centre with plenty of green spaces and pedestrian-friendly areas is more likely to attract visitors and shoppers. People are more likely to linger in a town centre that is visually appealing and has a variety of things to offer.

BCP area has gone downhill. The travellers that come down make our beaches so messy over the summer holidays. Recently heard dumping sewage on the sea which puts off people going in the sea. If any town in BCP it needs to thrive of cleansing, appealing and more to do rather than choosing over coffee shops and restaurants needs more fun besides cinema.

We have lived here for 30 years and disappointing to see the town being systematically destroyed by Council policies. There is no pride in keeping the town clean and tidy ...rubbish on streets, weeds along roadsides, gardens not maintained - have a look at Boscombe Cliff Gardens.

The litter bins, especially by the beaches are left to over flow. Perhaps. Visitors tax could be introduced a (as in other area e.g. Edinburgh etc also in cities of Mediterranean countries) so that people could be employed to keep bins emptied and streets swept.

Poole and Bournemouth have deteriorated so much, there are so many weeds and rubbish in areas. Those who are doing community service why can't they clear this up. It might then stop them committing a crime again.

In the area where I live it has never been so dirty and unkempt. The weeds and litter in the kerbsides are a disgrace in many areas of the town. Road sweeping is a rare occurrence. Pride in the town needs to be restored!

Ensure the most vulnerable receive the care they need to feel secure and supported

These respondents felt BCP Council should prioritise caring for the most vulnerable in the community including children, the elderly and people limited by disabilities

Suggestions for how this could be achieved included improving access for wheelchairs, buggies etc along beaches, on streets, for social events and healthcare facilities

Others said services for people with Special Education Needs (SEN) needs to improve and better support should be provided for vulnerable people who need maintenance improvements on their homes

Ensure the most vulnerable receive the care they need to feel secure and supported

Since BCP decided to bulk the beach with sand it has I feel made the beach much worse with sand on walking area and road, resulting in not suitable for push chairs wheelchairs or people with walking issues… Overgrown hedges again makes walking difficult for those who need support or are special needs.

I have [Charcot-Marie-Tooth disease (CMT)] and I use a variety of disability aids and what I do know, personally is that little thought is given in planning access to public and private structures for social events and health facilities, to help retain my independence and feel included. Swimming is the only activity I can do to prevent muscle loss, but access into swimming pools is not only unsafe and undignified with the use of a hoist, but non-existent by ladder for any disabled or elder user.

I have lived in Poole for over 60 years, I am a council tenant. I am so disappointed to how tenants are now treated. I have lived in the present property for 9 years and all the justified work that has needed to be done I have had to fight for over months. This includes subsidence, replastering unstable windows, no show workers, and aggressive phone calls. I did try the complaints procedure and even that was hard. I am now having more trouble with mould and damp, again not being listened to and no communication. When call the person you need, never seem available. It can take weeks to finally get a response. Yet when put in the complaint everyone was available in 30 minutes. My rent has always been on time, so just ask for the service that is required.

I am writing to you today to express my deep concern about the state of the Special Educational Needs (SEN) department in our borough. I have heard from countless parents and carers who are struggling to get the support their children need, and I am deeply worried that children are falling through the cracks. The SEN department is understaffed and overworked, and it is simply not able to meet the needs of all the children who rely on it. This is having a devastating impact on children's education and wellbeing. I have heard stories of children who are waiting months or even years for an assessment and of children who are not getting the support they need in school. This is failing our children. I am also concerned about the lack of transparency and accountability within the SEN department…

Stories - all themes

Code	Count
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	27
Work with partners to ensure everyone feels safe	20
Reinvent our high streets, revitalise our local communities and regenerate key sites	14
Nurture and stimulate the growth of a more inclusive, sustainable, and green economy	11
Keep our streets, parks and public spaces clean, tidy and attractive	11
Ensure the most vulnerable receive the care they need to feel secure and supported	10
Ensure everybody can live in good quality, sustainable and affordable homes	9
Restore, recover, and regenerate our natural environment and enhance community access	6
Promote quality of life for all, where people live active, independent lives	5
Involve local communities in decisions to shape the services that matter to them	5
Celebrate our cultural identity and diverse heritage to inspire a sense of pride	4
Support an environment where wildlife flourishes and we leave only footprints	4
Work with partners to reduce the impact of the rising cost of living	2
Strive to be as self-sustaining as we can be in water, energy, and economy	1

Stories – BCP Youth Forum

- 5 children gave us an insight into their lives in BCP through an engagement event with the BCP Children's Services department
- All comments were coded into themes based on the 16 proposed objectives with the most frequently referenced themes shown below:

Code	Count
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	3
Work with partners to ensure everyone feels safe	2
Work with partners to reduce the impact of the rising cost of living	2
Ensure the most vulnerable receive the care they need to feel secure and supported	1
Ensure everybody can live in good quality, sustainable and affordable homes	1
Restore, recover, and regenerate our natural environment and enhance community access	1

Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active

3 young people said they wanted to see improvements to traffic, pavements, bus facilities and accessibility

I am 14 years old, I have lived in Bournemouth for 11 years. I would like the buses to be more accessible as a mobility scooter user, it's really hard to get onto the buses in a short amount of time, I get really embarrassed and it's annoying. The bus drivers have to come and put the ramp out and aren't always happy to do it. The bus stop I use doesn't have enough room to put the ramp out. Also there's not enough room in the actual bus to get through the door to the accessible seating area, I'm always crashing into at least one thing. The pavements in Townsend near Castlepoint are very hilly and slanted and that is really scary to navigate on a mobility scooter and there's a big hill to go down too. I nearly rolled into a car going down a hill and had to jump out. Not always sure whether I should be using the pavement with a mobility scooter. I have a bus stop close to my house which is near a pub and there's been times where I've had to call my dad because of drunk old men trying to chat me up and talk to me when I'm waiting at a bus stop. Lighting at bus stops and proper shelters at bus stops with plastic that can't be kicked in would help. There needs to be some kind of cctv at bus stops even if not real to deter creepy old men from talking to us or worse. (women and girls) A lot of sexual assault happen at bus stops and its terrifying when its dark. Small pavements make it difficult for people getting on and off buses and for young children to cycle on them.

I get on the bus to school (using Morebus) every morning and I have no complaints there, but overpriced but the bus quality and traffic is good (I go to Poole Grammar School.) when I go out I normally go to Poole town centre which is good because it's got lots of places to eat and places to shop. But however the bus station and the highstreet is very dirty and the amount of smokers/ vapers is crazy.

However, the traffic especially around Fleetsbridge can be a nightmare in the school morning. Street Harassment is also a big issue in BCP and as a young female, I wouldn't feel comfortable going around the local area by myself. Despite this, I wouldn't change the area for the world.

Work with partners to ensure everyone feels safe

2 young people wanted improved safety for women on streets and at bus shelters including CCTV

I have a bus stop close to my house which is near a pub and there's been times where I've had to call my dad because of drunk old men trying to chat me up and talk to me when I'm waiting at a bus stop. Lighting at bus stops and proper shelters at bus stops with plastic that CCTV at bus stops even if not real to deter creepy old men from talking to us or worse. (women and girls) A lot of sexual assaults happen at bus stops and its terrifying when its dark.

Street Harassment is also a big issue in BCP and as a young female, I wouldn't feel comfortable going around the local area by myself. Despite this, I wouldn't change the area for the world.

Work with partners to reduce the impact of the rising cost of living

- 2 young people referred to the costs of household and transport bills with one respondent requesting more financial support

The area is very expensive to live in - especially with bills and taxes. More support with household costs would be good.

I get on the bus to school (using Morebus) every morning and I have no complaints there, but overpriced but the bus quality and traffic is good (I go to Poole Grammar School.)

Ensure the most vulnerable receive the care they need to feel secure and supported

1 young vulnerable person described the difficulties they face using public transport with a mobility scooter and concerns they have over their safety while travelling on public transport and roads

> I am 14 years old, I have lived in Bournemouth for 11 years. I would like the buses to be more accessible as a mobility scooter user, it's really hard to get onto the buses in a short amount of time, I get really embarrassed and it's annoying. The bus drivers have to come and put the ramp out and aren't always happy to do it. The bus stop I use doesn't have enough room to put the ramp out. Also there's not enough room in the actual bus to get through the door to the accessible seating area, I'm always crashing into at least one thing. The pavements in Townsend near Castlepoint are very hilly and slanted and that is really scary to navigate on a mobility scooter and there's a big hill to go down too. I nearly rolled into a car going down a hill and had to jump out. Not always sure whether I should be using the pavement with a mobility scooter. I have a bus stop close to my house which is near a pub and there's been times where I've had to call my dad because of drunk old men trying to chat me up and talk to me when I'm waiting at a bus stop. Lighting at bus stops and proper shelters at bus stops with plastic that can't be kicked in would help. There needs to be some kind of cctv at bus stops even if not real to deter creepy old men from talking to us or worse. (women and girls) A lot of sexual assault happen at bus stops and its terrifying when its dark. Small pavements make it difficult for people getting on and off buses and for young children to cycle on them.

Ensure everybody can live in good quality, sustainable and affordable homes

- 1 young person referred to high living costs in BCP and would like to see more financial support with household costs

> The area is very expensive to live in - especially with bills and taxes. More support with household costs would be good.

Restore, recover, and regenerate our natural environment and enhance community access

- 1 young person highlighted the importance of maintaining our natural environment and improving accessibility to it

> The seafront is one of the best bits about BCP and needs to be looked after. Accessibility is an issue, with sand on the promenade and on paths towards groynes.

Stories – People First Forum

- 12 people gave us an insight into their lives in BCP through an engagement event with People First Forum
- All comments were coded into themes based on the 16 proposed objectives with the most frequently referenced themes shown below:

Code	Count
Ensure the most vulnerable receive the care they need to feel secure and supported	9
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	9
Work with partners to ensure everyone feels safe	6
Reinvent our high streets, revitalise our local communities and regenerate key sites	3
Work with partners to reduce the impact of the rising cost of living	2
Restore, recover, and regenerate our natural environment and enhance community access	2
Keep our streets, parks and public spaces clean, tidy and attractive	2
Ensure everybody can live in good quality, sustainable and affordable homes	1

Stories – People First Forum

Members of the Forum primarily want to see more toilets in town centres that are clean and suitable for people with disabilities

Other suggestions included improving the quality of roads, pavements and public transport which, in turn, would make them feel safer and provide better access to facilities

Ensure the most vulnerable receive the care they need to feel secure and supported

9 members of the Forum described the difficulties they face due to their disabilities. Below is a selection of these comments:

The council needs to stop closing public toilets, and need to keep them cleaner, some of them smell revolting.

There is not as much for people to do if they have more accessibility needs than me. Toilets and access are a problem for lots of places. Everywhere should be disability-friendly.

I find it really hard to get around Christchurch. Tree roots and narrow pavements make it really difficult to get around for people like me who use a wheelchair. The council need to help improve this.

I cannot go out with my friends where we want, as there are not changing place toilets in most areas of BCP. It makes it very difficult when planning a day out.

2 Riversmeet Leisure Centre is awful. There are no public swims like there used to be, they used to be much more disability friendly then they are now.

I live in Poole. I go into Poole town centre, but there are no longer any toilets in the bus station. Yes, there are new ones up in the Dolphin Centre, but that is no good when I am in a wheelchair and the lifts are broken, as they have been recently. What am I supposed to do?

Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active

9 members of the Forum wanted to see improvements to the quality of roads, pavements and public transport. Below is a selection of these comments:

Another thing is all the road works everywhere. The build up of traffic is awful and near where I live (between the Tatnum and New Inn) seems to have been surrounded in chaos for ages. The changes already made have had no impact or change to me when I cycle or when I drive. It genuinely feels like it has been a waste of time for everyone. Maybe more focus should be spent making potholes safer?

I shop in Boscombe and rely on buses to get around. There need to be better pavements. They are really bumpy and uneven which makes them really unsafe for people like me with mobility issues. Roads have too many potholes and they never seem to get fixed properly.

Roadworks are making everything unsafe, and extra traffic makes everyone late. The roadworks don't last very long as it isn't done properly. Lots of shortcuts are taken so it doesn't work in the long run.

There are no drop off spaces on Holdenhurst Road now they have changed the layout.

I find it really hard to get around Christchurch. Tree roots and narrow pavements make it really difficult to get around for people like me who use a wheelchair. The council need to help improve this.

The council need to give people more notice about when they are doing work. Potholes need repairing properly. It is not nice and doesn't feel safe when on a bus and we are going over them. I cannot use my bus pass to get to work in the mornings, this is also frustrating, we should be able to use them 24/7.

Work with partners to ensure everyone feels safe

6 members of the Forum wanted to see improvements made to help make them feel safer in their community due to violent crime and unsuitable roads and pavements:

Maybe more focus should be spent making potholes safer?

There should also be another zebra crossing on Christchurch high street, it is dangerous for people crossing the road.

Roadworks are making everything unsafe, and extra traffic makes everyone late.

I shop in Boscombe and rely on buses to get around. There need to be better pavements. They are really bumpy and uneven which makes them really unsafe for people like me with mobility issues.

Potholes need repairing properly. It is not nice and doesn't feel safe when on a bus and we are going over them.

I live in Poole. Poole has had quite a few problems recently which make me scared. There have been stabbings and it scares me to death. There should be more police around. It makes me feel frightened and upset and like I am not able to go out on my own.

Reinvent our high streets, revitalise our local communities and regenerate key sites

3 members of the Forum wanted to see improvements made to high streets and town centres with regards to shops, affordability and accessibility:

I am really disappointed with the town centre of Poole. It is full of empty shops and there isn't much of interest to look around. I am not sure what needs to be done, but it needs to look less derelict and empty.

There are too many big flats and shops on the Quay and no pottery anymore. It has changed so much. Everything is so expensive. It's not the same as it used to be. It's all about profit for the council. Lots of people and cars. Lots of shops have shut down. It's a shame that people don't use them enough to keep them open. One day there won't be any shops left.

There should also be another zebra crossing on Christchurch high street, it is dangerous for people crossing the road.

Work with partners to reduce the impact of the rising cost of living

2 members of the Forum highlighted affordability as a key issue in their lives:

Everything is so expensive these days.

There are too many big flats and shops on the Quay and no pottery anymore. It has changed so much. Everything is so expensive. It's not the same as it used to be. It's all about profit for the council.

Restore, recover, and regenerate our natural environment and enhance community access

- 2 members of the Forum highlighted the importance of protecting green areas in BCP:

I have lived in Poole my whole life. It is such a lovely place to live. With beaches and forest so close by day trips out are always fun. I spent much of my time in Poole Park, I love it there. It can be so quiet and peaceful but also full of life. The council need to make sure that places like this don't get destroyed.

We need to keep the nature areas that we have. Don't destroy any more.

Keep our streets, parks and public spaces clean, tidy and attractive

2 members of the Forum highlighted the importance of keeping public toilets clean:

There need to be more accessible toilets and they could be cleaner too, that would make them better.

Also the council needs to stop closing public toilets, and need to keep them cleaner, some of them smell revolting.

Ensure everybody can live in good quality, sustainable and affordable homes

1 member of the Forum commented on the impact of housing types and locations in BCP:

> There are too many big flats and shops on the quay and no pottery any more… Private hospitals are being built next to homes and taking up space.

Children and young people

Stories – Schools Survey

- 77 respondents gave us an insight into their lives in BCP through a survey with schools. Below is a breakdown of the types of people who responded, some students responded in an individual capacity whilst others were completed as part of a class or family discussion:

Code	Count
A Family	29
An individual student	14
Year 3 - 6 class	11
Year 10 -13 class	9
Year 7 - 9 class	8
other	3
a reception, year 1 or year 2 class	2
a school council	1

Stories – Schools Survey

- Respondents were asked 3 questions:
  1. What do you like best about where you live and why?
  2. What could be better?
  3. What would you like to see in Bournemouth, Christchurch and Poole in the future?
- Responses to questions 2 and 3 were coded into themes based on the 16 proposed objectives while question 1 was coded into different themes due to the nature of the question
- The most frequently referenced themes shown below across questions 2 and 3 were:

Code	Count
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	91
Work with partners to ensure everyone feels safe	41
Keep our streets, parks and public spaces clean, tidy and attractive	31
Reinvent our high streets, revitalise our local communities and regenerate key sites	27
Ensure the most vulnerable receive the care they need to feel secure and supported	16

What do you like best about where you live and why?

76 respondents told us what they like most about living in BCP

Below is a breakdown of the key themes to emerge:

Code	Count
Green spaces including parks, forests etc	32
Beach/Coast/Water	29
Proximity of places	27

What do you like best about where you live and why?

The proximity to the beach and the open spaces in walking distance.

The things I like about BCP is the way we look after our beaches and how garden and parks look after the wider community rather than just focusing on parks like other areas this prevents the town looking run down.

How close housing and other types of conveniences are. Parks and sporting facilities.

The beaches, the parks and leisure facilities. The people are relaxed and friendly and there are a lot of amenities within a small area, as well as the variety of the three towns combined.

It is a great area with the school being 5 minutes away and heath just 7 minutes away.

Lots of areas for children to play and do outdoor activities, parks and field areas. Many conveniences nearby such as convenience corner stores, post office, food takeaways and Hair dressers/ barbers. Leisure Centre nearby for swimming, trampolining and soft play.

What could be better?

73 respondents told us what they felt could be improved in BCP

The comments were coded into themes based on the 16 proposed objectives with the most frequently referenced shown below:

Code	Count
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	44
Work with partners to ensure everyone feels safe	26
Keep our streets, parks and public spaces clean, tidy and attractive	26
Reinvent our high streets, revitalise our local communities and regenerate key sites	10
Ensure the most vulnerable receive the care they need to feel secure and supported	6

What do you like best about where you live and why?

The town centre and access to amenities that are free (or reasonably priced) to use for young people. Traffic - it clogs up many main roads. We'd like to see even better public transport and more provision for safe family cycling

The town centre is depressing. Seems to be a high number of homeless or people causing civil disturbances which mean I don't feel safe going into town by myself and certainly don't feel safe letting my teenage daughter go... Police presence feels limited, especially in residential areas where crime rates are ever increasing. Parks seem to be ruined by young teenagers who have nowhere else to go to hangout and as a result i don't like taking my young son to most of them as they are in a state of disrepair.

The conurbation seems to be in a constant state of gridlock on the roads, be it for road repairs, gas works, or broadband installation. At times, it can be impossible to navigate BCP... The condition of Westover Road is a travesty. It used to be such a lovely place! Parking costs. If BCP continue to charge so much for parking, and see it as a revenue generator, people will stay away. That is the reality.

The amount of litter and also make the place [cleaner] in the more local areas that need the most help.

Dog fouling on the streets is getting more noticeable, especially when we walk to our local primary school each morning and have to avoid the mess left on the pavements by inconsiderate dog owners.

Housing is a huge issue with this town along with access to services, the complaints procedure is not geared up for neurodiverse people as I can't make formal complaints verbally, this can be very stressful. The mental health services are almost non-existent and the stretch of the service is unfair on the staff as well as the service users.

The town centres are awful. The regeneration projects are too slow and the shopping / retail offer is appalling.

In the domain of education, we have concerns about support for SEN pupils and teaching support. Resources are so stretched in schools and it is especially challenging, if not impossible, to gain access to hospital appointments in Poole. We are constantly on waiting lists.

What would you like to see in Bournemouth, Christchurch and Poole in the future?

- 72 respondents told us what they would like to see in BCP in the future
- The comments were coded into themes based on the 16 proposed objectives with the most frequently referenced shown below:

Code	Count
Create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active	47
Reinvent our high streets, revitalise our local communities and regenerate key sites	17
Work with partners to ensure everyone feels safe	15
Ensure the most vulnerable receive the care they need to feel secure and supported	10
Keep our streets, parks and public spaces clean, tidy and attractive	5

What would you like to see in Bournemouth, Christchurch and Poole in the future?

A cohesive vision for future proofing the town centre which doesn't just look at how to make a profit in the short term but considers the long-term aspects of the environment, sustainability, shopping local, supporting small businesses, celebrating the arts, creating a friendly and safe atmosphere in the town and surrounding areas. Higher police presence both day and night including residential areas. 'Giving back' to local residents with discounts for proof of postcode such as ticket prices, taxi fares and parking. Improve cycle paths... Consider how to encourage young people to have a positive impact on the town rather than hanging out in parks etc - e.g. Graffiti walls, music festivals, more spaces for BMX/skate boards etc, schemes that encourage helping to 'clean up' the town with some kind of incentive linked to the arts / education / employment. More greenery and flowers in built up areas from hanging baskets to 'living' walls of greenery.

High street regeneration! There are too many empty shops and there are to many charity and coffee shops.

To feel safe when going out with my child, more support for people struggling in the community and information about where to get support.

More Sporting academies, sports facilities and entertainment.

Improve cycle paths, litter and recycling bins, cleaner streets, more support for homeless and recovering addicts.

More activities for children, skate parks, BMX tracks, etc. basically anything to keep children active in safe environments.

More emergency services and public services around, making [it] cleaner and [a] better looking area.

Better managed roads, free parking for local residents

Move investment in Poole and Bournemouth town centres, so they are on a par with Bath, Winchester, Guildford, Bristol.

More Police… more places for young people to be able to play safely, crack down on gangs and anti-social behaviour, crack down on drug users who shop lift, crack down on beggars.

School questionnaires

School children completed a questionnaire where they were asked to list 5 things they'd like to see in their local town/area.

The **main themes** are listed below…

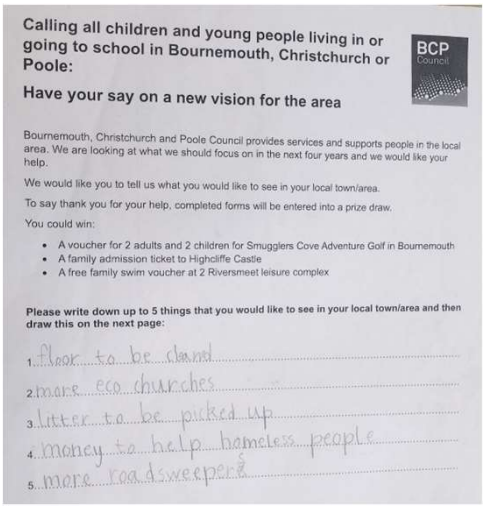
- Less litter, more bins and cleaner beach
- Support for the homeless
- More greenspaces, trees and plants
- More housing (for the homeless)
- More shops
- More kindness

Other themes included…

- More play areas/parks
- Recycling
- Fewer run down/empty buildings
- No smoking
- Supporting wildlife
- More toilets
- Less pollution
- More police/safety
- More eco buildings
- A waterpark/swimming pool
- More seating
- No fires on the beach
- Sports facilities
- Hospitals
- Less buildings (more greenspace)
- More events

"Please keep our world safe, thank you"

Competition for children and young people



Calling all children and young people living in or going to school in Bournemouth, Christchurch or Poole:

Have your say on a new vision for the area

Bournemouth, Christchurch and Poole Council provides services and supports people in the local area. We are looking at what we should focus on in the next four years and we would like your help.

We would like you to tell us what you would like to see in your local town/area.

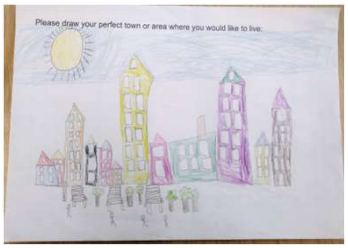
To say thank you for your help, completed forms will be entered into a prize draw.

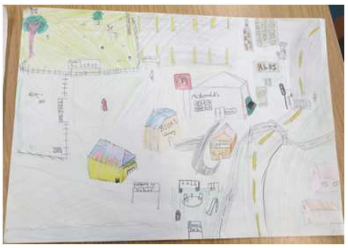
You could win:

- A voucher for 2 adults and 2 children for Smugglers Cove Adventure Golf in Bournemouth
- A family admission ticket to Highcliffe Castle
- A free family swim voucher at 2 Riversmeet leisure complex

Please write down up to 5 things that you would like to see in your local town/area and then draw this on the next page:

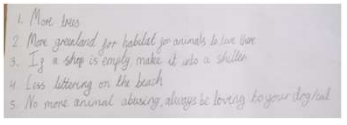
1. floor to be cleaned
2. more eco churches
3. litter to be picked up
4. money to help homeless people
5. more road sweepers











Our vision and ambitions

Where people, nature, coast and towns come together in sustainable, safe and healthy communities



- People and places are connected by sustainable and modern infrastructure
- Our communities have pride in our streets, neighbourhoods and public spaces
- Our inclusive, vibrant and sustainable economy supports our communities to thrive
- Revitalised high streets and regenerated key sites create new opportunities
- Climate change is tackled through sustainable policies and practice
- Our green spaces flourish and support the wellbeing of both people and nature

- High quality of life for all, where people can be active, healthy and independent
- Working together, everyone feels safe and secure
- Those who need support receive it when and where they need it
- Good quality homes are accessible, sustainable and affordable for all
- Local communities shape the services that matter to them
- Employment is available for everyone and helps create value in our communities
- Skills are continually developed, and people can access lifelong learning

We are an open, transparent and accountable Council, putting our people at the heart of our services

- Working closely with partners, removing barriers and empowering others
- Providing accessible and inclusive services, showing care in our approach
- Using data, insights and feedback to shape services and solutions
- Intervening as early as possible to improve outcomes
- Developing a passionate, proud, valued and diverse workforce
- Creating an environment for innovation, learning and leadership
- Using our resources sustainably to support our ambitions

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Equality Impact Assessment: Report and EIA Action Plan

Purpose

What is being reviewed?	Corporate Strategy high level summary 2023-2027
Service Lead and Service Unit:	Corporate Policy
People involved in EIA process:	Sophie Bradfield – Principal Policy Officer Vicky Edmonds – Policy and Performance Officer
Date/s EIA started and reviewed:	May 2023 onwards

The Corporate Strategy for BCP Council is a vital strategic document that identifies the vision and ambitions for the Bournemouth, Christchurch and Poole area and demonstrates the commitments to sustainability, equality and diversity.

As a result, equality and diversity is embedded throughout the Corporate Strategy.

The final Corporate Strategy will be supported by several strategies, policies and action plans. These will include a People Strategy which will ensure equality of opportunity for all in the workforce. This and all other policy documents will have been subjected to a full equality impact assessment and have considered the impact on service users, the wider community and staff.

The impact on those with protected characteristics should be positive and the Council's equality commitments are included within the strategy. These commitments seek to meet the requirements of our Public Sector Equality Duty and to:

- eliminate unlawful discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Background

The priorities in the Corporate Strategy are the beginning of a golden thread that links personal, team and service performance to the things that matter most to the organisation and those it serves.

The Corporate Strategy will also influence the allocation and distribution of resources, ensuring that the organisation commits its limited resources in accordance with its stated priorities.

The new Corporate Strategy replaces the Big Plan and previous Corporate Strategy, presenting a single set of key priorities and ambitions for the Bournemouth, Christchurch and Poole area, balancing both the people and place agendas and demonstrating the Council's commitments to sustainability and equality & diversity.

It puts people at the centre, while recognising that the area's unique geography, diverse communities and regeneration aspirations are important parts of creating a thriving place where everyone can reach their potential.

It will be underpinned by a set of delivery plans with key performance indicators to measure the Council's performance. Actions within the delivery plans will be subject to their own individual equality impact assessment.

Consultation and engagement

The development of the Corporate Strategy high level summary included multiple opportunities for stakeholder engagement, starting with a week of data-driven dedicated workshops with Cabinet Members and senior leaders, informed by the State of BCP 2023 (bcpcouncil.gov.uk). Following this, a comprehensive programme of consultation and wider engagement took place on a draft Corporate Strategy proposal from 10 August – 22

Equality Impact Assessment: Report and EIA Action Plan

October 2023. There were a number of engagement activities, including an online survey, roadshows across the Bournemouth, Christchurch and Poole area and discussion groups.

A number of stakeholders groups were also consulted, including Town and Parish Councils, Community and Voluntary Sector representatives and residents' associations. Written and verbal responses were also received from some key businesses and partners.

Focus groups also took place with a number of forums, hearing from adults with disabilities including those with learning disabilities, young people, care experienced young people and carers.

The development of a final draft Corporate Strategy for consideration for adoption by Cabinet and Council has been an interactive and iterative process.

The findings were taken into consideration to redraft the Corporate Strategy high level summary and design into a document. Corporate Directors, Cabinet Members and staff network group chairs were consulted for further feedback on content, equality and accessibility issues. Further changes were made as a result.

Findings

The engagement process for the draft Corporate Strategy has given us a valuable opportunity to hear from residents and stakeholders across Bournemouth, Christchurch and Poole in the development of the Council's future proposed priorities and ambitions.

1,875 responses were received on the survey alone as well as engagement at roadshows, discussion groups and stakeholder meetings. The resulting feedback has been given careful consideration in finalising the content of the Corporate Strategy high level summary.

Respondent profile

Age group	Survey	Census
Under 25 years	1%	14%
25 - 34 years	5%	15%
35 - 44 years	11%	13%
45 - 54 years	19%	16%
55 - 64 years	25%	15%
65 - 74 years	24%	13%
75 - 84 years	13%	9%
85+ years	1%	4%

Disability	Survey	Census
Yes - limited a lot	8%	7%
Yes - limited a little	16%	11%
No	76%	82%

Religion	Survey	Census
No religion	46%	45%
Christian	49%	50%
Other	5%	4%

Sex	Survey	Census
Female	52%	51%
Male	48%	49%

1% respondents reported that their gender identity is different to their sex at birth

Ethnic Group	Survey	Census
White British	92%	82%
Other white	5%	9%
Any other minority ethnic group	4%	9%

Sexual Orientation	Survey	Census
Straight / Heterosexual	93%	96%
Gay or Lesbian	4%	2%
Bisexual	2%	2%
Other	1%	<0.5%

The survey results reflected the BCP population closely in the areas of sex, religion and sexual orientation. The results for age, disability and ethnicity did not totally reflect the BCP profile.

The BCP Youth Forum comprises 14 young people aged 13-16 across Poole and Bournemouth and they were involved in focus groups to comment on the draft Corporate Strategy. The data relating to their protected characteristics is set out below.

Code	Count
Female	10
Male	3
Non-binary	1
Disability	4
SEND	3
Home-educated	1

Equality Impact Assessment: Report and EIA Action Plan

The Children in Care and Care Experience Young People - 6 young people aged 17-22 from across Poole & Bournemouth who had care experience were involved in a focus group to comment on the draft Corporate Strategy. The data relating to their protected characteristics is set out below.

Code	Count
Child in care	1
Care experienced	5
Female	4
Male	1
Trans-masculine	1
Identify as transgender	2
Disability	3
SEND	2

On the whole, the themes in the draft Corporate Strategy were endorsed with a few recommendations.

66% of survey respondents agreed with the vision but had further comments. Changes have been made to take account of feedback: referring to ‘people’ as well as ‘communities’ and putting ‘people’ first. Including ‘safe’ as a recurring theme and changing ‘healthy and sustainable environment’ to ‘sustainable, safe and healthy communities’.

There was strong agreement for the two priorities with 80% of survey respondents agreeing with ‘People and Communities’ and 76% agreeing with ‘Place and Environment’ as areas of focus. Similar feedback was received at the roadshows, stakeholder events and discussion groups. As a result, the key priorities remain the same.

In general, many responses commented on the draft Corporate Strategy being too wordy and too jargony, with repetition in places. As a result, the objectives have been reworded and reordered.

Feedback has also been taken on board around the feasibility of the objectives. As responses showed how important the objectives are to people as well as remaining important to the Council, the objectives have been reframed as aspirations. Delivery plans will identify actions required to work towards achieving the aspirations and outcome-focussed indicators will help the Council to measure performance.

The straplines under the two priorities ‘People and Communities’ and ‘Place and Environment’ have been reworded to provide further detail rather than as separate visions.

Overall, a wide range of views and information has been collected through the engagement and, whilst not all of that feedback will have immediately changed the Strategy, it will be used to inform the development of the delivery plans which will underpin the high-level priorities.

Equality Impact Assessment: Report and EIA Action Plan

Conclusion

Summary of Equality Implications

The Corporate Strategy sets out the Council's equality objectives to pay due regard to the Public Sector Equality Duty (subsection (1) of section 149 of the Equalities Act 2010).

The needs of people with different protected characteristics and those locally-observed by BCP Council as detailed in the Equality and Diversity Policy - December 2022 (bcpcouncil.gov.uk) will be taken into consideration as part of the development of actions in the delivery plans.

The design of the Corporate Strategy high level summary has considered readability and accessibility issues and accessible options will be explored.

The main aim of the BCP Council's Corporate Strategy is to enhance the lives of all our residents and improve outcomes. The impact on those residents with protected characteristics should be positive and no negative impacts have been identified at this level. The individual impacts of specific actions within the delivery plan will be addressed through their own EIA's.

The following table sets out which protected characteristics, elements of the Public Sector Equality Duty and areas of the Equality Human Rights commission measurement framework for Equality and Human rights should be positively impacted by the new Corporate Strategy

The table refers to the three elements of the public sector equality duty which are;

a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Equality Impact Assessment: Report and EIA Action Plan

	Age[1]	*Disability*	*Gender*	*Gender reassignment*[2]	*Pregnancy & Maternity*	*Marriage & Civil Partnership*	*Race*	*Religion or Belief*	*Sexual Orientation*	*Military Veterans*	*Carers*	*Children in Care and Care Experienced*	*socio-economic status*	*Local business or community groups*	*PSED – eliminate discrimination etc*	*PSED – advance equality of opportunity*	*PSED – foster good relations*	*Education*	*Work*	*Living Standards*	*Health*	*Justice & Personal Security*	*Participation*
People and Communities																							
High quality of life for all, where people can be active, healthy and independent	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔				✔	✔	✔	✔
Working together, everyone feels safe and secure	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔	✔	✔	
Those who need support receive it when and where they need it	✔	✔	✔	✔	✔		✔	✔	✔	✔	✔	✔	✔		✔	✔				✔	✔		✔
Good quality homes are accessible, sustainable and affordable for all	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔				✔	✔	✔	
Local communities shape the services that matter to them	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔			✔
Skills are continually developed, and people can access lifelong learning	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔	✔				
Employment is available for everyone and helps create value in our communities	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔		✔			✔				

[1] Under this characteristic, The Equality Act only applies to those over 18 however it is important to think about children and young people too.
[2] Transgender refers people have a gender identity or gender expression that differs to the sex assigned at birth.

Equality Impact Assessment: Report and EIA Action Plan

	Age[1]	*Disability*	*Gender*	*Gender reassignment*[2]	*Pregnancy & Maternity*	*Marriage & Civil Partnership*	*Race*	*Religion or Belief*	*Sexual Orientation*	*Military Veterans*	*Carers*	*Children in Care and Care Experienced*	*socio-economic status*	*Local business or community groups*	*PSED – eliminate discrimination etc*	*PSED – advance equality of opportunity*	*PSED – foster good relations*	*Education*	*Work*	*Living Standards*	*Health*	*Justice & Personal Security*	*Participation*
Place and Environment																							
Our communities have pride in our streets, neighbourhoods and public spaces	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔						✔			✔
People and places are connected by sustainable and modern infrastructure	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔				✔	✔	✔		✔	✔
Our inclusive, vibrant and sustainable economy supports our communities to thrive	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔					✔	✔			✔
Revitalised high streets and regenerated key sites create new opportunities	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔					✔	✔			
Climate change is tackled through sustainable policies and practice	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔				✔	✔	✔	✔	✔	✔
Our green spaces flourish and support the wellbeing of both people and nature	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔						✔	✔		✔
We are an open, transparent and accountable Council, putting our people at the heart of our services																							
Working closely with partners, removing barriers and empowering others	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔						✔
Providing accessible and inclusive services, showing care in our approach	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔			✔

Equality Impact Assessment: Report and EIA Action Plan

	Age[1]	*Disability*	*Gender*	*Gender reassignment*[2]	*Pregnancy & Maternity*	*Marriage & Civil Partnership*	*Race*	*Religion or Belief*	*Sexual Orientation*	*Military Veterans*	*Carers*	*Children in Care and Care Experienced*	*socio-economic status*	*Local business or community groups*	*PSED – eliminate discrimination etc*	*PSED – advance equality of opportunity*	*PSED – foster good relations*	*Education*	*Work*	*Living Standards*	*Health*	*Justice & Personal Security*	*Participation*
Using data, insights and feedback to shape services and solutions	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔				✔	✔	✔	✔	✔	✔
Intervening as early as possible to improve outcomes	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔			✔	✔	✔	✔	✔	✔
Developing a passionate and proud, valued and diverse workforce	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
Creating an environment for innovation, learning and leadership	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔				✔	✔				✔
Using our resources sustainably to support our ambitions	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔

Equality Impact Assessment: Report and EIA Action Plan

Equality Impact Assessment Action Plan			
Issue identified	**Action required to reduce impact**	**Timescale**	**Responsible officer**
The needs and experiences of different protected groups need to be considered in the implementation of the vision and ambitions	Ensure actions where applicable in the delivery plans have equality impact assessments	Ongoing	Corporate and Service Directors
Readability of the Corporate Strategy for those with accessibility requirements	Ensure the Corporate Strategy is as accessible and communicated as widely as possible – explore options available	May 2024	Isla Reynolds, Director of Marketing, Communications and Policy Sophie Bradfield, Principal Policy Officer
Measuring Performance	Key performance indicators will be used to measure success of the Corporate Strategy. Work to be undertaken to ensure they measure outcomes	March 2024	Corporate Policy Team
Ensure effective communication of the BCP Council Corporate Strategy	Develop an accessible communication strategy	April 2024	Communications Team

CABINET

Report subject	**Consultation on the Draft BCP Local Plan and the Draft BCP CIL Charging Schedule**
Meeting date	13 December
Status	Public Report
Executive summary	The Draft BCP Local Plan sets out a vision, objectives and spatial strategy to protect and enhance the environment whilst addressing the needs for new homes, jobs and infrastructure until 2039. A range of policies and site allocations are included which will inform planning decisions once the BCP Local Plan is adopted. The Draft Community Infrastructure Levy (CIL) Charging Schedule sets out the charge per square metre new development must pay to fund supporting infrastructure. A six-week consultation is required on both documents before all feedback and evidence is submitted to the Secretary of State for examination.
Recommendations	**It is RECOMMENDED that Cabinet recommends to Council that:** **a) the Draft BCP Local Plan and Draft CIL Charging Schedule are approved for public consultation for a period of six weeks from January 2024;** **b) any minor changes following Council on 9 January to the Draft BCP Local Plan and Draft CIL Charging Schedule are delegated to the Director of Planning and Destination in consultation with the Portfolio Holder for Dynamic Places for inclusion in the consultation versions;** **c) the Draft BCP Local Plan is updated to reflect any changes to the corporate strategy resulting from the outcome of Council on 9 January 2024;** **d) subject to no major amendments being required following consultation, the decision to submit the Draft BCP Local Plan and the Draft CIL Charging Schedule to the Secretary of State for examination is delegated to the Director of Planning and Destination in consultation with the Portfolio Holder for Dynamic Places; and** **e) the Local Development Scheme is approved to reflect the amended timetable.**
Reason for recommendations	We have a legal duty to prepare and maintain a Local Plan for our area. The publication of the draft BCP Local Plan is an important

	formal stage of the process prior to examination.
Portfolio Holder(s):	Councillor Vikki Slade – Leader of the Council and Portfolio Holder for Dynamic Places
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	Steve Dring Interim Planning Policy Manager Laura Bright Senior Planning Officer (Local Plan Lead)
Wards	Council-wide
Classification	For Recommendation

Background

1. The BCP Local Plan will set out the vision and planning framework for our area for the next 15 years. It will provide the land use policies that help us to implement our commitment to address the climate and ecological emergency. It will confirm our strategic approach to the delivery of a range of development, including market and affordable housing, employment, tourism, community facilities and supporting infrastructure. The Local Plan has to balance these development requirements against the need to protect the built and natural environment, whilst also furthering the response to the council's declared climate and ecological emergency. Once adopted, all planning applications will be determined against the Local Plan, making it the most important place-shaping document for the BCP area.

2. We have a statutory duty to prepare and maintain a Local Plan. The National Planning Policy Framework (NPPF) sets out that the planning system should be genuinely plan-led with succinct and up-to-date plans. We are currently operating three legacy area Local Plans that include over 300 policies, a significant proportion of which are out of date. The BCP Local Plan will replace these plans providing a single up-to-date plan for the area.

3. The BCP Draft CIL Charging Schedule sets a non-negotiable charge per square metre upon new development to fund supporting infrastructure. It will replace three legacy charging schedules and provide a simpler approach.

4. A timeline of the key stages:

    - November 2019 - consultation on scope and content of the Local Plan.
    - 2020/2021 - preparation of evidence.
    - January 2022 - consultation on our Issues and the Options available to us.
    - May 2023 - the election lead to change in approach with ward councillors shaping the policy for their ward.
    - May 2023 – workshops with developers to explore viability and development costs.

- November 2023 – public drop-in information events before the draft plan comes through the committee cycle.
- 4 December 2023 – Overview and Scrutiny Board assessed the documents and made recommendations to Cabinet.
- 13 December 2023 – Cabinet will consider the documents and recommendations from Overview and Scrutiny Board.
- 9 January 2024 – Council meeting – final sign off for consultation with any minor changes to the Draft BCP Local Plan and Draft CIL Charging Schedule made in accordance with recommendation (b).
- End January to early March 2024 – public consultation for a statutory 6 week period where anyone may make a representation (a formal response).
- End March 2024 – As per recommendation (d) the Draft BCP Local Plan and BCP Draft CIL Charging Schedule, evidence base and representations are submitted for examination. For clarity in reference to major amendments these would be considered as any changes that would affect the soundness of the Plan and risks failing at examination.
- Remainder of 2024 – Spring 2025 – examination where the Inspector takes over and examines the Draft BCP Local Plan and BCP Draft CIL Charging Schedule with a series of public hearings.
- Spring 2025 – Towards the end of the examination we will consult on modifications to the Draft BCP Local Plan and BCP Draft CIL Charging Schedule before adopting them as new Council policy, replacing our current plans.

5. While shaping the plan we have met with neighbourhood plan groups, community organisations, developers, service providers, neighbouring councils and statutory bodies. A cross-party Local Plan Working Group has provided guidance.

Key considerations for the Draft Local Plan

1. The Draft BCP Local Plan is at Appendix 1 and the Key Diagram is at Appendix 2.

<u>Vision and objectives</u>

2. We have used the vision from the draft Corporate Strategy that is being considered for adoption by Cabinet on 13 December. Any changes to the draft coming from Cabinet will be fed into the draft BCP Local Plan to ensure the documents are aligned and this event is reflected in the recommendation (c).

3. We have set the following local plan strategic objectives to help deliver the spatial planning aspects of the corporate vision:

    - Achieve carbon neutrality ahead of 2050 and take action to combat and adapt to the climate and ecological emergency.
    - Conserve and enhance our outstanding natural environment.
    - Improve health and wellbeing.
    - Grow the economy, supporting the creation of new jobs and the offer to visitors.

- Provide new market and affordable homes to meet the different needs of our communities.
- Improve our town centres and build strong and inclusive communities.
- Create vibrant and appealing high streets for shopping, leisure, community and cultural activities.
- Deliver high quality places that preserve or enhance our heritage.
- Provide a safe, sustainable and convenient transport network that meets the needs of all residents.
- Deliver the infrastructure needed to support sustainable communities, businesses and development.

Climate and ecological emergency

4. Addressing issues associated with the climate and ecological emergency are a critical part of the Draft Local Plan. To respond to this our strategy ensures that we minimise carbon emissions, by reducing the need to travel and promoting sustainable transport choices. We are also requiring new homes to be 'zero carbon ready' to minimise energy consumption. Our strategy includes a requirement for applicants to clearly demonstrate the measures they have incorporated into the development to address climate change.

5. We need to adapt to climate change and mitigate the impacts wherever possible. Our Draft BCP Local Plan introduces much stronger policies on enhancing nature within the urban area with policies to protect and enhance our open spaces, habitats and green infrastructure. We also require new development to incorporate biodiversity net gain, tree cover and urban greening on-site providing a variety of ecological and climate change benefits.

6. Flood risk is a major impact of climate change, from the sea, rivers and from rainfall events. Whilst we have an established strategy for Poole town centre with new flood defences planned, we are still preparing a strategy to defend Christchurch town centre and the Sandbanks Peninsula, delaying delivery of homes in these areas.

The Strategy

7. The spatial strategy sets out the overall approach to the amount and distribution of development with the underlying aim of achieving sustainable development and addressing our climate and ecological emergency. New homes will be focussed on brownfield sites in the most sustainable locations, within walking distance of local facilities, services and high frequency public transport.

8. The starting point for setting a housing target is the government's standard methodology for calculating the housing need, which is 2,800 homes a year. In preparing the Draft BCP Local Plan we have demonstrated that constraints posed by Green Belt, flood risk, habitat sites and availability of land for development that a target of 1,600 homes a year is more suitable. This reduced target is supported by our own local housing needs study that highlights issues with the assumptions in the standard methodology calculations. In total we are planning for a minimum of 24,000 homes over the 15 year plan period from 2024 to 2039.

Housing mix, building heights and affordable housing

9. Our housing need study tells us we need more family homes and more affordable homes. Over recent years we have seen many major planning applications seeking to develop one to two bed flats, and concern has been raised by Councillors about this imbalance in housing stock. In dialogue with the development industry and viability specialists it has become evident that there is little demand for three bed flats in town centres. In dialogue with the development industry and viability specialists it has become evident that there is little of demand for three bed flats in town centres. As a result we are recommending a policy for our town centres that restricts one bed flats to a maximum of 40% to provide a mix of different property sizes. Across the rest of BCP area we place a greater emphasis on providing three bed properties for families.

10. We are also providing more certainty on building heights in our policies. The Draft Local Plan provides a framework for setting building heights on allocated sites. We provide a range of heights allowable, but flexibility for allowing for additional heights under certain circumstances. There is greater potential for tall buildings within Bournemouth and Poole town centres. Outside of town centres we have identified local opportunity areas and local opportunity streets where building heights can be increased in sustainable locations with good access to public transport. Officers believe that this policy approach provides certainty.

11. Affordable housing remains a huge challenge with house prices typically ten times higher than average earnings. Whilst we have secured large numbers of affordable housing on greenfield sites, with around 750 affordable homes expected to be delivered over the next 5 years, providing affordable housing on brownfield sites is much more challenging due to viability issues, particularly in Bournemouth and Poole town centres. To reflect our evidence on viability, our policy requires 10-15% affordable housing provision on proposals of 10 or more homes outside of the Bournemouth and Poole town centres. Within Bournemouth and Poole town centres it is not viable to provide affordable housing unless we choose not to charge CIL. As CIL is non-negotiable we can secure funding for necessary infrastructure, while affordable housing can be challenged through viability assessments submitted by developers.

12. We have also introduced a tariff table for affordable housing in lieu of on-site delivery. We believe standard contributions will be welcomed by developers by providing greater certainty about the cost of development. We can use these financial contributions to work with our partners to deliver affordable housing on our own sites and build on the good work in 2022/23 where the Council delivered 81 affordable homes.

Economic needs

13. Employment forecasts indicate a need for 66 to 97 hectares of new employment land, including at least 41,600 sqm of high-quality office space by 2039. We are allocating around 75 hectares of employment land including the strategic sites of Bournemouth Airport business parks, Wessex Fields and Talbot Village, with office development focussed in Bournemouth and Poole town centres. Retail and tourism industries are not expected to expand and our approach is consolidation and enhancement of the current offer.

Sites allocated for development

14. The site allocations are a mix of sites rolled forward from current local plans as the sites are not yet built and new sites allocated for the first time. The allocations are included in the ward policies.

15. Strategic sites for new homes include the land north of Merley, land north of Bearwood and Roeshot Hill.

16. In Bournemouth town centre, the Bournemouth Arc (Former Winter Gardens, BIC, Bath Road North and South) will provide a focus for leisure and recreational uses with some residential development. Several town centre car parks can be redeveloped for housing, but is subject to the outcome the Bournemouth Town Centre Parking Strategy which will consider the number of parking space required to support the town centre offer.

17. In Poole town centre, Town Centre North (stadium, railway sidings, Dolphin Pool, Barclays, St Johns House, Seldown car park) provides the focus for new development, which needs to come forward in accordance with an agreed masterplan for the area. This masterplan work will need to set a framework to provide significantly improved connections around the area, provide new homes and facilities, and explore options to improve the crossing of the railway.

18. In Christchurch town centre, Stony Lane (Former civic offices, former gasworks and other sites) will, subject to the agreement of a flood risk strategy, provide new homes. For this site to come forward financial contributions will be needed towards flood defences to make the development safe.

19. Concern has been raised by ward councillors and members from other political groups over the allocation of the proposed Innovation Quarter at Talbot Village. This site is an existing allocation in the Poole Local Plan, but was refused planning permission at Planning Committee in October. To address these concerns we have reduced the size of the Innovation Quarter from 9.8 hectares to 4.7 hectares so that only the northern half is allocated for development.

20. Concern has also been raised by ward councillors over the allocation of land at Branksome Triangle for specialist housing accommodation that could include permanent site for gypsy and travellers. We have a need for 21 permanent pitches from the natural increase in our resident gypsy and traveller community. The Local Plan must address this need to be found sound through the examination process. The Local Plan is not required to allocate a transit site to accommodate the summer issue we have with illegal encampments, so no site has been allocated. Such provision can be considered outside of the Local Plan process.

Infrastructure

21. We have worked with service providers to identify our infrastructure needs to support growth, including:

    - Sustainable transport improvements to improve accessibility and reduce congestion;
    - Poole and Christchurch town centre flood defences;

- Delivery of new green infrastructure, recreational facilities and public open space including the Stour Valley Park and heathland mitigation projects;
- Investing in delivering the Seafront Strategy;
- Provision of new cemeteries north of Poole, Bournemouth and Christchurch;
- Underground bins in the right locations; and
- Enhancements to schools including new educational premises for special educational needs and disabilities (SEND).

22. We will continue to work with the NHS, doctors and other service providers, including utility companies, to secure new infrastructure is delivered at the right time to meet the demands of a growing population.

Viability/CIL

23. The costs that local plan policies place upon development must be considered to ensure that we do not make development unviable. Our work with developers and specialists has demonstrated that the Draft BCP Local Plan is viable and deliverable. In addition to the policy costs identified in the Local Plan there is sufficient viability within development to charge CIL.

24. The Draft CIL Charging Schedule is at Appendix 3 and following public consultation and examination will replace the three current schedules from the legacy Councils, simplifying our charges. We will charge a higher CIL rate for developments under 10 homes and a lower CIL rate for developments over 10 homes that must also provide affordable housing. We need to charge CIL in all wards to ensure that these local communities can benefit from Neighbourhood CIL for community projects. We are therefore now proposing to charge CIL in the current zero rated CIL areas of Bournemouth Town Centre and Poole Regeneration area.

Local Development Scheme

25. The additional work with the new administration requires an update to the Local Development Scheme (the approved and adopted work programme for the preparation of the Local Plan), at Appendix 4, to reflect the new timeline for plan preparation.

Next steps

26. Subject to the agreement of Cabinet and Council, we will publish the Draft BCP Local Plan and Draft CIL Charging Schedule for a six-week formal consultation stage, commencing in late January 2024. This consultation provides the opportunity for people to submit 'representations' that declare support or objection to each policy or site allocation in the plan. The consultation documents (and evidence base) will be available on the council's website and the documents will be available at the Civic Centre and libraries during normal opening hours. As this is the formal stage of the process, we are not holding any consultation events. However, the Planning Policy team will be available to assist anyone who needs support in making representations.

27. At the conclusion of the consultation, if from the representations we decide that major modifications are not necessary, we will submit the Draft BCP Local Plan and Draft CIL Charging Schedule to the Secretary of State for examination. The Secretary of State will appoint independent inspectors to run an examination on

each. At the end of examination if there are positive recommendations by the inspectors, Cabinet and Council can then consider adoption of the new BCP Local Plan and CIL Charging Schedule.

Options Appraisal

28. Instead of proceeding with the Draft BCP Local Plan and Draft CIL Charging Schedule consultation the alternative option would be to delay the consultation to re-draft the Plan and choose a different strategy.

29. Option 1: Agree the Draft BCP Local Plan and Draft CIL Charging Schedule for consultation and submission:

    Pros:

    - We demonstrate good progress in meeting our duty to have a Local Plan in place within five years of BCP Council forming and reduce the risk of government taking over and preparing the plans.
    - We can demonstrate a five-year housing land supply and take control of where and what development comes forward.
    - It reduces 300 policies into under 100 policies.
    - It sets a clear vision for the BCP area aligned with the new corporate vision.
    - Increased CIL, Council Tax and New Homes Bonus.
    - New policy to help us meet our climate and ecological emergency goals.

    Cons:

    - The proposals will not be supported by everyone.

30. Option 2: Re-draft the Local Plan and Draft CIL Charging Schedule

    Pros:

    - We can review our strategy and work to gain greater support for the Local Plan moving forward.

    Cons:

    - Development will continue to be determined by out-of-date policy whereby we miss the opportunities presented by our draft policies.
    - The presumption in favour of development of sustainable development will continue to apply meaning we lose control of planning decisions as the provision of new homes will trump other policy considerations such as our climate and ecological emergency goals and meeting our housing needs.
    - We risk missing the cut off of June 2025 to submit a Draft BCP Local Plan to the Secretary of State under the current planning system, as plans prepared after this date must follow a new unproven planning system, the details of which are yet to be published, which could lead to significant delays, leaving us with three out-of-date Local Plans for a long period of time.

Summary of financial implications

31. The preparation and examination of the Local Plan is funded through the existing Planning Services budget. Once adopted these plans will enable us to benefit from more CIL, Council Tax, Business Rates and New Homes Bonus. The proposals will help grow the local economy through billions of pounds spent on construction costs and throughout the operational life of development (including increased jobs).

Summary of legal implications

32. A requirement set in law is that planning decisions must be taken in line with the development plan unless material considerations indicate otherwise. The Planning and Compulsory Purchase Act 2004 (as amended) sets out that each local planning authority must identify their strategic priorities and have policies to address these in their development plan documents (i.e. produce a local plan). Local plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. It is essential that plans are in place and kept up to date.

33. Under regulation 19 of the Local Government (Structural Changes) (Transitional Arrangements) (No2) Regulations 2008 the Council has a duty to adopt a local plan within five years of reorganisation.

34. CIL is a charge which can be levied by local authorities on new development in their area to help deliver the infrastructure. The levy only applies in areas where a local authority prepares a charging schedule in accordance with the Planning Act (2008) (as amended). Levy rates are expressed as pounds (£) per square metre. When deciding the levy rates, an authority must strike an appropriate balance between additional investment to support development and the potential effect on the viability of developments.

35. A Local Development Scheme is required under the Planning and Compulsory Purchase Act 2004 (as amended). This must specify the development plan documents (i.e. local plans) which, when prepared, will comprise part of the development plan for the area, and must be kept up to date.

Summary of human resources implications

36. There are no human resource implications, the production of the plan is undertaken by existing staff within the Planning Policy team.

Summary of sustainability impact

A copy of the Decision Impact Assessment is at Appendix 4, with the overall finding a low impact. There is one amber for a minor negative impact regarding waste and resource use. We are planning 24,000 homes and 75 hectares of employment growth over the next 15 years so there will be the need to extract minerals for building materials and more people living in the area will increase consumption including water. As mitigation the Draft BCP Local Plan includes policy to lower water use in buildings to the minimum allowable building standard, and to encourage the reuse of building materials from demolition.

Summary of public health implications

37. We have worked closely with Public Health Dorset to ensure that the policies in the local plan will lead to healthy lives. Policies include the need for exercise through improved walking, cycling and access to public open spaces, limit clustering of hot food takeways, incorporate suicide prevention measures on tall buildings.

Summary of equality implications

38. The Equalities Act 2010 (Section 149) places a duty on public authorities, in the exercise of their functions, to ensure that they do not discriminate against any group or individual in the community. An Equalities Impact Assessment, currently being prepared, forms part of the Sustainability Appraisal and will be published with the draft Local Plan to meet the Public Sector Equality Duty in the Equality Act 2010 covering protected and other relevant characteristics.

Summary of risk assessment

39. There is always a high risk of new policy requirements being introduced by Government during the Examination process. A change in Government during 2025 is likely to lead to a change in national planning policy. In the past governments have used transitional arrangements to enable Local Plans at examination to continue progress. There is a risk the plan may be delayed.

40. In December 2022 the Secretary of State for Levelling Up, Housing & Communities wrote to all Council's outlining proposed changes to the NPPF. These changes were due to confirm that the Standard Method was a starting point to calculating housing need and Councils would not be expected to release Green Belt to deliver housing need and to give more clarity about the methods that can be used to calculate local housing needs. These changes are due in Autumn 2023 but at the time of writing have not been published. If the NPPF changes do go through as planned the risk to the Draft BCP Local Plan failing at examination is much reduced. If however the changes to the NPPF don't materialise there is a high risk the Draft BCP Local Plan will fail at examination (and the knock on effect will also be the failure of the Draft CIL Charging Schedule.

Background papers

None

Appendices -

Appendix 1- Publication Draft BCP Local Plan

Appendix 2 – Key Diagram

Appendix 3 –Draft BCP CIL Charging Schedule

Appendix 4 - Local Development Scheme

Appendix 5 – Decision Impact Assessment

Bournemouth, Christchurch and Poole Local Plan

Publication Draft

Author:	Planning Policy
Version:	Draft for Overview and Scrutiny Board
Date:	4 December 2023

Foreword

This first local plan for Bournemouth, Christchurch and Poole (BCP) has been four years in the making.

Since BCP Council's formation in 2019, concern for the environment both locally and globally has grown significantly, the Covid crisis accelerated change to the way we live, work, travel and use our towns, and we have developed a renewed ambition for our area. Protecting and valuing our heritage whilst embracing our future is more important than ever.

This new BCP Local Plan replaces all preceding plans, outlining the council's strategy for the delivery of the new, high-quality homes we need, in the places that we need them, and our vision for the neighbourhoods who will live there.

It will also help to provide new employment and infrastructure opportunities, which will support those homes and communities.

The BCP area is now home to over 400,000 people and as our population grows and changes, the Local Plan provides a framework of policies to guide future development across the region until 2039. It aims to support everyone who lives here in leading healthy lives and achieving their potential.

BCP Council declared a Climate and Ecological Emergency in 2019 and sustainability forms a golden thread throughout this plan. New development must be responsible, mitigate its environmental impact and consider green infrastructure.

I am passionate about the role BCP Council must play in helping our area improve biodiversity and reach net zero. Delivering zero-carbon homes, improving and protecting our neighbourhood tree canopy cover and mitigating the risks of flooding and coastal erosion are central to achieving this.

It is in the interest of everyone living and working here that we attract and retain talent in our area. In turn, we can create the infrastructure, culture and environment needed to ensure our area is recognised as a place where new businesses want to be, helping to sustain a thriving local and green economy for generations to come.

This new Local Plan is also supported by 33 ward policies, covering every part of the BCP area. These have been shaped with people and local communities at heart, recognising the distinct identities of our many neighbourhoods and communities.

This Local Plan is a significant milestone in shaping the future of our area and will be a pivotal document when designing, developing, protecting and enhancing Bournemouth, Christchurch and Poole.

I would like to take this opportunity to thank everyone who has helped develop this ambitious Local Plan and all of those who will help us to deliver it.



Councillor Vikki Slade

Leader of BCP Council and Portfolio Holder for Dynamic Places

Contents:

Part 1: Policies:

1. Introduction 6

2. About the BCP area 9

3. Vision and objectives 10

4. Development Strategy 16

Strategic Policy S1: Addressing the climate and ecological emergency 17

Strategic Policy S2: Spatial strategy and levels of growth 24

5. Tackling Climate Change 31

Strategic Policy C1: Addressing Climate Change 32

Policy C2: Sustainable Construction and Low Carbon Energy 34

Policy C3: Water Efficiency 35

Policy C4: Large Scale Renewable Energy Installations 36

Policy C5: Coastal Erosion and Sea Cliff Stability 38

Policy C6: Flood Risk 41

Policy C7: Sustainable Drainage (SuDS) 43

6. Our natural environment 45

Strategic Policy NE1: Natural Environment 45

Policy NE2: Habitats sites and wildlife sites 50

Policy NE3: Biodiversity Net Gain 53

Policy NE4: Green infrastructure 56

Policy NE5: Coastline 59

Policy NE6: Countryside 61

Policy NE7: Public open space 62

7. Our built environment 64

Strategic Policy BE1: Design and high quality places 65

Policy BE2: Townscape 69

Policy BE3: Living conditions 71

Policy BE4: Building heights 72

Policy BE5: Shopfronts 74

Policy BE6: Heritage assets 78

8. Homes 80

Strategic Policy H1: Housing delivery 82

Strategic Policy H2: Affordable housing 84

Strategic Policy H3: Housing Mix 86

Policy H4: Internal and External Space Standards 87

Policy H6: Housing for Multi-Generational and Extended Families 89

Policy H7: Specialist needs housing 91

Policy H8: Purpose Built Student Accommodation 92

Policy H9: Houses in Multiple Occupation 94

Policy H10: Promoting self and custom house building 95

Policy H11: Gypsies, travellers and travelling show people 97
9. Prosperous economy 98
Strategic Policy E1: Nurturing our economy 99
Policy E2: Employment supply 101
Policy E3: Bournemouth Airport 103
Policy E4: Talbot Village 104
Policy E5: Wessex Fields 106
Policy E6: Port of Poole 107
Policy E7: Existing Employment Sites 108
Policy E8: Local Labour Agreements 109
Policy E9: Visitor accommodation 110
Policy E10: Visitor attractions 111
Policy E11: Retail and Town Centres 113
Policy E12: Community facilities 116
10. Connectivity and transport 120
Strategic Policy T1: Transport Strategy 123
Policy T2: Transport and Development 126
Policy T3: Creation or alteration of vehicular access on to a road 127
Policy T4: Transport Infrastructure 128
Policy T5: Freight and servicing 129
Policy T6: Air Quality 130
11. Infrastructure and delivery 131
Strategic Policy ID1: Infrastructure 132
Strategic Policy ID2: Viability 134

Part 2: Ward policies

Policy P1: Alderney and Bourne Valley
Policy P2: Bearwood & Merley
Policy P3: Boscombe East and Pokesdown
Policy P4: Boscombe West
Policy P5: Bournemouth Central
Policy P6: Broadstone
Policy P7: Burton and Grange
Policy P8: Canford Cliffs
Policy P9: Canford Heath
Policy P10: Christchurch Town
Policy P11: Commons
Policy P12: Creekmoor
Policy P13: East Cliff and Springbourne
Policy P14: East Southbourne and Tuckton
Policy P15: Hamworthy
Policy P16: Highcliffe and Walkford
Policy P17: Kinson
Policy P18: Littledown and Iford

Policy P19: Moordown
Policy P20: Mudeford, Stanpit and West Highcliffe
Policy P21: Muscliffe and Strouden Park
Policy P22: Newtown and Heatherlands
Policy P23: Oakdale
Policy P24: Parkstone
Policy P25: Penn Hill
Policy P26: Poole Town
Policy P27: Queens Park
Policy P28: Redhill and Northbourne
Policy P29: Talbot and Branksome Woods
Policy P30: Wallisdown and Winton West
Policy P31: West Southbourne
Policy P32: Westbourne and West Cliff
Policy P33: Winton East

1. Introduction

The Bournemouth, Christchurch and Poole (BCP) Local Plan forms the main part of our statutory development plan. It sets out the planning framework that guides decisions on all development and regeneration activity in the BCP area over the next 15 years from 2024 to 2039. It is a key part of helping us to address the climate and ecological emergency.

Local Plan purpose

BCP Council formed in 2019 replacing Bournemouth Borough Council, Christchurch Borough Council, Borough of Poole and a part of Dorset County Council. We have a legal duty to prepare, monitor and review a development plan and this will be the first local plan for the BCP area.

This local plan forms the principal part of the development plan for the area and covers the period from 2024 to 2039. The purpose of the local plan is to set out the long-term spatial vision for how the towns and communities across the BCP area will develop and change through the delivery of sustainable development that helps us to respond to the climate and ecological emergency. The Plan sets out the council's policies, allocations and proposals that will be used to shape development and determine planning applications. The Plan includes a policies map which illustrates the site and area specific policies set out in this plan.

The Plan has been prepared under the legal framework set out in Planning and Compulsory Purchase Act 2004 (as amended). It has been shaped within the context of government policy set out in the National Planning Policy Framework (NPPF) and reflects the strategies of other partners and agencies. The plan has been prepared through public consultation and is informed by a comprehensive evidence base. The Plan will be tested at a public examination in 2024 and modified in light of comments received from the public and the Examination's Inspector. A set of background papers and a consultation statement explain this process in more detail, and a full list of the evidence can be found at [link to be inserted].

Once adopted the BCP Local Plan will replace existing planning policies set out in:

- Bournemouth Local Plan (saved policies) 2002
- Bournemouth Affordable Housing Development Plan Document 2009
- Bournemouth Core Strategy 2012
- Bournemouth Town Centre Area Action Plan 2013
- Christchurch Local Plan (saved policies) 2001
- East Dorset and Christchurch Local Plan Part 1: Core Strategy 2014
- Poole Local Plan 2018

The policies in this Local Plan should be read together as a whole and in conjunction with legislation, the NPPF, 'made' Neighbourhood Plans and adopted Minerals and Waste plans.

The Local Plan will be supported by a series of supplementary planning documents (SPD), design codes and guidance notes, the BCP Community Infrastructure Levy (CIL) Charging Schedule, Local Development Scheme and Statement of Community Involvement.

The Development Plan and relationship between various documents is illustrated in figure 1.1.

Insert: Figure 1.1: Development Plan diagram

Neighbourhood plans

Local communities have the power to prepare their own neighbourhood plan and influence new development in specific areas. A number of the communities in the BCP area have either made or are working on neighbourhood plans. Up to date information about the progress of neighbourhood plans can be found at http://www.bcpcouncil.gov.uk/neighbourhoodplans.

Once 'made', neighbourhood plans form part of the statutory development plan. Neighbourhood plans must be in general conformity with the strategic policies in this local plan and this is checked by the local planning authority and tested through neighbourhood plan examinations.

Where neighbourhood plans have been 'made' prior to the adoption of the BCP Local Plan they will remain in force, but it will be necessary to check if any policies within them are now out of date given the strategic policies of this plan. Further guidance is set out at https://neighbourhoodplanning.org

Minerals and waste

We prepare minerals and waste plans separately to the Local Plan in partnership with Dorset Council. The following minerals and waste documents form part of the Development Plan:

Bournemouth, Dorset and Poole Minerals Strategy (2014). This document sets out the vision, objectives and policies for mineral extraction in Bournemouth, Dorset and Poole.

The Bournemouth, Dorset and Poole Minerals Sites Plan (2019). The Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan (2019) identifies sites for mineral development to meet the county's needs. Along with the Minerals Strategy (2014), it provides the policy framework for determining planning applications for minerals development. For the BCP area, it identifies safeguarded sand and gravel sites in the north of Christchurch, safeguarded recycled aggregate sites and two specific mineral site allocations. These areas are shown on the policies map.

Bournemouth, Dorset and Poole Waste Local Plan (2019) The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) identifies sites for new waste management facilities to meet the county's needs. It provides the policy framework for determining planning applications for waste management facilities up to 2033. Allocated waste sites including those at Canford Magna and Mannings Heath are shown on the policies map.

These documents can be viewed at Waste and minerals (bcpcouncil.gov.uk).

Marine Planning

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. Marine plan boundaries extend up to the level of the mean high water mark, which means that there will be an overlap with terrestrial plans that generally extend to the mean low

water mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. The MMO has published marine plans for the South Inshore and South Offshore Marine Plan Areas, which includes Bournemouth, Christchurch and Poole. These can be viewed at South West Marine Plans - GOV.UK (www.gov.uk)

To ensure that all the regulations are followed, all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area, must make reference to the MMO's licensing requirements. They must also have regard to any relevant Marine Plans or where a marine plan is not currently in place, the Marine Policy Statement in accordance with the Marine and Coastal Access Act (MCAA) 2009.

Duty to cooperate

In preparing this local plan, the council has worked closely on strategic matters with neighbouring councils and other prescribed bodies. This is to ensure that economic aspirations and housing needs will be met with the delivery of cross boundary strategic infrastructure, in balance with the protection of the setting of the area and habitat sites. A background paper summarises the duty to cooperate discussions, and this dialogue will be ongoing.

Future review

The evidence base demonstrates that a careful approach to mitigating impact on designated nature conservation sites will be required for the development needs of the BCP area to be accommodated. Sufficient investment in key infrastructure to combat identified issues such as traffic congestion, flood defences and supporting community facilities will also be needed. Delivering the strategy will therefore require ongoing monitoring and review to ensure that the planned development is coming forward and can be accommodated sustainably. Therefore, the council will review the BCP Local Plan by 2030 to ensure that the overall strategy remains up to date. An earlier review may be necessary if monitoring shows that needs are not being met as envisaged in this Plan.

How to use the local plan

The Local Plan is split into 3 parts:

1. Policies (Chapters 1 to 11)
2. Ward policies including site allocations
3. Appendices

In Part 1 Chapter 4 sets out the strategy of how the BCP area will develop over the next 15 years from 2024 to 2039. It sets out the overall number of additional homes that will be delivered and the growth required in relation to other land uses such as employment. We have split this growth down to a ward level and prepared a policy for each ward including sites allocated for development. This provides a helpful starting point for communities wishing to prepare neighbourhood plans. Chapters 5 to 11 then set out planning policies by topic area, including a strategic policy for each topic area. In Part 2 there are 33 policies, one for each ward in BCP Council. These include the site allocations.

Not all planning policies apply to every planning application, but it is important to note the Plan must be read as a whole. There will be times where a development proposal will accord with some parts of the Plan, but conflict with other parts. In these circumstances it will be a matter for the decision maker to apply weight and judgement to the various matters, taking account of other material planning considerations.

2. About the BCP area

Bournemouth, Christchurch and Poole are three distinctive towns on the south coast of England. The area encompasses a diverse range of urban, coastal and countryside landscapes and is home to over 400,000 people.

The BCP area is made up of the three principal towns of Bournemouth, Christchurch and Poole which are interwoven with numerous district and neighbourhood centres. While many local people identify with the three distinctive towns the overall size of the population enables residents to gain access to a much greater range of services and jobs than otherwise might be expected for individual towns of their size.

The area enjoys an outstanding natural environment with 15 km of beaches, numerous river valleys, woodland, internationally protected heathlands and public open spaces, which make it a desirable place to live and visit. The surrounding environment is also a key asset, with the Jurassic Coast World Heritage Site, the New Forest, and the Isle of Purbeck adjoining the BCP area. These are great attractions, but the towns offer much more besides. The area has a rich history and offers many leisure and cultural facilities.

The area is internationally connected by air and sea, and benefits from close road and rail connections to London and the central south, as well as acting as a gateway to the South West. The BCP area has strong, internationally-recognised economic sectors – from finance and insurance with the BCP area ranked 3rd in the UK after London and Edinburgh, to digital, cultural and creative industries; tourism, defence, boat building and engineering. Local colleges and universities have the capacity to provide a steady supply of talent to the workforce.

Since 1945 the area has experienced considerable change and was one of the fastest-growing areas in the country with large new areas of housing constructed around the core towns. The designation of a Green Belt in 1980 halted outward expansion and in recent years, the housing and economic growth has largely been focused within the existing built-up area, with some limited expansion agreed in the north Poole and north Christchurch areas.

The key characteristics of the BCP area are summarised in figure 2.1, a more detailed description of the area can be found in the state of our area report at (State of BCP 2023 (bcpcouncil.gov.uk).

Figure 2.1 - Infographic to be inserted.

3. Vision and objectives

Our vision and objectives underpin the strategy and policies within the Local Plan.

The BCP area is already a great place to live, work and visit. The coastal location, climate and exceptional natural environment give people the opportunity to experience an outstanding quality of life and realise their potential, and the area is often ranked as one of the happiest places to live and work in the UK.

Our area does however face many challenges:

- The council have declared a climate and ecological emergency which recognises the serious challenges we face in preserving our protected habitats and addressing climate change.
- Our population is ageing and by 2040 around 40% of the population will be 65 or over.
- The availability and affordability of homes is beyond the reach of many local people, with homes more than ten times average wages, which also acts as a barrier to the growth of business in our area.
- The main town centres have experienced decline with the closure of anchor retail units and relatively high numbers of vacant shops.
- There are significant health challenges and inequalities between our neighbourhoods, with over 60% of the population classified as overweight.
- There are significant levels of traffic congestion at peak times.
- Development viability across a large part of the BCP area is marginal.

Our first Local Plan for the BCP area can help to address many of these challenges and shape the next chapter in our area's history for our residents and businesses. Our corporate vision and objectives which are due to be agreed in 2024 set an agenda focused on people and communities and place and environment. Our vision and objectives for the local plan reflect our corporate aspirations.

Vision

Our vision for Bournemouth, Christchurch and Poole is:

Where people, nature, coast, and towns come together in our sustainable, safe and healthy communities.

Our People and Communities

Everyone leads a fulfilled life, maximising opportunity for all.

Aspirations:

- High quality of life, where we are as active, healthy and independent as we can be
- Everyone feels safe and secure, and we work together to help those that need it
- People who need support receive it when and where they need it
- Accessible, sustainable and affordable homes for everyone, where they want to live
- Local communities shape the services that matter to them
- Skills are continually developed, and lifelong learning is accessible
- Employment is available to all and creates value in our communities

Our Place and Environment

Vibrant places where people and nature flourish, with a thriving economy and healthy, natural environment.

Aspirations:

- Our community has pride in our streets, neighbourhoods and public spaces

- Sustainable and modern infrastructure that connects people and places
- Our inclusive, vibrant and sustainable economy supports our thriving communities
- Revitalised high streets and regenerated key sites provide new opportunities
- Tackling climate change through sustainable policies and practice
- Flourishing green spaces that support the wellbeing of nature and people

Our approach as a council

We are an open, transparent and accountable council, putting our people at the heart of our services.

- Working closely with partners, removing barriers and empowering others
- Providing accessible and inclusive services, showing care in our approach
- Using data, insights and feedback to shape services and solutions
- Intervening as early as possible to improve outcomes
- Developing a passionate and proud, valued and diverse workforce
- Creating an environment for innovation, learning and leadership
- Using our resources sustainably to support our aspirations

Local Plan Objectives

To fulfil the vision and aspirations as a council we have set out the following objectives for the Local Plan:

- **achieve carbon neutrality ahead of 2050 and take action to combat and adapt to the climate and ecological emergency**
- **conserve and enhance our outstanding natural environment**
- **improve health and wellbeing**
- **grow the economy, supporting the creation of new jobs and the offer to visitors**
- **provide new market and affordable homes to meet the different needs of our communities**
- **improve our town centres and build strong and inclusive communities**
- **create vibrant and appealing high streets for shopping, leisure, community and cultural activities**
- **deliver high quality places that preserve or enhance our heritage**
- **provide a safe, sustainable and convenient transport network that meets the needs of all residents**
- **deliver the infrastructure needed to support sustainable communities, businesses and development.**

Each of the Local Plan objectives are described below:

Achieve carbon neutrality ahead of 2050 and take action to combat and adapt to the climate and ecological emergency

Successful places must adapt to a changing world, and a focus on sustainable growth provides an opportunity to become more resilient and environmentally focussed. As a responsible place, the BCP area must limit its impact on the environment, biodiversity and climate change while adapting to the consequences of the environmental change.

We will:

- locate homes, jobs and facilities in the most sustainable locations to minimise the need to travel by private car
- encourage walking, wheeling, cycling and the use of public transport
- promote energy efficiency through good design and the use of smart technologies
- support and promote the use of low carbon energy sources
- encourage the re-use and adaptation of existing buildings first before redevelopment
- support sustainable standards for construction

- ensure new development takes an integrated approach to water management, while minimising flood risk
- protect and enhance our existing green infrastructure network
- ensure a net gain in biodiversity
- support sensitively designed and located proposals for renewable energy generation.

Conserve and enhance our outstanding natural environment

The BCP area has an outstanding natural environment including the awarding winning coast and internationally important heathlands and other nature conservation sites. A strong network of green infrastructure contributes to the unique identity of the BCP area and is highly valued by local residents and visitors alike. We will conserve and enhance these features, capitalising on the opportunity growth brings about to further their conservation or enhancement.

We will:

- conserve and enhance our protected habitats
- protect and enhance our green belt
- protect our existing open spaces, taking the opportunities to improve these areas
- ensure new development contributes to a net gain in biodiversity
- protect and expand our network of green infrastructure
- embed urban greening into new development
- manage visitor pressure on the Dorset Heathlands, New Forest and Poole Harbour
- ensure development is nutrient neutral to protect the River Avon and Poole Harbour designated sites
- support the Stour Valley river corridor project; and
- conserve and enhance the natural beauty of the coast and the offer of the seafront.

Improve health and wellbeing

Mental and physical health is partly determined by the environment in which we live. Transport, housing, education, income, air quality, green space and social and community networks can impact on people's health and their wellbeing, along with the availability and quality of healthcare provision, and based on people's lifestyle choices. We will consider the impacts of development on health and wellbeing, striving to support good health outcomes from development.

We will:

- aim to reduce health inequalities across the BCP area
- consider impacts on people's health and wellbeing as part of new development
- promote active and healthy lifestyles by making it easier for people to choose to walk, wheel or cycle
- protect existing and plan for new areas of public open space to meet the needs of the population
- plan for healthcare infrastructure to address the needs of our current and future population
- provide a choice of homes that match the wide variety of peoples' needs
- ensure new buildings meet internal and external space standards
- seek to improve air quality
- support a healthy food environment by supporting access to food growing opportunities and restricting unhealthy options
- plan for the recreation, sports and play spaces required to meet the needs of the population.

Provide new homes to meet the different needs of our communities

Having a suitable home to live in is a fundamental human right but for many the type of home they want, and should reasonably be able to expect, is out of reach. A lack of suitable homes can give rise to a range of negative consequences, including worsening housing affordability issues, overcrowding, reduced labour market mobility, staff retention issues and longer commuting patterns.

We will:

- allocate sites to deliver new homes
- support sensitive, gentle intensification across the urban area
- focus the most intensive developments of new homes in our town centres and areas which have the best walking, wheeling, cycling and public transport access to facilities and services
- deliver an increased number of affordable homes for local people
- create more inclusive communities with a mix of housing types and sizes
- ensure new homes are sustainable and good quality with sufficient internal and external space
- support the ageing population by providing extra care developments to free up family homes.

Create vibrant and appealing high streets for shopping, leisure, community and cultural activities

Building homes, workspaces and facilities is not enough, we need to ensure the BCP area is an appealing, vibrant place in which people will want to live. Embedding culture and leisure activities will help ensure we create a thriving place.

We will:

- promote a wider range of commercial, cultural, leisure and community uses within high streets and shopping areas
- support the viability of existing uses by focusing the most intensive new development into our centres
- protect our existing cultural assets such as museums, libraries, theatres, cinemas, and galleries, open spaces and sports facilities
- improve upon the existing offer through re-purposing existing space and creating new space for cultural, businesses, leisure, community and recreational uses.

Improve our town centres and build strong and inclusive communities

Our town centres, district and local centres are at the heart of community life. In particular our town centres play a key role in attracting people to the area, supporting economic growth, attracting inward investment and meeting the day to day needs of our residents.

We will:

- allocate sites within our centres to deliver new mixed-use development
- increase the number and diversity of people living in our centres
- maximise the opportunities to enhance the cultural and leisure offer
- support the provision of community uses, health services and shops to serve town centre residents
- maintain the distinctiveness of our centres, reflecting their positive characteristics in new development
- preserve or enhance the heritage within our centres, supporting heritage led regeneration
- reduce severance and improve walking, wheeling and cycling connectivity and wayfinding
- invest in the seafront and the public realm in Bournemouth town centre, allocating sites to deliver new leisure and cultural attractions
- within Poole Town Centre support the regeneration around the Twin Sails Bridge and town centre north area, replacing the Dolphin Leisure Centre and creating a better sense of arrival into Poole around the bus station, railway and Kingland Road
- improve the quality of the public realm and retail, leisure and cultural offer within Christchurch Town Centre
- continue the regeneration of Boscombe
- make Poole and Christchurch town centres safe by delivering flood defences
- enhance our sustainable neighbourhoods giving residents access to facilities and services which meet their day to day needs within cycling or walking distance of their homes.

Provide a safe, sustainable and convenient transport network that meets the needs of local residents

Good places need to be well connected across a variety of modes of transport. Within our area there is high reliance of private car use, this can have a number of negative impacts on congestion, air quality, the environment and public health. We need to improve transport choices to reduce the reliance on the private car.

We will:

- locate development in the most accessible areas which have access to facilities and services
- make it attractive, easier and more convenient to walk, wheel, cycle and use public transport
- improve bus and rail services and access points and explore a high frequency rail service across the BCP area
- explore park and ride opportunities
- provide an appropriate level of car parking and electric charging points
- improve walking, cycling and public transport connections to employment sites.

Grow the economy supporting the creation of new jobs

The BCP area has a strong and diverse economy with unique strengths in specialist fields like finance, business services, engineering, manufacturing, technology, and cultural and creative industries. It also has a thriving tourism sector and attracts visitors from all over the country. The natural environment, coastal location, and cultural and historic assets attract businesses of all sizes. We will nurture and stimulate the growth of a more inclusive, sustainable and green economy, and an environment which allows businesses across all sectors to thrive.

We will**:**

- protect and intensify existing employment areas
- support the growth of our strategic employment sites
- sustain and support tourism through continued investment in the visitor experience and our seafront
- protect the unique environment which attracts people and business to the BCP area
- provide excellent digital connectivity, data and digital services
- promote convenient transport connections and street and rail networks that allow the efficient movement of goods and people
- provide good quality and affordable homes and amenities that employees need to be healthy and productive
- support the operation and expansion of the town's universities and colleges.

Deliver the infrastructure needed to support homes and business

Infrastructure covers a wide range of services and facilities that are needed to support daily activities of residents, businesses and visitors. To support good growth, we need to ensure that there is sufficient and appropriate infrastructure in place.

We will:

- protect existing open spaces, facilities and services where possible
- plan for new facilities such as schools, health care, cultural and leisure facilities that are needed to support the needs of our communities
- enhance existing areas of public open space
- support new digital infrastructure
- support suitably located renewable energy projects
- upport service providers to improve their infrastructure in line with our planned growth.

Deliver high quality places that preserve or enhance our heritage

The BCP area has a varied built environment, with some parts containing a wealth of heritage assets. We will continue to seek good quality design in new developments that delivers high quality places that are attractive and function well. An important part of this is preserving and enhancing our wealth of heritage assets and recognising the role heritage can play in supporting and acting as a catalyst for regeneration, economic growth, tourism, inward investment and funding opportunities.

We will:

- promote local distinctiveness
- make the best use of urban land and focus on the redevelopment of brownfield land
- apply a design led approach to securing development that reflects or enhances the character of our communities
- preserve or enhance our heritage assets and the character and appearance of the individual towns
- identify how urban intensification can be successfully achieved and set a clear agenda for making high quality places
- embed green infrastructure in new development
- ensure our neighbourhoods and centres have a mix of uses providing local amenities within walking and cycling distance of people's homes
- promote the use of design codes to help achieve good quality design.

4. Development Strategy

By bringing together the three distinctive areas of Bournemouth, Christchurch and Poole we have the scale and ambition to deliver our vision and objectives. To succeed we will need to achieve sustainable development across the area that helps to address the climate and ecological emergency.

The climate and ecological emergency

The purpose of the planning system is to contribute to achieving sustainable development. This involves balancing economic, environment and social considerations to realise the potential for growth without compromising the ability of future generations to meet their own needs in the future. The need for sustainable development is reflected in our objectives.

To successfully achieve sustainable development, a wide variety of factors need to be balanced and delivered. One of the key considerations is climate change. Through the Climate Change Act (2008, as amended) the government legislated that the United Kingdom would reduce greenhouse gas emissions by 100% by 2050. Recognising the challenges related to Climate Change the Council declared a Climate and Ecological Emergency in 2019 which was supported by The Climate and Ecological Emergency Action Plan. Key elements of the declaration included integrating climate change mitigation and adaptation into planning policy. This is to place greater focus on greener homes and buildings and to ensure climate impacts are taken into account within decision making processes.

Along with the environmental considerations, there are many other important aspects of sustainable development. The quality of homes people live in and how people are included as part of their community are important social factors. The design of buildings and the spaces around them are integral to encouraging people to be more active, have a greater sense of belonging in their community through more social interaction, improving the perception of a place, and in turn improving their health and wellbeing.

Ensuring enough land of the right type is available in the right place will help to support a strong, competitive and circular economy that enables people to support themselves and achieve a good quality of life while preserving value in the form or energy, labour and materials. This means helping to support durability, reuse, remanufacturing and recycling to keep products, components, labour and materials circulating in the economy.

The council is committed to addressing the climate and ecological emergency as one of its highest corporate priorities, and implementing a presumption in favour of sustainable development as a ‘golden thread’ that runs through this Plan and all policies within it. Strategic Policy 1 sets out how the council will apply a presumption in favour of sustainable development to address the climate and ecological emergency as a key component that underpins delivery of the Local Plan’s strategy. We have included this policy to embed our objectives into a policy and clearly set out the expectations for sustainable development in the BCP area. The policy is supported by more detail within the rest of the chapters of this Local Plan.

Strategic Policy S1: Addressing the climate and ecological emergency

New development should contribute towards the Local Plan's objectives and deliver sustainable development to address the climate and ecological emergency. Within the BCP area this requires applicants, where appropriate, to demonstrate through either their Design and Access Statement (major developments) or our checklist, how their proposal will:

a. reduce carbon emissions to net zero by 2050;
b. mitigate and adapt to the impacts of climate change;
c. provide urban greening and biodiversity net gain;
d. be sustainably located within easy access by walking, wheeling, cycling and public transport to facilities and services which meet people's day to day needs;
e. incorporate and improve walking, wheeling, cycling and public transport to support more journeys using sustainable travel;
f. maximise social value, creating healthy, safe and cohesive communities;
g. promote the optimal use of land, prioritising the reuse of existing buildings, previously developed land and upper floors of retail and commercial buildings;
h. prioritise making good places with a high standard of design that is based on an understanding of the context of the site;
i. contribute to a range of services, facilities, jobs and recreational opportunities;
j. deliver a mix and type of housing to meet local needs, including affordable housing and specialist needs housing;
k. deliver essential infrastructure in step with development;
l. take a sequential approach to avoid development in areas of flooding risk;
m. avoid adverse environmental impacts such as ground, water and air pollution; and
n. be financially viable and deliverable within a suitable time frame.

Development proposals which accord with the policies within the BCP Local Plan and any relevant neighbourhood plan will be approved without delay, unless material considerations indicate otherwise. The council will work pro-actively with applicants jointly to find solutions so that proposals that deliver sustainable development can be approved wherever possible.

Spatial strategy

The spatial strategy sets out the overall approach to the amount and distribution of development necessary to deliver our vision, providing clarity about where development will be acceptable in principle. The spatial strategy provides a framework for addressing the development needs in the area and should be read in conjunction with the other policies in this Plan which provide further detail around specific sites and topic areas.

The strategy provides for a minimum of 24,000 homes and around of 80 hectares of employment land between 2024 and 2039. These levels of growth seek to address the development needs that have been established through the evidence base as far as possible given the land which is suitable and available for development. Our area is significantly constrained with a limited amount of suitable land available. As such, we are not able to meet the objectively assessed need for housing as calculated through the government's standard methodology without releasing large areas of Green Belt. Our strategy is focused on delivering sustainable growth within the existing urban area making efficient use of brownfield land by encouraging denser well-designed development.

Taking this approach will enable people to live in locations where there is good access to services, facilities, public transport and walking, wheeling and cycle infrastructure. It will mean increases in density in

the most accessible and well-connected locations, exploring different building typologies, encouraging a mix of land uses, and co-locating different uses to provide communities with a wider range of services and amenities. By taking this approach we aim to create a critical mass of people within our town centres and across a network of sustainable neighbourhoods which will help to support facilities, services and other infrastructure that our communities need to thrive.

Housing needs

One of the most significant challenges we face is population growth and the need for new homes. New households are forming from the existing BCP population, but the increase is largely through in-migration to the area. Combined with an ageing population there is a significant demand for property and a need for new homes. When assessed through the government's standard method for calculating housing need, it is predicted that 2,806 new homes are needed each year. This is well above historic delivery rates which are on average 1,117 homes a year over the last fifteen years.

Our area has a number of constraints to development with significant areas covered by environmental designations or being at risk from flooding. The coast to the south and Green Belt to the north, also limit the amount of land suitable for development. Our Housing and Economic Land Availability Assessment has looked comprehensively across various sources of land to examine where new homes and businesses could be built. While some significant brownfield regeneration opportunities exist there is a shortfall of land which is suitable and available for development. Given the numerous constraints and land availability challenges, the total number of homes which can realistically be built is 1,600 homes a year. This plan will therefore take a constraints-based approach that seeks to deliver 1,600 homes a year.

As examined within our Housing Needs Sensitivity report (2021) we also believe that the delivery of 1,600 homes a year more accurately reflects our local housing needs when examining demographic trends relating to in-migration in more detail over a longer time frame. The in-migration figures which underpin the standard method calculation in the years preceding 2014 represent a time of particularly high in-migration to our area from the expansion of the European Union and did not accurately consider how the town's student population affects in-migration. Through inputting more robust migration data into the calculation the housing needs across the BCP area were calculated to be closer to 1,600 homes a year.

Planning for 1,600 homes a year is therefore not only realistic given our constraints but is also more likely to reflect local housing need. We will however continue to work with our neighbouring authorities through the duty to co-operate to explore options for accommodating housing needs.

Employment needs

The largest employers within the BCP area are government services, financial and business services, and distribution. Over the last ten years there has been significant growth in the financial and business services sector, along with construction, information and communications, and the electricity, gas and water sectors. Our Employment Land Study 2023 shows employment is growing steadily and there remains demand for new office and industrial units. To provide employment for the area's growing population and support economic growth the study recommends that an additional 64 to 97 hectares of employment land is provided. This is made up 54 to 69 hectares of industrial land and between 41,600 and 114,400 sqm of office space (equivalent to 10 - 28 hectares).

The BCP area has some well-established employment areas, these typically have opportunities for intensification, and some contain vacant sites which have not yet been developed. New areas for employment uses are also available at Wessex Fields and Talbot Village. Reflecting the land that is suitable and available, this plan can meet needs to 2039.

Retail and leisure needs

Our Retail and Leisure Needs Assessment (2021) has not identified any significant need for additional retail floorspace within the BCP area. The Assessment highlights that demand for comparison floor space will decline, while demand for food and beverage space will increase by around the same amount. It also notes that the area could support a greater quantum of cultural and leisure facilities given its population size and demographic. Our Cultural Strategy (2023) also identifies that additional cultural and creative spaces would benefit the BCP area. The decline in comparison floorspace will therefore be repurposed into other commercial, leisure and cultural uses.

Infrastructure needs

Additional growth can place pressure on existing infrastructure. We will continue to work with service providers to ensure that infrastructure is provided to support growth.

- **Protected habitats**: To ensure that protected nature conservation sites are not harmed from additional development we will continue to implement mitigation measures alongside housing growth. For visitor pressure on the Dorset Heathland this will include bringing forward Heathland Infrastructure Projects (HIPs) and extending existing Suitable Alternative Natural Greenspace (SANGs) at Upton Country Park, Canford, Stour Valley River Meadows, Roeshot Hill, Two Rivers Meet and Cruxton Farm. We will continue to address air quality impacts on the Dorset Heathlands. For Poole Harbour we will continue to offset nitrogen and phosphates and mitigate visitor pressure. For visitor pressure in the New Forest and phosphates in the River Avon, we will work with neighbouring councils to develop and deliver strategic mitigation measures.

- **Education**: Due to the decline in the number of births since 2012/13 there has been a fall in demand for overall primary places and this trend is likely to continue. As a result there is an increasing surplus of primary places and no additional primary spaces are currently required. The exception to this is in the north Poole and north Christchurch areas where the strategic urban extensions are likely to result in a requirement for extra primary places. Financial contributions have been secured from these developments to allow for the expansion of schools in these areas.

  Secondary places demonstrate significant variations in how places are filled, and the year-on-year demographics and parental behaviours fluctuate. Pupil forecasts currently suggest that secondary pupils will increase to 2026/27 before starting to decline. Current and planned capacity will be able to meet current demand.

  We will continue to take a managed approach reviewing the housing trajectory and commitments to plan for school places and some existing schools may need expansion to accommodate fluctuations in pupil numbers. We will also look to improve the provision of Special Educational Needs and Disability places repurposing the council's assets where necessary which will free up capacity within mainstream schools.

- **Burial space:** Due to the ageing population there will be a greater pressure on burial space over the next 15 years. Investments are planned to ensure capacity is maintained at Bournemouth crematorium and the reopening of Poole crematorium is being explored. However, demand for traditional burial space remains high and additional sites are being explored in the north of Poole, north of Bournemouth and around the Burton area of Christchurch.

- **Sports facilities:** Work has also been completed that examines the needs for sports facilities and playing pitches. This identifies that sufficient built leisure facilities exist to serve the needs of

the population but in some cases, significant investment is required to update these facilities, particularly the Littledown, Poole Dolphin and Two Riversmeet leisure centres. Investment is also required in Ashdown Leisure Centre athletics track to retain its ability to host regional competitions. The work has highlighted the need to replace or find new premises for Poole Rowing Club to meet current demand.

Demand for football and rugby are projected to increase and an additional 24 full sized pitches would be needed if 3G artificial pitches do not feature as part of future provision. Existing site pitches and areas capable of accommodating pitches will be protected and, where possible, the quality of facilities improved to increase carrying capacity. Existing sports facilities and school sites also have the potential to provide 3G pitches to help meet the predicted needs.

- **Transport:** At times there are parts of the transport network which experience notable traffic congestion, which can lead to unreliable journey times and impact on economic success as well as having an adverse impact on air quality. It has been estimated that congestion costs £250m a year in lost productivity. Reliance on the private car also contributes to sedentary lifestyles, obesity and costs to health services. To prevent additional pressure on a congested network and improve health outcomes, a key focus of the local plan and local transport plan is to reduce the need to travel and reducing the need to travel by private car.

  Working across the sub region the council has identified a number of strategic transport schemes that will have a positive impact on the transport network. Further schemes have been identified through the Local Cycling and Walking Infrastructure Strategy and Bus Service Improvement Plan; additional improvements will be identified through the local transport plan process.

- **Healthcare facilities**: Over the plan period the primary care network could potentially experience an increase of approximately 60,000 new patients across the BCP area which equates to around 30 additional clinical rooms. Some existing surgeries offer scope for reconfiguration or expansion to create additional rooms and these improvements will be supported by the Plan. In other areas there is limited scope for expansion of existing premises and within Bournemouth and Poole town centres, areas for additional healthcare space have been identified.

- **Flood risk:** In order to adapt to climate change and protect our communities from flooding an established programme to implement strategic flood defences is underway in Poole town centre. This will enable regeneration and to protect property in the old town. A flood risk management strategy for Christchurch town centre is currently being developed that would allow redevelopment of brownfield sites and protect existing property.

- **Utilities:** Due to climatic factors we now a seriously water stressed. We will work with water companies to ensure the infrastructure is in place to protect water resources and we will require new homes to be built to be water efficient. We are also working with utility companies to ensure we have sufficient power in the area, although through our policies we are requiring buildings to be energy efficient and maximise the use of renewable energy to help with climate change and reduce the pressure on the national grid.

Broad locations of development

Given the constrained nature of the area, the strategy going forward will continue to focus development within the existing urban area. Areas of designated environmental value will be protected, along with other

green spaces. The current Green Belt boundaries will remain and development will generally be directed away from areas at risk from flooding and the Dorset Heathlands.

To ensure a pattern of sustainable development we have identified sustainable neighbourhoods across the BCP area and assessed them against a number of criteria including access to public transport, employment areas, schools, local shops and services, and areas of open space. This enables us to help plan each of these areas for the future by understanding what basic services and facilities could be enhanced to avoid people needing to travel by car elsewhere.

Strategic opportunity areas

Our town centres are a focal point for residents and visitors, offering a wide variety of attractions, facilities and services. These areas are the most sustainable locations in the BCP area as they have the broadest range of facilities and services and are well connected with public transport. We have three distinctive town centres with different characteristics, needs and opportunities.

- Bournemouth town centre has a history as a vibrant seaside destination with a strong retail and employment offer, it now offers significant opportunities for growth and can build on its economic strengths to become a thriving centre.

- Christchurch town centre is a place rich in history, character and beauty which requires a balance of heritage-led regeneration and protection.

- Poole town centre has a proud maritime, military and artisan history and has significant potential and opportunities for a programme of sensitive, heritage-led regeneration, built on a strong retail base.

Along with the town centres, Boscombe is also a highly sustainable location which also has its origins as a Victorian seaside destination. The area has long been identified for regeneration and in the past, projects around Boscombe seafront have renewed the appeal and attractiveness of Boscombe.

The town centres and Boscombe present significant opportunities for regeneration and enhancement. In line with the national planning policy framework, the defined town centre uses will continue to be directed into our town centres, including Boscombe, and these areas will act as a focus for the largest, most intensive retail, office, residential and leisure activities.

Given the role of the centres, their sustainability and the land available within them, a significant proportion of the future development needs will be met in Bournemouth town centre, Poole town centre, Christchurch town centre and Boscombe delivering approximately 15,170 new homes will be provided within these areas.

The intensity and scale of developments coming forward within the town centres has the potential to have significant impacts on our existing communities. Major developments in these areas should be mindful of the wider social contribution that a development creates for society through the nature of the development and how it is constructed and managed. This includes the economic returns to the local economy, the wellbeing of individuals and communities as well as the benefits to help regenerate the environment. Developments will therefore be expected to demonstrate how they contribute social value.

Across all of our town centres we will seek to make effective use of land and provide a mix of uses. While we need to make effective use of land which will require homes to be built at a higher density but this

should not be at the expense of good quality design and making good places. Designs for sites need to be sensitive to their context, maximising opportunities to improve the quality of the built environment.

There is considerable scope to improve the public areas within our town centres. All new development should therefore consider its impact on the public realm in order to create a safe, pleasant and attractive environment for people to enjoy. Shadowing and microclimatic impacts should therefore be considered and buildings should have a positive interface with the street, with clear entrances and windows overlooking public areas. The connections through and around sites for pedestrians and cyclists should be safe, direct, clear and pleasant for people to use.

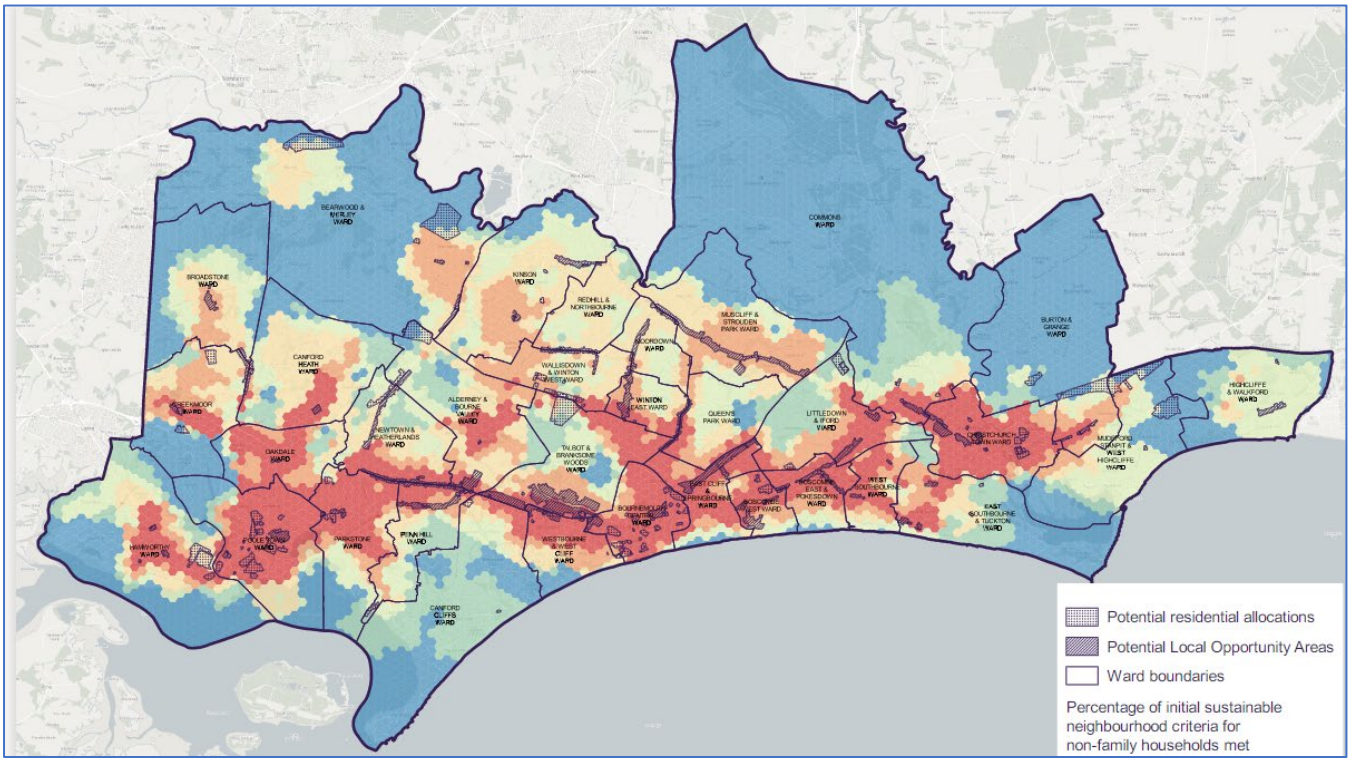
New development, particularly new homes, will need to be sensitive to potential environmental issues such as noise and light pollution that can occur within town centres. The responsibility for mitigating impacts from existing noise-generating uses rests on the proposed noise sensitive development. Proposals will need to ensure servicing and waste management is considered at the outset of proposal to avoid adverse impacts on the appearance of streets and public spaces.

Sustainable neighbourhoods

Alongside the town centres we are looking to strengthen our distinctive communities across the BCP area to support local living, so that people have the opportunity to meet most of their day to day needs within easy walking and cycling distance of their home. By ensuring people have easy access to shops, employment, health/social care facilities, childcare, schools, recreation and open spaces, alongside housing opportunities, we can help reduce their need to travel, support the local economy and enhance people's health and wellbeing. Our aim is to support a series of thriving, sustainable neighbourhoods across the BCP area.

We have identified neighbourhoods where residents have access to basic everyday facilities and services and then assessed these neighbourhoods to understand which are already highly sustainable and which could be improved. Figure 4.1 illustrates the most (red) and least (green) sustainable parts of the BCP area. The most sustainable areas are centred around either a town, district or local centre where a range of facilities and services exists, along with good public transport connections.

Figure 4.1 Sustainable locations across the BCP area



We will seek to retain and enhance the existing range of facilities and services within our communities, so our different centres are strengthened as the heart of local communities. Some uses do however have permitted development rights which enable them to change into other uses without the need for planning permission. In areas where this would adversely affect our strategy of supporting local living, we may consider the introduction of Article 4 Directions to remove certain permitted development rights. These would be consulted on separately to the Local Plan.

The provision of new homes and employment opportunities within these areas will help to support the facilities and services, including supporting public transport services, and help enable people to live and work locally.

There are some areas identified which would benefit from proposals which enhance their overall sustainability, this may relate to the range of facilities and services or the frequency of public transport provision. Within these areas we will seek to address gaps in provision to enhance our network of sustainable neighbourhoods and will seek to prioritise the spending of developer contributions on initiatives which will enhance the sustainability of these places.

Providing a network of sustainable neighbourhoods will also help reduce reliance on the private car and associated traffic congestion, air pollution and noise pollution. It will also encourage people to be more active, supporting good health and social interaction, and boosting the success of local businesses.

Local opportunity areas and local opportunity streets

Within the sustainable neighbourhoods we have identified a series of local opportunity areas. Local opportunity areas are potential areas for regeneration and intensification and will be appropriate locations for windfall development. The areas have been identified due to their existing varied character and the sustainability of their location. By making better use of upper floors and more effective use of land we can provide additional homes, employment or community space that will help support the vitality of the area and enhance the overall character of the sustainable neighbourhoods.

Local opportunity streets have the potential to sensitively accommodate gentle increases in height. While broad areas have been identified, where these areas include heritage assets, proposals will need to be mindful of the relevant statutory and policy duties. Design codes will provide more detail and clarity about the nature of proposals that are suitable within these areas.

Strategic Policy S2: Spatial strategy and levels of growth

From 2024 to 2039 the BCP Local Plan makes provision for a minimum of 24,000 (net) additional homes and 75 hectares of employment land, along with supporting infrastructure and facilities. Development proposals must accord with this spatial strategy:

1. Environmentally sensitive areas, public open spaces and the Green Belt

Nature conservation sites, public open spaces and the Green Belt will be protected from inappropriate development.

2. Broad location of development

a. New residential development will be directed into the most sustainable locations within the BCP area.
   i. The strategic opportunity areas of Bournemouth, Christchurch and Poole town centres, and Boscombe are the focus for the most intensive, highest density residential development.
   ii. Three strategic urban extensions will provide new family houses north of Bearwood, north of Merely and at Roeshot Hill.
   iii. Elsewhere residential development will be supported across a series of sustainable neighbourhoods with the highest densities with local opportunity areas focused on the district and local centres.

b. Residential densities will be considered on a case by case basis but should be broadly in accordance with the ranges set out in the table below:

Location (ward)	No. of homes (net)	Indicative density (per ha)
Strategic opportunity areas		
Bournemouth central	7,135	150-300
Christchurch town	950	
Poole town and Hamworthy*	6,000	
Boscombe West	1,080	
	15,170	

*Due to sites within Hamworthy ward falling within the Poole town centre boundary

Location (site)	No. of homes (net)	Indicative density (per ha)
Strategic urban extensions		
Roeshot Hill	875	30-50
North of Bearwood	800	
North of Merley	550	
	2,225	

Location (ward)	No. of homes (net)	Indicative density (per ha)
Elsewhere		
Alderney & Bourne Valley	35	30-150
Bearwood & Merley	75	

(excluding strategic urban extensions)		
Boscombe East & Pokesdown	445	
Broadstone	150	
Burton & Grange	130	
Canford Cliffs	865	
Canford Heath	140	
Commons	270	
Creekmoor	220	
East Cliff & Springbourne	710	
East Southbourne & Tuckton	320	
Highcliffe & Walkford	585	
Kinson	275	
Littledown & Iford	140	
Moordown	170	
Mudeford, Stanpit & West Highcliffe (excluding strategic urban extension)	555	
Muscliff & Strouden Park	170	
Newtown & Heatherlands	500	
Oakdale	130	30-150
Parkstone	1,000	
Penn Hill	365	
Queens Park	180	
Redhill & Northbourne	150	
Talbot & Branksome Woods	470	
Wallisdown & Winton West	165	
West Southbourne	130	
Westbourne & West Cliff	930	
Winton East	375	
Total	**9,690**	

3. Strategic Opportunity Areas

a. The most significant growth of new homes, shops, leisure, entertainment facilities, offices and arts, culture and tourism uses should be focused in Bournemouth, Christchurch and Poole town centres, and Boscombe, which have the best access to public transport, facilities and services. These areas will continue to act as the main destinations for residents and visitors and will be the focus for regeneration and growth.

b. Proposals in these areas will be supported where they enhance the overall role and prosperity of the centre and deliver mixed use development which successfully balances optimising the use of land with creating high quality places and infrastructure provision.

4. Sustainable neighbourhoods

a. Within the sustainable neighbourhood areas development proposals should contribute to supporting local living, where strong mixed-use neighbourhoods meet the day to day needs of residents, within easy walking and cycling distance of their homes.

b. Existing retail, community, leisure and employment uses in sustainable neighbourhoods will be protected wherever possible. Additional facilities and services employment uses and a range of new homes in these areas will be supported.

c. To improve the sustainability of these neighbourhoods, investment in facilities, services, open spaces, pedestrian, cycling and public transport infrastructure, and measures to improve resilience to climate change will be supported.

5. Local opportunity areas and local opportunity streets

Within the local opportunity areas and local opportunity streets development of new buildings or upwards extensions will be supported in principle where they:

a. ensure building heights are appropriate to the size and location of the site and do not exceed those specified within each local opportunity area policy;
b. deliver high quality, design led solutions to development that contribute positively to the quality of the place, enhancing the overall townscape quality;
c. pay due regard to preserving or enhancing the character or appearance of heritage assets or their settings;
d. integrate and enhance the area's positive historic characteristics;
e. within existing town, district and local centres, and neighbourhood parades, retain any existing main town centre uses at ground floor;
f. where necessary assemble land to deliver comprehensive solutions that deliver the best design outcomes and efficient use of land, specifically across terraced of buildings; and
g. enhance the overall character and appearance of the area including removing forecourt parking, introducing soft landscaping, enhancing shop fronts and contributing toward public realm improvements.

6. Office and employment

New office development should be located within the town and district centres, with the Lansdowne acting as a strategic office hub for the conurbation. Other employment development should be achieved through intensifying existing employment sites, in conjunction with new strategic employment sites at Talbot Village and Wessex Fields.

7. Strategic Infrastructure

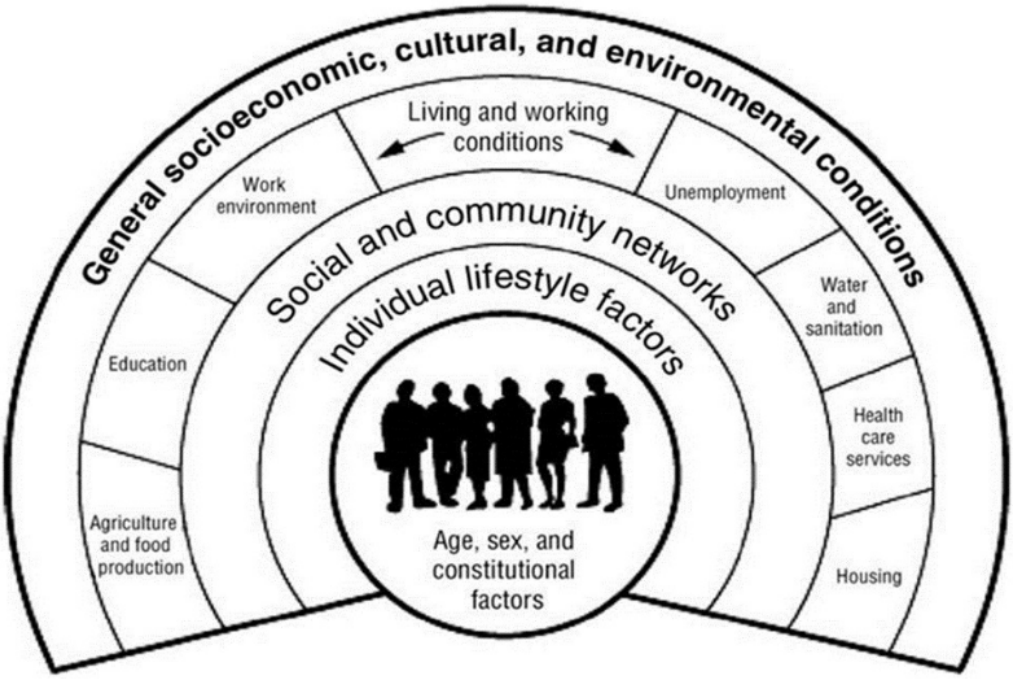
The council will work with service providers and agencies to ensure that new infrastructure and improvements to existing infrastructure will be delivered to support development.

a. Upton Country Park will be expanded, and the Stour Valley River Corridor Project will open up new areas of accessible green space, providing biodiversity enhancements.
b. Additional cemetery provision will be made at land north of Poole, land north of Bournemouth and at Burton, Christchurch.
c. Existing sports and recreational facilities will be protected and enhanced, with the creation of further 3G artificial pitches supported at leisure centres and schools.
d. A series of transport projects will be introduced that encourage walking, cycling and public transport to offer alternatives to the car, and ease congestion along key routes.
e. New flood, coastal erosion and cliff stability infrastructure will be provided.
f. The expansion of existing schools will be supported where required.
g. New areas for primary health care provision are identified within Bournemouth and Poole town centre, the expansion of other existing surgeries will be supported where required.

Health and wellbeing

People's health and wellbeing is influenced by a wide range of factors including the environment in which people live, work and play (see figure 4.2). We know planning can directly influence people's health through the provision of housing, access to open spaces (including contact with nature), recreational facilities and services, enabling physical activity and limiting exposure to pollution. 'Health and wellbeing' is therefore a cross-cutting theme for the Local Plan and a number of different policies influence health outcomes of development activities. Our strategic healthy communities policy highlights the key areas where planning can lead to beneficial health outcomes.

Figure 4.2 Dahlgren & Whitehead 1991



Strategic Policy S3: Healthy communities

To support the health and wellbeing of our residents and reduce health inequalities, new development must contribute towards positive health outcomes by:

a. supporting sustainable neighbourhoods where basic facilities and services can be easily accessed by walking and cycling;
b. improving pedestrian and cycling infrastructure ;
c. creating welcoming and pleasant places, with streets and buildings that help people feel safe, encourage activity and promote social interaction between people of all ages, ethnicities, genders and abilities;
d. ensuring access to high quality, inclusive open spaces and green infrastructure, including spaces for play and recreation that meet the needs of our communities;
e. improving air quality and minimising noise and light pollution;
f. promoting a range of new homes across a variety of types and tenures to promote mixed and balanced communities;
g. supporting the provision of health infrastructure including doctors' surgeries;
h. ensuring new homes provide sufficient levels of internal and external space;
i. ensuring new buildings are well designed to avoid negative impacts on health associated with damp, heat and cold;
j. supporting local food growing opportunities and restricting unhealthy food options;

k. ensuring good quality community facilities are provided to encourage social connections and meet the needs of local communities; and
l. supporting back to work schemes, training and education where appropriate.

The government highlights the role planning can have in creating healthy communities and emphasises the importance of working with public health partners to understand the health needs of the local population, and identify barriers to improving health and wellbeing. Dorset Integrated Care Partnership (which brings together partners from across the health and care system in Dorset) has identified that reducing health inequalities and improving overall health are key strategic priorities for our area. There are notable inequalities across our area in physical and mental health and life expectancy between different groups of people. This includes a clear difference in life expectancy between the most deprived and least deprived wards. For example, there is just under 10 years difference in life expectancy for females in West Highcliffe (87.5 years) and Boscombe West (77.9 years).

The drivers of these inequalities are complex, but some of the factors that contribute are highlighted in Dorset Joint Strategic Needs Assessment (JSNA):

- In 2021/22, 22.2% of adults did less than 30-minutes physical activity per standard week on average (classed as physically inactive) compared with national average of 22.3%
- In 2021, 11.4% of adults in were smokers (smoking remains the leading cause of illness and preventable death in England) compared with national average of 15.5%
- In 2019/20, 31% of 10-11 years olds were overweight or obese compared with national average of 35.2%.

Health impact assessments

To ensure that development enhances health and wellbeing and does not have a negative effect, major developments will need to prepare a Health Impact Assessment (HIA) using the NHS **London Healthy Urban Development Unit's (HUDU)** Rapid Health Impact Assessment Tool; HUDU-Rapid-HIA-Tool-Oct-2019-self-completion-form.pdf (healthyurbandevelopment.nhs.uk). Developments over 100 dwellings or greater than 5ha for other uses should prepare a bespoke HIA.

Access to doctors and health care facilities

The NHS requires physical infrastructure to meet health care needs in three elements of the NHS:

- Primary care– doctors surgeries
- Secondary (Acute) care – acute hospitals
- Community services, mental health services and children, young people and families services – within the community based in community hospitals and hubs

General practices (doctors surgeries) are responsible for their individual surgery buildings, with doctors funded on the basis of the number of patients on their list. New homes do not always result in increased patient lists as sometimes the households are made up of people already living in the area or registered with a doctor elsewhere. However, where large, strategic developments are proposed, we work with NHS Dorset and local surgeries to determine if local surgeries need expansion and whether development should provide financial contributions to support this. New health care facilities should be located as part of sustainable neighbourhoods where they can be easily accessed by all members of the community.

The University Hospitals Dorset NHS Foundation Trust comprises three hospitals which are being reconfigured with over £500m capital expenditure from 2023 to 2028 in response to population growth and associated demographic impacts. The works will create at

- Royal Bournemouth Hospital, an emergency hospital that includes a new women's, children's and emergency centre;
- Poole Hospital, a planned care hospital including a new theatres facility; and
- Christchurch Hospital, a new end-of-life care facility.

Community buildings range from community hospitals that contain operating theatres and other similar treatment facilities, to office spaces with associated facilities for delivering community services. Clinics are held in rooms fitted out for a range of services from mental health sessions to chiropody. The Dorset Healthcare Capital plan shows a capital investment requirement of £240m over the next 5 years.

The NHS infrastructure needs to meet population growth cannot be met from government funding alone and may require funding from development through CIL.

Suicide prevention

Every life lost through suicide represents someone's child, partner, friend or colleague. The effect on family, friends, colleagues and communities can be devastating. Between 2019 and 2021 the rate of deaths by suicide in the BCP area were higher than the national average with 12.7 deaths per 100,000 people compared to an average of 10.4 deaths per 100,000 people for England. The Bournemouth and Poole areas have higher levels than average for England for certain risk factors including long term health problems, marital breakup, statutory homelessness, substance misuse and hospital admissions for self-harm.

Around a third of all suicides take place outside the home, in a public location. This may be indoors, for example a hotel, public building or shopping centre, or outdoors on a rooftop garden or in a carpark. Public spaces are not necessarily always busy places and they are not always highly visible and so are often used as sites for suicides. Buildings of four storeys or higher with roof access, balconies or ledges present sites of increased suicide potential, along with multi-storey carparks and internal atriums. Such places often provide easy access and a means of suicide by jumping from a height.

The council has a Suicide Prevention Plan in place and will continue to support initiatives which deliver a safe and attractive environment for all and include suicide prevention measures such as CCTV, signage, information, lighting and physical barriers to prevent falls from height. Proposals for buildings over four storeys or twelve metres in height should include a suicide prevention risk assessment.

Policy S4: Health and wellbeing

Health Impact Assessments

Development proposals must support and enhance physical and mental health and social wellbeing. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

a. Development of 100 dwellings or more, or 5ha and above for other development, should provide a full Health Impact Assessment (HIA) and demonstrate how the conclusions of the HIA have been taken into account in the design of the scheme. The HIA should be commensurate with the size of the development.

b. Major developments less than 100 dwellings, or less than 5ha for other development, should use the NHS Rapid Health Impact Assessment Tool to assess potential health impacts.

Proposals for new health care facilities

Proposals for new health care facilities should be sustainably located where they prioritise access by walking, cycling and public transport, and are easily accessible to all sectors of the community. Proposals should seek to maximise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community.

Suicide prevention

Development should incorporate appropriate suicide prevention measures and all buildings and structures over four storeys or 12 metres must include a suicide prevention risk assessment.

5. Tackling Climate Change

The Local Plan directs development to the most sustainable locations, plans for adaptation and provides mitigation to tackle the effects of climate change and meet the government's target for development to be net zero carbon by 2050.

Climate change is an increasing threat to humanity and biodiversity. Human induced greenhouse gas emissions have been accelerating sharply since the 19th century, causing rises in the temperature of the earth's atmosphere and ocean temperatures, the melting of polar ice and rising sea levels. Heavier rainfall events, flooding, hotter summers, droughts and wildfire incidents are becoming more commonplace impacting upon all of us.

How planning can address climate change

The NPPF is clear that addressing climate change is a core land use planning principle which should underpin plan-making. For plan-making this means ensuring we have a strategy for promoting development in sustainable locations to reduce the need to travel and steering development away from areas of flood risk, aligning growth with infrastructure and making effective use of land for new homes and businesses. It also means we must ensure we take a proactive approach to shaping new places, rethinking the way homes are designed and built so that they have a much-reduced carbon footprint.

The Local Plan has a central role in supporting the transition to a net zero carbon future by helping to limit carbon dioxide emissions, encouraging the use of renewable energy and prioritising infrastructure and nature-based solutions to support growth.

To fulfil our legal duties and obligations to achieve net zero carbon outputs legislated by the Climate Change Act (2008) (as amended), which requires the net UK carbon account for 2050 to be at least 100% lower than the 1990 baseline levels of CO_2 for that year, our actions must increase our resilience to the impacts of climate change and we must intervene to mitigate the sources of greenhouse gas emissions. The Local Plan also supports the council's Climate and Ecological Emergency commitments to make our organisation's operations carbon neutral by 2030 and the BCP area carbon neutral by 2050.

Our objective for carbon neutrality is achieved when the amount of greenhouse gas emissions produced are balanced by the same amount sequestered (captured and stored). Emissions that cannot be sequestered can be offset by sponsoring carbon reduction activities, such as adaptation measures like tree planting. The council is preparing a Climate Action Strategy and Local Area Energy Plan to support our commitments, recognising that it is vital that action is taken to speed up the reduction of area-wide emissions to meet local and government targets.

Strategic Policy C1 seeks to address many of the themes that go to the heart of tackling climate change and in combination with Policy S1 Sustainable Development, will help our area transition to a net zero future. These policies are supported by four further policies in this chapter that will help us to get ready for our net zero commitments. We expect the implementation of these policies to make a significant contribution to reducing carbon emissions in our area, by ensuring reductions are 'designed in' from the start. We will require improved levels of energy efficiency and other environmental performance improvements to ensure resources are used sustainably. We will achieve net zero for our area in line with national standards being introduced through the Future Homes/Buildings Standards in 2025 and when the UK power sector decarbonises by 2035.

Strategic Policy C1: Addressing Climate Change

To address climate change, development needs to respond to the climate and ecological emergency and embed sustainability from the outset. In meeting the government's and our own net zero carbon emissions target, we expect development to:

1. Reduce carbon emissions by:

a. reducing the need to travel by car by directing development to locations that are well served by cycling, walking, public transport and existing local services and facilities, or to locations where such facilities are capable of being improved;
b. designing buildings to maximise energy efficiency and minimise energy consumption to ensure total regulated and unregulated operational energy consumption is reduced;
c. minimising the overall carbon footprint during construction by assessing the embodied energy in construction methods, transportation, plant, and materials;
d. prioritising the reuse of structures and building facades, demolition materials, recycled materials and/or locally/sustainably sourced low carbon building materials;
e. supporting the delivery of decentralised, community renewable energy schemes including heat networks, district heating schemes and cogeneration technology;
f. taking opportunities to incorporate renewable energy use and low carbon energy generation;
g. ensuring space is provided for charging infrastructure for electric vehicles;
h. maximising opportunities for sustainable movement of freight, including rail freight, the use of electric vehicles and e-cargo bikes; and
i. embracing technological and innovative advances in digitisation, connectivity, and communications to enable decarbonisation and transition to a net zero carbon future.

2. Mitigate and adapt to the impacts of climate change by:

a. managing flood risk from all sources, and ensuring people are safe by only allowing developments in the areas with the lowest flood risk from all sources of flooding;
b. incorporating sustainable drainage within schemes to manage surface water, drainage and reduce the risk of flooding;
c. ensuring any development in areas designated as either a Coastal Change Management Area or Coastal Vulnerability Zone is appropriate given the risks, and that any development is suitably designed and avoids drainage that would lead to increased risk of cliff slips;
d. incorporating water efficiency and water recycling measures to reduce consumption of operational water usage;
e. reducing the urban heat island effect through the use of building materials, trees, planting and green roofs to address potential site microclimate impacts; and
f. achieving biodiversity net gain on each development site.

3. Maximise carbon storage and sequestration by:

a. conserving and enhancing existing habitats and enhancing the connectivity between habitats wherever possible; and
b. integrating green infrastructure into the design of developments, including trees and urban greening.

4. Increase low carbon and renewable energy projects by:

a. encouraging development to provide renewable energy; and
b. supporting low carbon and renewable energy projects where the scale and nature of development does not compromise the sensitivity of landscape and/or historic character.

Sustainable construction and low carbon energy

Future development will be a significant contributor to increased energy demand and increases in CO_2 emissions within our area. Currently the two highest contributors of carbon emissions in the BCP area come from buildings and transport. Scatter 2019/20 BCP Emissions Inventory shows that buildings in our area produce 56% of the total carbon emissions (excluding emissions for construction and electricity used), with 32% coming from housing. Transport accounts for 32% of carbon emissions with 20% coming from road users.

To achieve net zero by 2050, energy performance in new and existing buildings needs to be maximised by significantly reducing heat and power demand of the building through energy efficient design and/or modern methods of construction, with the remaining energy demand met through low carbon renewable sources.

The Local Plan will make a positive contribution to reducing overall CO_2 emissions in a meaningful way, taking into account the following energy hierarchy:

i) Reduce overall energy demand ('be lean') - Reduce overall energy demand to use less energy, for example orientation and site layout can optimise natural light and ventilation, and continuous insulation and triple glazed window or airtight construction can help eliminate heat loss.

ii) Supply energy efficiently ('be clean') - Once demand for energy has been minimised, proposals should demonstrate how they will exploit local energy resources (e.g. secondary heat sources which recover energy or by connecting to a communal low temperature heating system) to supply energy to the development efficiently. Connecting to decentralised existing or planned heat network supports reducing primary energy demand to enable the optimum pathway to net zero.

iii) Use renewable energy sources to meet its energy needs ('be green') - After reducing energy needs and ensuring energy is supplied efficiently, steps should be taken to make up for any shortfalls in energy needs, (both regulated and unregulated) through renewable and low carbon technologies such as heat pumps, solar power or wind turbines.

In 2025 The Building Regulations Part L (Conservation of Fuel and Power) will deliver significant reductions in carbon emissions through the introduction of the Future Homes Standard and Future Buildings Standard. The Future Homes Standard is part of the government's initiative to reduce greenhouse gas emissions from new homes. An interim uplift to Part L came into effect in 2022 to require 31% reduction in CO_2 emissions from new homes and 27% reduction in CO_2 emissions from non-domestic buildings, compared with Part L 2013. When the Future Homes Standard comes into full effect in 2025 through changes to Part L of the Building Regulations, the emissions per home will be at least 75% lower, compared with Part L 2013 regulations. This corresponds with the adoption of the Local Plan.

Energy and Resources Statement

Applicants are required to provide an Energy and Resources Statement, including a technical and non-technical summary at planning application stage. The Statement will demonstrate how the energy hierarchy has informed the design, taking a fabric first approach to boosting the building's operational performance, for example by increasing insulation and water saving measures. Proposals for new development will be expected to demonstrate that they will generate a proportion of their own energy needs from renewable sources and will be encouraged to explore opportunities to connect to a low or zero carbon district heating scheme.

Existing buildings

When retrofitting existing buildings, opportunities should be sought to facilitate carbon reduction. This could include retrofitting at whole street or neighbourhood scales to reduce individual costs, improve viability, and support coordinated programmes for improvement. Retrofitting measures can play a significant role in

reducing carbon emissions including external or cavity wall insulation, loft or roof insulation, solid or suspended floor insulation. Any proposed retrofit measures to existing domestic building stock will be considered against the criteria of the design and heritage policies in the Local Plan.

Policy C2: Sustainable Construction and Low Carbon Energy

1. Energy efficient buildings

All proposals for new homes, conversions and non-residential buildings must contribute to tackling climate change by ensuring that they demonstrate, through the application of the energy hierarchy, how they would minimise operational energy use and carbon emissions.

Proposals for new homes, or over 1,000 sqm of commercial floorspace, must demonstrate through an Energy and Resources Statement how the development will:

a. reduce energy use through:
   i. the orientation and design of the development to minimise the need for artificial light, heating and cooling, taking design approaches that will minimise solar gain in summer months and maximise solar gain in winter months;
   ii. the form and layout of the development creates buildings that are efficient to heat and stay warm in winter months whilst staying cool in summer months, maximising opportunities for use of common walls to limit winter heat loss;
   iii. the fabric of the building, its construction method and materials achieve energy efficiency; and
   iv. addressing embodied carbon through the reuse of existing buildings and the reuse or recycling of materials.
b. supply energy, where possible, efficiently by using zero and/or low emission decentralised energy, connecting to district heating networks or secondary heat sources;
c. address the energy use intensity of the building by reducing the space heating/cooling demand and overall energy demand to achieve low energy consumption.
d. maximise future energy demand from renewable energy sources, including utilising all rooftop space for photovoltaic arrays. The renewable energy options chosen should be suitable for the location and not cause harm to the amenity of current or future occupiers through noise, vibration, overshadowing or other emissions; and
e. for non-residential buildings, including conversion and change of use, achieve the following BREEAM ratings:
   i) 'Very good' – up to 1,000sqm (net) floor space; or
   ii) 'Excellent' – over 1,000 sqm (net) floor space.

2. Retrofitting existing buildings

When retrofitting existing buildings, measures will be supported where they reduce operational carbon, improve energy efficiency and supply renewable energy to meet a proportion of energy needs. Where proposals involve a heritage asset, measures will need to preserve or enhance the heritage asset.

Water efficiency

Climate change is impacting on water supply, both within the natural environment and on public water supply. Increasing the water efficiency of new dwellings will help to ensure better water quality and conserve water resources whilst allowing for growth. Until The Building Regulations are amended to reflect the need for increased water efficiency for all types of development, we can ensure sustainable water usage is implemented in new buildings.

The Environment Agency's updated report on Water Stressed Areas (2021) includes South West Water (Bournemouth) as an area which is seriously water stressed. This is based on where water resources are

being, or are likely to be, exploited to a point which may result in pressure on the environment or water supplies now and in the future. As the area is classed as seriously water stressed, we can restrict water usage of 110 litres per person per day on new homes, going beyond The Building Regulations.

Policy C3: Water Efficiency

To reduce water consumption, applicants should demonstrate through an Energy and Resources Statement how the proposed development:

1. incorporates water efficiency and consumption measures, which could include measures for rainwater/greywater recycling, green roofs, low flow taps and showers, low flush toilets, rain gardens and water butts in the construction of new buildings;
2. for new homes achieve, as a minimum, the optional requirement set through the Building Regulations Requirement G2: Water Efficiency of no more than 110 litres per person per day, evidenced using a recognised methodology for calculating water efficiency; and
3. for major non-residential development incorporate water efficiency measures that do not exceed 40-50 litres per person per day, evidenced using a recognised methodology for calculating water efficiency.

Renewable Energy Installations

The generation and use of renewable, low carbon energy can help protect customers from rising energy prices and reliance upon other countries for supply (energy security), and will also support reductions in greenhouse gas emissions. There are many ways renewable energy can be generated including solar photovoltaic arrays (PV), wind turbines, hydropower, biomass generators, anaerobic digestion plants and appropriate energy from waste type technologies. The delivery of such technologies requires careful consideration of environmental and technical constraints.

Proposals will require careful consideration of their potential impacts, including cumulative impacts with other similar developments. We are preparing a Local Area Energy Plan which will set out opportunities for renewable energy and also areas that are sensitive and should be avoided. For the Christchurch area the Local Plan is supported by a Landscape Sensitivity Study for Wind and Solar Energy Development part 1 and part 2.

Schemes will need to be accompanied by a landscape sensitivity assessment and should provide an appraisal and rationale for the site selection. Potential impacts must be identified for the landscape and emissions to air, water or soil. Visual impacts should be appraised, and photomontages provided to enable the decision maker to fully assess any new appraisals.

As part of considering applications, the cumulative effect of the proposals with existing renewable energy installations and consented schemes in the vicinity will need to be assessed. The distance over which other schemes should be considered will vary on a case-by-case basis depending on the scale of the scheme, its location and visibility and is likely to be at least 1km, in some cases further, and this should be discussed with the Local Planning Authority at the pre application stage.

For a range of practical reasons some forms of renewable energy systems may need to be located outside of the built-up area, which is Green Belt. The appropriateness of renewable energy proposals in these locations will be assessed against the objectives of the Green Belt set out in the NPPF along with the other local aspects as set out in the policy below.

In the case of energy from waste development, the policy requires that waste is managed in accordance with the waste hierarchy and therefore, applications for such technologies must be compliant with the most up to date national and local waste policies.

Policy C4: Large Scale Renewable Energy Installations

1.To support the transition to a low carbon future, proposals for development of large scale renewable and/or low carbon energy schemes, including ancillary development, will be supported provided it can be demonstrated that:

a. it is in a suitable location and appropriate to the landscape character of the area;
b. there will be no harm to ecology and biodiversity, including protected habitats and species;
c. designated heritage assets and their setting are preserved or enhanced;
d. the operational impacts where they include noise, odour, vibration, glare/glint, overshadowing, air pollution or other harmful emissions, will not cause harm to the amenities of existing or future occupiers;
e. the cumulative impacts of the proposal with other existing renewable energy installations and consented schemes in the vicinity of the site have been assessed;
f. for ground mounted solar development, grazing practices can be maintained and the proposals will not prejudice flood storage areas or surface water flow paths, including natural floodplains;
g. for energy from waste facilities, the management of waste in line with the waste hierarchy and the BCP and Dorset Waste Plan 2019; and
h. for geothermal and onshore wind, sensitivity assessments demonstrate that there is no significant adverse effect on the landscape or landscape features, biodiversity or the significance of heritage assets in the short, medium or long term that is not capable of mitigation; and
i. the proposal avoids the best quality, most valuable Grade 1, 2 and 3a agricultural land.

2. Community-led Energy Schemes

Community-led energy schemes will be supported where evidence of community support can be demonstrated, and administrative and financial structures are in place to manage the project and any income from it.

Coastal Erosion and Seacliff Stability

The National Flood and Coastal Erosion Risk Management (FCERM) Strategy for England (2020) recognises that England has a long history of flooding and coastal change. Climate change means that these events will increase in frequency and as a result, the way we manage the risks will need to change too. Along the coastline, the risks are:

- flooding from tides, storm surges and wave overtopping of defences
- coastal erosion of undefended cliffs exposed to action by waves and tides and the loss of beach sediment in front of seawalls
- coastal instability, where the cliffs are defended at the base from erosion by waves and tides but can still experience landslips and falls due to the impact of drainage and groundwater within the cliff slopes.

Shoreline Management Plans (SMPs)

SMPs are high-level non-statutory planning documents which provide a broad scale assessment of the risk associated with coastal flooding and erosion and presents a long-term policy framework to reduce these risks to people and the developed, historic, and natural environment in a sustainable manner. Whilst SMPs set out the long-term sustainable coastal flood and erosion risk management vision and policy to achieve it, SMPs do not guarantee funding to deliver all policies in all areas.

The BCP area is covered by the Hurst Spit to Durlston Head SMP which is currently under review. The following strategies look in more detail at sub-areas of the SMP and develop the preferred approach to implementing the SMP vision and policies:

- the Poole Bay, Poole Harbour and Wareham FCERM Strategy (2014) demonstrates how we will manage tidal flood and erosion risks in and around the Bournemouth area and Poole Harbour over the next 100 years with emphasis on the years up to 2030; and
- the emerging Christchurch Bay and Harbour FCERM Strategy is currently under preparation and once developed will set out a strategy for managing flood risk in the Christchurch area.

Coastal Change Management Areas

The planning system has a key role in managing the risks posed by present and future coastal flooding and erosion. The NPPF requires that local plans reduce the risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. The local plan can identify a Coastal Change Management Area for an area 'likely to be affected by physical changes to the coast' supported by the NPPF of what development should and should not be permitted within Coastal Change Management Areas.

We have identified 3 Coastal Change Management Areas: Rockley Park, Holes Bay and Hengistbury Head which correspond with the policy areas in the shoreline management plan where managed realignment or no active intervention is proposed during the plan period as shown in Figure 5.1 and on the Policies Map. In accordance with national guidance, our policy resists permanent residential development in the Coastal Change Management Areas as housing would be vulnerable to coastal change over the plan period. Some uses may be permitted where there is less risk to people or they are time limited permissions.

Figure 5.1 – Our Coastal Change Management Areas



Coastal Vulnerability Zone

Elsewhere along the coastline the SMP policy is to hold the line for the next 100 years. These areas benefit from an approved FCERM Strategy covering the coastline from Hengistbury Head to the west of 'long-groyne' with a further FCERM Strategy for the coastline to the east of the long-groyne in place by 2024. These areas do not therefore need to be classed as Coastal Change Management Areas. Despite this, there are still risks along the coastline from (i) coastal instability in the sea cliffs and chines; (ii) beach narrowing and (iii) future changes in SMP / FCERM strategy brought about by new evidence or funding. This may lead to further Coastal Change Management Areas being defined.

Acknowledging these coastal risks and to ensure that they are considered in future planning and development management decisions, we have defined a Coastal Vulnerability Zone as shown in Figure 5.2 and on the Policies Map. Within this zone the risks from use of soakaways and other infiltration based sustainable drainage systems (SuDS) poses an additional risk in terms of sea cliff and chine stability. Within this zone new development must accord with various strategies for managing change along the coastline to reduce the risk to people in the future. These include the SMP and FCERM strategies. Applicants will be required to prepare a Coastal Vulnerability Assessment to accompany planning applications which propose developments in these areas.

Applicants are encouraged to engage early on in their planning application process with the BCP Council FCERM team to discuss the potential options for managing drainage within this zone so a case-by-case consideration can be made taking into account potential in-combination effects of proposals in adjacent areas etc.

Figure 5.2 – Our Coastal Vulnerability Zone



Cliff and Chine Stability Consultation Zone

We have also defined a Cliff and Chine Stability Consultation Zone as shown in Figure 5.3. This will enable consideration of proposed drainage solutions, both in regard to coastal stability issues and the requirements for SuDS. Developers are encouraged to undertake pre-application discussions with our FCERM team to discuss the potential options for managing drainage within this zone.

Figure 5.3 – The BCP area Cliff and Chine Stability Consultation Zone



Policy C5: Coastal Erosion and Sea Cliff Stability

All proposals within the following three zones will need to provide a Coastal Vulnerability Assessment proportionate to the proposals, in accordance with the BCP Flood and Coastal Erosion Risk Management Guidance.

1. Coastal Change Management Areas

Within the Rockley Park, Holes Bay, and Hengistbury Head Coastal Change Management Areas, as shown on the Policies Map (and any Coastal Change Management Area identified in future updates of the Shoreline Management Plan):

a. proposals for development will be determined in accordance with national policies and guidance;

b. proposals for permanent residential development (including replacement dwellings and change of use to residential use) will not be permitted;

c. extensions to existing residential properties may be appropriate provided that it does not increase the risk of coastal change to other areas of the coast, nor increase risk to life or property.

d. other development that may potentially be permitted is subject to a time-limited permission; and

e. essential infrastructure and Ministry of Defence installations that require a coastal location may be permitted provided:

i. there are clear plans to manage the impacts of coastal change; and

ii. where the installation will have a material impact on coastal processes, it is demonstrated that this will be managed to minimise adverse impacts on other parts of the coast.

2. Coastal Vulnerability Zone

Within the Coastal Vulnerability Zone identified on the Policies Map, it must be demonstrated that development:

a. is consistent with policy statements and current coastal risk management approach as set out in the current Shoreline Management Plan policy unit(s) and associated FCERM Strategy;

b. will not impair the ability of communities and the natural environment to adapt sustainably to the impacts of a changing climate;

c. will be safe through its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences;

d. provides safe access and egress for the site and its users; and

e. will not affect the natural balance and stability of the coast or exacerbate the rate of shoreline change to the extent that changes to the coast are increased nearby or elsewhere.

3. Cliff and Chine Stability Consultation Zone

Within the Cliff and Chine Stability Consultation Zone identified on the Policies Map, discharge of surface water over or down the face of the cliff will not be permitted unless it is demonstrated in a Coastal Vulnerability Assessment that the proposed drainage method would not adversely affect sea cliff / chine stability.

Flood Risk Management and Mitigation

The effects of climate change, such as increased storm/rainfall intensities and rising sea levels, will increase the risk of flooding across the BCP area during the plan period and beyond.

National policy and guidance seeks to steer development to areas at the lowest risk of flooding from all sources, taking a risk based, sequential approach. The increased focus on all sources of flooding is reflected in updated national guidance. For the BCP area this includes flood risk from the sea, rivers, watercourses, surface water, reservoirs, and groundwater.

Projected sea level rise makes our coastal areas and harbour areas increasingly vulnerable to the risk of tidal flooding, including significant areas of Christchurch Harbour, Sandbanks, Bournemouth seafront,

Poole Town Centre, Hamworthy, Sandbanks and areas around Holes Bay in Poole Harbour. As well as tidal flooding, the Christchurch area is also significantly affected by fluvial flooding given the impacts of two major tidal rivers, the River Stour and the River Avon. This puts a large part of Christchurch town centre, Purewell, Stanpit and some areas to the west of Christchurch at significant flood risk. There are significant areas of surface water flooding across the BCP area.

We have an agreed strategy with the Environment Agency to deliver strategic flood defences in Poole Town Centre to ensure that the old town is protected from flooding and remains sustainable for future generations, with ongoing efforts to secure funding for all parts of this strategy. We are developing a strategy for Christchurch Town Centre Areas.

Over time, and in future local plans, in the face of ongoing climate change, and in accordance with national guidance on flood risk, it will be necessary to consider whether existing development in certain locations will continue to be sustainable in the long term and the potential need for relocation of existing development and habitats.

Strategic Flood Risk Assessment (SFRA)

The Local Plan is supported by the BCP Strategic Flood Risk Assessment (SFRA) which is in two parts. The SFRA Level 1 (2023) assesses the risk from flooding from all sources, both in the present and in the future, including the impacts of climate change across the BCP area. It identifies and categorises flood risk areas as Very High, High, Medium and Low-Medium based on all sources of flooding. It explains how the sequential test has been applied to identify allocations in this local plan and explains how the sequential test will be applied for planning applications.

We are proposing development on some sites where there is flood risk. The emerging Poole SFRA Level 2 will provide a more detailed assessment of flood risk within this area and will sequentially rank sites based on risk, providing recommendations for managing flood risk as required, taking into account the Poole flood defences, where appropriate.

The SFRA will be updated over time, where more recent and verified flood risk data is available which updates and supersedes the SFRA 2023. This should be applied in place of the SFRA 2023, when considering flood risk policies.

The Sequential Test and Exception Test

Policy C6 sets out how we will apply the flood risk sequential test and exception test when considering planning applications. We will apply the sequential test using the Flood Risk Areas as defined in our SFRA Level 1, based on all sources of flooding. A sequential test will be needed for all development, except sites that fall wholly within the ‘Low Flood Risk Areas’, or sites exempted by Policy C6 and national guidance.

In preparing this local plan we have undertaken a strategic sequential test for (i) the Poole Sequential Test Area; and (ii) the Christchurch Sequential Test Area. These areas are shown on the Policies Map. We have demonstrated the need for development in these areas and the sequential test has been passed. Therefore, applications for residential and commercial development in these areas will not have to undertake a further sequential test but will still need to pass the exception test (where required by national policy). Further detail for each area is set out in the relevant ward policies for Poole Town, Hamworthy and Christchurch Town. The strategic sites identified for Christchurch (policy P10) cannot be brought forward in advance of adoption of the Christchurch Bay and Harbour flood FCERM Strategy (and agreed funding strategy), and the completion of the Christchurch Level 2 SFRA.

Some of the existing industrial areas shown on the Policies Map, have varying levels of flood risk. Proposals on these employment sites that have flood risk will need to apply the sequential test and where appropriate the exception test in accordance with policy C6, national policy and our flood risk guidance note.

Our flood risk guidance note will provide further information on requirements for the application of the sequential test. The council will apply a disaggregated approach as set out in national guidance i.e. when

considering alternative sites this should consider delivery on a series of smaller sites and/or part of a larger site.

We also have a specific flood risk policy for Sandbanks Peninsula set out in the Canford Cliffs ward policy.

Policy C6: Flood Risk

1. Sequential Test and Exception Test

The sequential test and exception test will be applied in accordance with national policy, the SFRA Level 1, and our flood risk guidance note.

The sequential test will not be required if any of the following instances apply:

a. the development is located entirely within a Low or Low-Medium Flood Risk Areas;

b. the development is exempt from the sequential test, as set out in national policy;

c. the site is within the Christchurch Sequential Test Area or the Poole Sequential Test Area as defined on the Policies Map;

d. the development is a replacement dwelling where a sequential approach is taken within the site and appropriate measures to improve flood resilience and resistance are incorporated;

e. where only part of the application site lies within the Medium, High or Very High Flood Risk Areas, and taking a sequential approach, the part of the site which is at flood risk will remain free from development (other than essential infrastructure and water compatible development; or

f. it is for essential infrastructure and water compatible development.

2. Flood Risk Management & Mitigation

a. For development proposed in our Low-Medium, Medium, High or Very High Flood Risk Areas as set out in the BCP SFRA Level 1, or where further evidence of flooding is demonstrated, a site-specific flood risk assessment will be required.

b. For proposals where the sequential test has been passed or is not needed, the site-specific flood risk assessment will need to demonstrate that the proposed development will:

   i. incorporate any necessary site-specific flood measures appropriate to the character and biodiversity of the area, to ensure the development is appropriately flood resistant and resilient;

   ii. not increase flooding elsewhere; and

   iii. maximise opportunities to reduce overall flood risk.

c. Where flood risk cannot be adequately mitigated on site, including unaided access and egress to the site, a flood management strategy and delivery plan will need to be agreed with the council before planning permission can be granted. This will need to identify:

   i. measures required to reduce flood risk and surface water run-off at the site for the duration of its design life, making it safe (including unaided access/egress during flood events) and ensuring that flood risk does not increase elsewhere as a result;

   ii. the level and source of funding required for such measures;

   iii. a legal framework which demonstrates how the measures can be lawfully and successfully delivered; and

   iv. a realistic and achievable timetable for implementation.

d. The council will work with existing highly vulnerable development that is at risk of flooding to secure a more suitable location at lower risk of flooding.

e. The council will publish update SFRA Level 2 studies for Poole and for Christchurch, which will inform the applicants' flood risk assessments.

3. Flood Defences

a. Proposals for flood defences or measures will be supported which:
   i. accord with an agreed FCERM strategy; or
   ii. are accepted by the Environment Agency and the Council.

b. Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of flood alleviation infrastructure.

c. Where applicants propose to alter or work on existing flood mitigation infrastructure, they must do so in accordance with (i) the relevant flood risk management authority's requirements and (ii) must demonstrate that the works can be achieved lawfully, i.e. that ownership, easements, permissions, etc. have been secured or relevant legal powers can be used to achieve the applicant's proposals.

d. Where applicants propose to deliver their own defences, the applicant must demonstrate how the defences meet the council's requirements regarding:
   i. standard of protection;
   ii. construction specification;
   iii. appearance;
   iv. amenity and accessibility;
   v. demonstration of how their proposals will connect to future and existing infrastructure maintenance for the life of the development; and
   vi. compatibility with wider flood defences or drainage improvement schemes.

e. A buffer around all existing and planned defences should be left free from development to allow for maintenance and potential future upgrades.

f. Where defences are required to ensure a development is safe for its lifetime, the council, will assess the likelihood of delivery and subsequent future maintenance of the defences. Where there is no certainty that defences will be delivered and maintained during the lifetime of the development, applications should be refused.

g. Where proposals at tidal risk (including replacement development) rely on defences outlined in an agreed FCERM strategy (having passed or not requiring the sequential test); and come forward before commencement or completion of these measures, applicants will need to either:
   i. provide their own flood defence(s), which demonstrate how the development (including access & egress) can be made safe and defended for its lifetime, and how the site and its inhabitants will be managed in an emergency; or
   ii. if supported by the Environment Agency, propose sufficient flood mitigation measures to deal with present day flood risk and provide an equivalent financial contribution towards future defences on which the site will rely; or
   iii. propose a combination of the above.

Sustainable Drainage (SuDS)

The urban area has experienced significant growth over the last century, with increasing areas of impermeable surfaces such as roofs and roads, etc. needing to be drained. However, much of the drainage system was historically designed and built when there was much less development. The drainage system struggles to cope at times, and flooding occurs. While these events have been relatively localised, we have seen significant numbers of homes and businesses flooded, often repeatedly. This will only increase in the face of climate change with an increasing number and intensity of high rainfall events.

There are some areas within the conurbation where there is still an older combined sewerage system where excess heavy rainfall can lead to foul sewage overflows. Unless action is taken, flooding will get worse especially surface water flooding. It is vital that new developments do not increase the load on the piped drainage system.

Expanding the existing drainage system to cope would be costly and simply not realistic. National policy therefore focuses on Sustainable Drainage (SuDS) techniques which seek to mimic nature to allow rainfall to infiltrate into the ground to reduce the discharge of water into the piped drainage and better manage surface water. Natural SuDS can include green space, trees and planting, ponds and wildlife habitats, which take up the water. These have much wider benefits than just reducing flooding, such as increasing biodiversity, reducing pollution, helping to cool / shade the environment and helping restore ground water levels. The SuDS can be considered as part of urban greening score in Policy NE4.

We need to incorporate SuDS techniques into all new developments. It is important that drainage is considered at the initial design stage. Ideally anything that could be producing run off to the piped drainage system, no matter how small, should now be drained sustainably.

Policy C7: Sustainable Drainage (SuDS)

Planning applications must be supported by a site-specific drainage strategy, proportionate to the proposal, in accordance with our SuDS guidance and must demonstrate compliance with the following:

1. SuDS & Discharge Hierarchy:

Unless demonstrably unachievable, infiltration or other techniques are to be used to prevent discharge of rainfall generated surface water runoff, from any new development to any receiving watercourse, drain or pipe for all rainfall events up to and including a 1 in 100 year storm (i.e., an annual exceedance probability of 1%). Applicants will be expected to consider the options below (either singly or in combination) and in the order below. Where measures are considered inappropriate, applicants must submit evidence to demonstrate this as part of their Drainage Strategy.

a. rainwater harvesting (informed by Wessex Water's guidance);

b. green roofs;

c. other landscape features e.g., rain gardens, swales, trees (using extra capacity in tree pits), infiltration basins etc.;

d. infiltration to the ground by more traditional processes (e.g. soakaways, permeable paving etc.);

e. discharging to a watercourse or sea (which may require a limited discharge and on-site attenuation);

f. discharge to surface water sewers (which will require a limited discharge and on-site attenuation);

g. discharge to a highway drain (however, no connection or discharge to any highway drain or ditch will be permitted unless agreed with the relevant Highway Authority); and

h. as a last resort, discharge to the foul / combined sewerage network (which if proposed, will require consultation with the relevant sewerage undertaker).

2. Maintenance:

Applicants must make clear maintenance arrangements and schedules for the lifetime of the drainage infrastructure proposed. This must include details pertaining to physical & lawful access, health & safety, operability, frequency of maintenance and legal ownership.

3. Design:

Design must be in accordance with our SuDS guidance.

4. Pumped Systems

a. Use of pumps to facilitate surface water drainage will not be permitted unless all other options have been considered and demonstrated as unachievable to the satisfaction of the council. Where they are permitted, they must accord with our SuDS guidance.

6. Our natural environment

The high-quality natural environment in the BCP area helps to mitigate the impact of climate change and improve the health and wellbeing of residents. This Local Plan has an important role to play in protecting habitats and species, increasing biodiversity and enhancing the network of green infrastructure in our area for future generations.

The UK is one of the most nature depleted countries in the world and we have a legal duty to have regard to conserving biodiversity as part of our policy and decision making. The policies in this chapter set out how we will preserve and enhance the natural environment.

Strategic Policy NE1: Natural Environment

The Local Plan supports the conservation and enhancement of the natural environment. Development proposals will be required to demonstrate a positive impact on the natural environment by:

a. conserving and enhancing the coastline and landscapes;

b. protecting and enhancing the extent and quality of green infrastructure and ecological networks;

c. delivering urban greening within new development;

d. protecting trees and increasing the urban tree canopy cover;

e. conserving and enhancing protected habitats and species; and

f. ensuring all development achieves a measurable biodiversity net gain.

Protecting habitats sites

In the BCP area we have many habitats and species that form part of a network of sites across the UK that are protected by law. These areas are valuable in their own right as well as for the role they play in attracting people to live, work and visit the area. As the population grows, additional urbanising impacts have the potential to cause an adverse effect on these habitats and species.

Under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 known as the 'Habitats Regulations', the decision maker known as the 'competent authority' (e.g. the council) must consider whether it is possible that a plan or project (e.g. a planning application) could have a likely significant effect, either alone or in combination with other plans or projects, on a protected site which forms part of the UK National Site Network (Special Areas of Conservation (SAC) and Special Protection Areas (SPA)), or on any site to which the same protection is applied as a matter of policy (e.g. Ramsar Sites).

The term 'habitats sites' is used to refer collectively to such sites. There are 22 habitat sites within 15km of the BCP area including six SPAs, five of which also incorporate Ramsar sites and 11 SACs as shown in Figure 6.1.

Figure 6.1 – Habitats Sites within 15km of the BCP area

Special Areas of Conservation (SAC)	
River Avon SAC	Dorset heaths SAC
Dorset heaths (Purbeck and Wareham) & Studland Dunes SAC	Isle of Portland to Studland Cliffs SAC
St Albans Head to Durlston Head SAC	Isle of Wight Downs SAC
New Forest SAC	Solent Maritime SAC
South Wight Maritime SAC	Studland to Portland SAC
Solent and Isle of Wight Lagoons SAC	
Special Protection Area (SPA) (and Ramsar Site (* where both apply))	
Avon Valley SPA and Ramsar*	Dorset heathlands SPA and Ramsar*
New Forest SPA and Ramsar*	Poole harbour SPA and Ramsar*
Solent and Dorset Coast SPA	Solent and Southampton Water SPA and Ramsar*

Source: HRA Stage 1, WSP, January 2022

A Habitats Regulations Assessment (HRA) accompanies this version of the Plan and has informed the content of the Local Plan. The HRA assessed the impacts of the Local Plan proposals and policies on the habitat sites listed above. Where adverse impacts upon habitats sites are unavoidable, we must ensure that mitigation measures are put in place. We have five mitigation strategies as set out in Policy NE2 that with the advice of Natural England allow us to grant planning permission for new homes and other development as discussed below.

Dorset Heathlands

Urbanising effects

The BCP area benefits from large areas of protected heathland. The Dorset Heathlands is a collective term for the Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) & Studland Dunes SAC, Dorset Heathlands SPA and Dorset Heathlands Ramsar. Evidence shows that the Dorset Heathlands are under significant pressure from urban development such as recreational disturbance of nesting birds, predation from cats, fires and air pollution.

The Dorset Heathlands mitigation strategy, established in 2007, is currently set out in the Dorset Heathlands Planning Framework 2020-2025 SPD (2020) and is due for review in 2025. We work closely with Dorset Council and Natural England to implement the strategy which has two parts.

Firstly, new homes are not allowed within 400 metres of a designated heathland due to the adverse effects caused by predation by cats and recreational disturbance. We use a 400 metre consultation area around heathland sites as shown on the Policies map. Clarification on what types of development are allowed within 400 metre consultation area boundary, or right on the boundary, are set out in SPD. There are some exceptions which are set out in the SPD, e.g. dementia care homes where residents are unable to freely leave to walk on the heath or keep pets.

Secondly, we require new homes and tourism accommodation planned between 400 metres and 5km of heathland to provide mitigation measures. The mitigation comprises Heathland Infrastructure Projects (HIPs) and Strategic Access, Management and Monitoring (SAMMs).

HIPs are new or improved open spaces that provide an alternative choice to visiting heathland. HIPs include Suitable Alternative Natural Greenspaces (SANGs). We now have strategic SANGs around the BCP area at Upton Country Park, Stour Valley River Meadows, Canford and Two Rivers Meet, with further strategic SANGs planned for Roeshot and Merley. HIPs are funded by CIL from all development, the exception are strategic sites released from the Green Belt that must provide HIPs alongside the new homes.

SAMMs focus on behaviour change through education. We collect financial contributions from developers for SAMM. This is spent on initiatives such as the Urban Heaths Partnership, Dorset Dogs and Firewise to raise awareness of the impacts of disturbance and wildfires on protected species. The funding includes heathland wardens and specialist teachers visiting local schools. SAMMs also include monitoring which is produced in an annual report. We recently completed the Dorset Heaths: Long term analysis and evidence base review (2022) that demonstrates that the mitigation strategy is effective.

Air pollution

Air pollution is also affecting the Dorset Heathlands. Airborne nitrogen-based pollutants from multiple sources including agriculture and vehicle emissions settle on heathlands, enriching the soil. This favours common and widespread plant species which inhibit the recovery of the sensitive heathland habitats. With Dorset Council we are implementing measures set out in the Dorset Heathlands Interim Air Quality Strategy (2021) to address this issue using CIL.

Poole Harbour

There are two particular pressures on Poole Harbour for the planning system to address; (i) nutrient pollution and (ii) recreational issues that each have a significant adverse effect on the site's integrity.

Nutrients

Nitrates and phosphates in water causes the growth of algal mats that restrict invertebrate food available for protected birds. Most nutrients are generated by agriculture within the Poole Harbour catchment, but around 15% is generated from wastewater discharge. In planning for population growth, we must ensure that additional nutrient pollution from new housing development in the catchment of Poole Harbour is mitigated. Mitigation can be (i) 'direct' measures through upgrading sewage treatment works; or (ii) 'indirect' measures whereby the nutrients generated by a development are offset by removing the equivalent amount of nutrients generated by other uses from entering the harbour (e.g. by reducing the amount of fertiliser used on agricultural land).

The Levelling Up and Regeneration Act (November 2023) introduced a legal requirement for certain wastewater treatment works to be upgraded to achieve the nutrient pollution standard. Secondary legislation is due within the next 3 months to name the specific wastewater treatment works. It is expected that sufficient wastewater treatment works within the Poole harbour catchment to achieve a threshold level, thereby removing the need for development specific phosphorus mitigation. Whilst we wait for the secondary legislation there remains some uncertainty around the future need for phosphorus mitigation, but this should be resolved before the local plan is adopted.

Applicants seeking planning permission that would result in an increase in nutrient loading within the Poole Harbour Nutrient Catchment as shown on the Policies map, will need to demonstrate that the development is nitrogen neutral. Nutrient loading will come from each additional new home and unit of tourist accommodation. A nutrient budget for the development can be calculated using the Poole Harbour nutrient calculator.

Where nutrient mitigation is required, this must be secured before we can validate the planning application. This new approach will replace the established strategy set out in the Nitrogen Reduction in Poole Harbour SPD (2017). Whilst this local strategy continues to be effective, a national approach has been established, whereby the offsetting is carried out through the purchase of credits from a nutrient mitigation scheme within the Poole Harbour catchment. We are adapting our mitigation strategy to align with the new standard to ensure continuity for developers and to enable us to seek government funding to aid investment in mitigation schemes that generate nutrient credits. Once the approach is agreed, nutrient credits can be secured on the private market or from the council's scheme.

Recreational disturbance

Recreational pressures are also having an adverse effect upon the birds of Poole Harbour. More activity within the Harbour (e.g. boats) and on the shoreline (e.g. dog walkers, bait digging) can disturb protected birds. Many of these birds will be recovering from long distance migratory flights and repeated flushing of birds reduces their ability to feed properly. New residential and tourism development within the Poole Harbour Recreation Zone must provide mitigation to ensure additional visitors to Poole Harbour can be managed without causing additional harm to protected wildlife.

With Dorset Council we established a mitigation strategy in 2019 known as the Recreation in Poole Harbour SPD. It is branded as Birds and Recreation Initiative (BARI) to raise awareness. We work closely with Dorset Council and Natural England to implement the strategy which is due an update in 2025.

The mitigation strategy is two part and consists of:

- Part 1: Strategic Access Management and Monitoring (SAMM); and
- Part 2: Poole Harbour Infrastructure Projects (PHIPs).

SAMMs pay for the day-to-day costs of raising awareness of the issues, which includes employing a project coordinator and a warden to manage visitor pressures on the Poole Harbour SPA and provide information. SAMMs also pay for ongoing monitoring of the effects of new development and crucially whether this strategy is effective. To enable the councils to grant planning permission for proposals for a net increase in dwellings within the Poole Harbour Recreation Zone, the applicant is required to pay SAMMs in accordance with the rates on our website.

PHIPs are physical infrastructure works, such as the provision of better marked routes around the Harbour edge or planting to provide protection to vulnerable birds. PHIPs costs vary from project to project and are funded from CIL.

River Avon

The River Avon is a chalk river designated as an SAC for its sensitive habitats and species. Elevated concentrations of phosphorus in freshwater can have a detrimental effect on the ecology and biodiversity of a river system, by increasing the growth rate and abundance of algae. Changes in the competitive balance of plant communities have potential knock-on effects for the associated animal life populations, as well as altering oxygen and light levels with the river. Currently phosphorus concentrations exceed the appropriate targets required in the conservation objectives and limit the growth of plant species necessary to restore and protect the characteristic biodiversity.

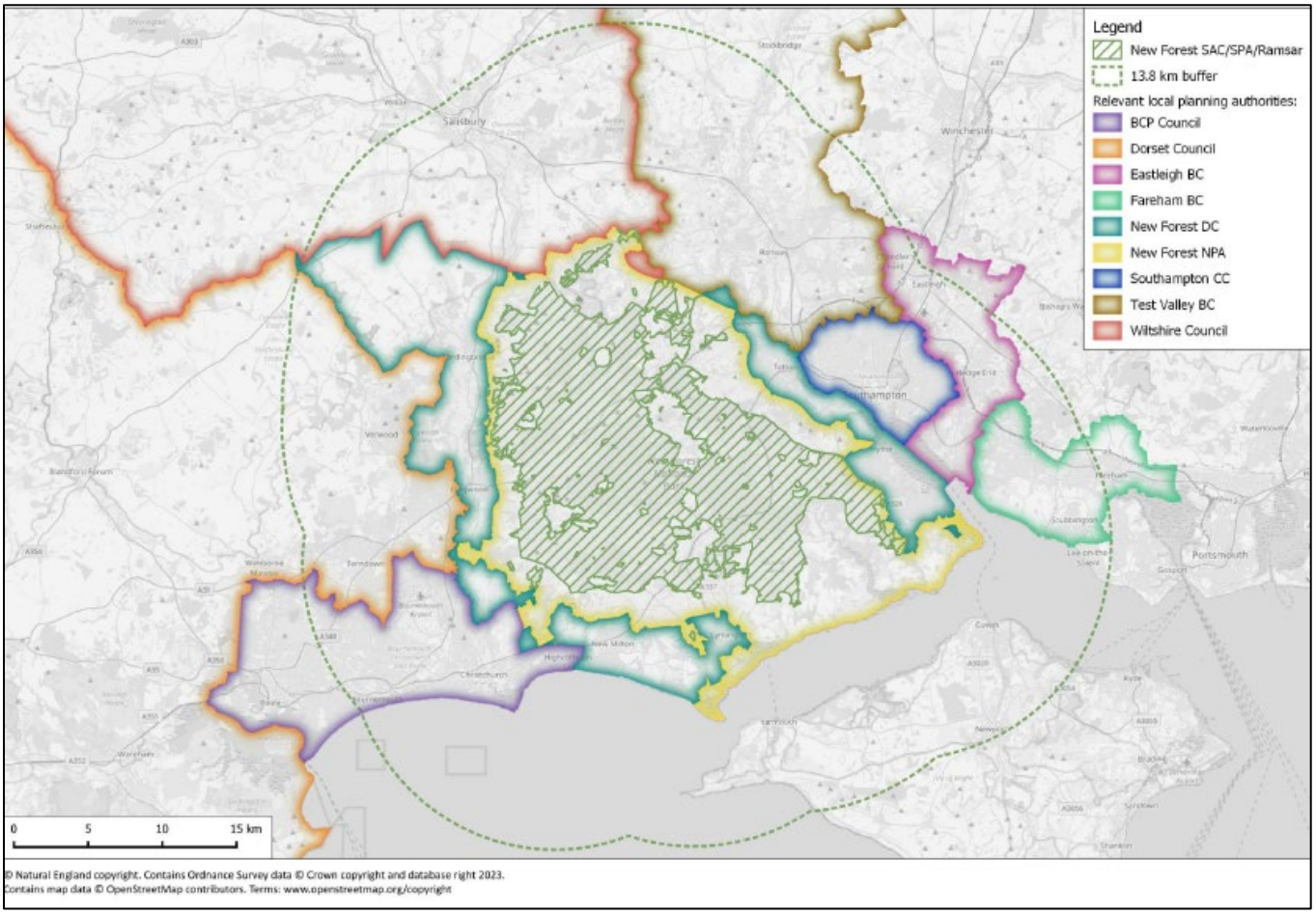
To achieve the conservation objectives and return the river to favourable conservation status, new development must be phosphorus neutral. As Christchurch is at the bottom end of the river, the opportunity to implement mitigation measures is limited. Instead, applicants will need to secure phosphate credits to mitigate the impact of the development as described above for Poole Harbour.

New Forest

The New Forest is one of the largest tracts of semi-natural vegetation in the country, and as such is one of our most important wildlife sites. The New Forest is classified as an SPA for its breeding and overwintering of protected bird species, SAC for its habitats and species, and a Ramsar site for its wetlands.

Similar to the Dorset Heathlands the adverse effect is largely recreational disturbance of nesting birds. Recent evidence recommends that new development within a 13.8km zone of influence as shown in figure 6.2, can increase visitor pressure on the New Forest and requires mitigation. This covers all of the Bournemouth and Christchurch areas.

Figure 6.2 The 13.8km zone of influence around the New Forest



Source: New Forest SAMMs 2023 (Footprint Ecology)

To enable the councils to grant planning permission for proposals for a net increase in dwellings within the New Forest zone of influence, applicants are required to pay SAMMs in accordance with the rates on our website. The mitigation will be spent on measures outside of the BCP boundary, with partners Dorset Council, Eastleigh Borough Council, Fareham Borough Council, Forestry England, Natural England, New Forest District Council, New Forest National Park Authority, Southampton City Council, Test Valley Borough Council and Wiltshire Council.

Local wildlife sites

Species and habitats of local importance are also recognised and designated Sites of Nature Conservation Interest (SNCI) or Local Nature Reserves (LNRs). There are further protections afforded to habitats and species of principal importance to biodiversity, including ancient woodland, veteran trees, watercourses and wetland.

Species of national importance are set out on the Section 41 List of Species of Principal Importance. These include bats where we need to protect bat habitats, often in roof spaces and feeding areas that can be adversely affected by light pollution.

Policy NE2: Habitats sites and local wildlife sites

A. Habitat sites

The council as competent authority under the Habitats Regulations will only grant planning permission for new development where it would not lead to any adverse effects upon the integrity of habitats sits, either alone or in combination with other plans and projects. Where adverse impacts are identified, measures must be put in place to avoid or mitigate these impacts through measures set out in the council's mitigation strategies and any subsequent updates:

- Dorset Heathlands Planning Framework 2020-2025 SPD (2020);
- Dorset Heathlands Interim Air Quality Strategy 2020-2025 (2021);
- Nitrogen Reduction in Poole Harbour SPD (2017);
- Poole Harbour Recreation 2019-2024 SPD (2020); and
- New Forest SAMM Strategy (2023).

1. Dorset Heathlands

a. Urban development pressures

To avoid/mitigate harm to heathland sites, proposed developments involving a net increase in residential dwellings or other uses such as tourist accommodation:

i. will not be permitted within the 400-metre heathland consultation area as shown on the policies map, unless it can be demonstrated that the development would not have an adverse effect upon the integrity of the habitat site; and

ii. will be permitted between 400 metres and 5 km of a heathland if mitigation is provided in accordance with the advice set out in the Dorset Heathlands Planning Framework SPD.

In instances where a development site lies partly within the 400-metre consultation area, the issue of the development proposal's potential adverse effect will be considered in light of the individual consultation response from Natural England and taking into account the advice given in the Dorset Heathlands Planning Framework SPD.

b. Air Quality

Proposed developments involving a net increase in residential dwellings within 5km of heathland as shown on the Policies map will provide mitigation in accordance with the measures in the Dorset Heathlands Interim Air Quality Strategy.

2. Poole Harbour

a. Nutrient neutrality

Development proposals that would result in an increase in nutrient loading within the Poole Harbour catchment will need to demonstrate compliance with the Habitats Regulations. If required, this may include the provision of appropriate avoidance/mitigation measures to ensure development is 'nutrient neutral' and that the development would not have an adverse effect on the integrity of the Poole Harbour SPA, SSSI and Ramsar site due to increased nutrient loading.

b. Recreational Pressures

Development proposals for any net increase in residential dwellings or tourist accommodation within the Poole Harbour Recreation Zone as shown on the Policies map will need to make provision for avoidance/mitigation measures to ensure that additional effects arising from

recreational activity do not have an adverse effect on the integrity of the site, as set out in the Poole Harbour Recreation SPD.

c. Other adverse effects

The impacts of other development proposals on Poole Harbour will be considered on a site-by-site basis and be subject to appropriate assessment in line with national legislation and the Habitats Regulations. Development proposals should, therefore, be accompanied by information reasonably required to undertake an appropriate assessment, and full details of any proposed site-specific mitigation.

3. River Avon

Development proposals for any net increase in residential dwellings, tourist accommodation or a tourist attraction, will provide mitigation in accordance with the River Avon Nutrients Strategy where the development will be connected to Christchurch Waste Water Treatment Works or within the catchment of the River Avon.

4. New Forest

Development proposals resulting in a net increase in residential dwellings or tourism accommodation within the 13.8km New Forest Recreation Zone as shown on the Policies map will provide mitigation in accordance with New Forest SAMMs.

5. Provision of Mitigation

a. Nutrient mitigation to offset nutrient impacts upon Poole Harbour and the River Avon must be secured by the applicant prior to occupation. The applicant must demonstrate that the required amount of nutrients can be secured through a nutrient credit scheme before the council can complete the habitats regulations assessment and conclude no adverse effect.
b. SAMMs must be paid to the council prior to occupation. SAMMs will be secured by Section 106 Agreement to enable the council to conclude no adverse effect when undertaking the habitats regulations assessment.
c. The council will use CIL to deliver mitigation measures for HIPs, PHIPs and air quality. If the development is CIL liable, the council is able to conclude no adverse effect when undertaking the habitats regulations assessment. The applicant will pay CIL upon commencement enabling the Council to secure mitigation measures prior to occupation.
d. For developments exempted from CIL such as Prior Approvals and or there is no net increase in floorspace the applicant can secure mitigation via a contribution payment form prior to occupation.
e. Some developments will also be required to implement other mitigation measures, determined on a case-by-case basis with advice from Natural England.
f. The council will work with neighbouring councils, statutory bodies and landowners to implement the mitigation measures and secure them in perpetuity.

B. Local wildlife sites

1. Proposals for development that affects biodiversity, and any sites containing species and habitats of local importance, including Sites of Nature Conservation Interest (SNCI), Local Nature Reserves (LNR), ancient woodland, veteran trees and species and habitats of principal importance must:

   a. demonstrate how any features of nature conservation and biodiversity interest are to be protected and managed to prevent any adverse impact;
   b. incorporate measures to avoid, reduce or mitigate disturbance of sensitive wildlife habitats throughout the lifetime of the development; and
   c. seek opportunities to enhance biodiversity through the restoration, improvement or creation of habitats and/or ecological networks.

2. Removal or damage of features of nature conservation/biodiversity interest will only be acceptable in exceptional circumstances. Where relevant, new development should seek to incorporate ecologically sensitive design features to secure a net gain in biodiversity as appropriate.
3. The effects and impacts of light pollution from development shall be mitigated to ensure there is no adverse effect on species or habitats, in particular bats and near sensitive wildlife conservation areas.

Local Nature Recovery Strategy

The government's 25 Year Environmental Plan, enacted by the Environment Act 2021, identifies the need for a Nature Recovery Network which will set out a national network of wildlife rich places across England. The network will include already designated sites for nature conservation, as well as identifying opportunities to enhance existing wildlife sites, create new wildlife rich habitats and connections to the existing ecological network. The improvements for biodiversity will also provide benefits in terms of improving landscapes, providing natural solutions to counter climate change, reduce carbon and flood risk and improve health and well-being through better opportunities to connect with nature.

The Dorset Local Nature Partnership has published maps showing the existing and potential ecological network, and these form part of the evidence base for this plan. The existing Dorset ecological network includes all internationally, nationally and locally designated wildlife sites, and other areas of important green space within Dorset. It also includes a number of much smaller sites which provide important stepping stones and corridors to the larger sites.

In addition, a higher potential ecological network has been identified. This includes buffer sites around existing larger ecological network sites and smaller sites which currently score lower for biodiversity, but that could be enhanced to support and strengthen the existing network. Full details of the ecological network maps can be viewed on the Dorset Local Nature Partnership website Ecological-Networks-Guidance-2020.pdf (dorsetlnp.org.uk). It is important to note that some areas of valuable habitat, such as species-rich hedgerows, road verges, ponds and veteran trees, may be too small to be shown on the maps, but contribute to the ecological network and should be considered as such, even if they are not recorded on these maps.

A Local Nature Recovery Strategy (LNRS) is also being worked on in collaboration with Dorset Council. The LNRS will identify the priority habitats and those locations considered important for nature recovery. This will help to guide the type and location of habitat creation and other green infrastructure included in developments, to ensure they make a positive contribution to the objectives of the strategy. The LNRS when complete, will also help to direct off-site biodiversity net gain to those areas of strategic importance.

Biodiversity Net Gain

New development has the potential to impact on biodiversity. Consequently, the Environment Act 2021 has introduced a mandatory requirement for all new development (with some exemptions) to achieve at least 10% biodiversity net gain. It is expected that the net gain is achieved on the development site, unless it can be demonstrated that this would not be possible or beneficial to wildlife whereby an off-site solution will be required.

Once finalised, the LNRS will provide guidance on areas identified as being of strategic importance to consider for off-site biodiversity net gain, and in the interim, whilst the LNRS is being completed, Dorset's Ecological Network Maps should be used to identify priority areas for habitat creation, and these can be viewed via the council's Biodiversity Net Gain webpage [insert link].

Any sites used for off-site habitat creation or enhancement must be properly registered on the National Register for Off-site Biodiversity Net Gain, prior to the submission of the planning application. The use of such sites must be agreed with the Local Planning Authority as providing appropriate compensation for the

habitat that would be lost as a result of the development. All habitats created or enhanced to meet the requirements of biodiversity net gain will need to be legally secured and maintained for a minimum period of 30 years. A Habitat Management and Monitoring Plan will need to be agreed with the local planning authority.

The Environment Act exempts the following applications from the mandatory biodiversity net gain requirements:

- development impacting habitat of an area below a 'de minimis' threshold of 25 metres squared, or 5m for linear habitats such as hedgerows and watercourses;
- householder applications;
- biodiversity gain sites (where habitats are being enhanced for wildlife); and
- small scale self-build and custom housebuilding.

These applications will still be expected to show a measurable net gain in biodiversity through the provision of on-site habitat enhancement and/or species-based enhancements in accordance with our Biodiversity Guidance.

Policy NE3: Biodiversity Net Gain

Development proposals must demonstrate how they are making a positive contribution to biodiversity. Development should look to deliver this on site wherever possible.

1. For development proposals subject to mandatory Biodiversity Net Gain:

   a. On site habitat creation and enhancement should:
      i. be of suitable size and design for its intended function and to achieve proposed outcomes for biodiversity;
      ii. seek to link into the existing ecological network where appropriate and take opportunities to expand and connect with existing wildlife sites; and
      iii. include a suitable long-term management and maintenance plan.

   b. Where it can be demonstrated that suitable on-site biodiversity net gain is not practicable, off-site habitat creation or enhancement may be acceptable and should seek to:
      i. be local to the development site;
      ii. consider sites identified within the Local Nature Recovery Strategy as 'strategically significant';
      iii. provide those habitats identified within the Local Nature Recovery Strategy as 'priority habitats';
      iv. take opportunities for expanding or connecting existing wildlife sites; and
      v. include a suitable long-term management and maintenance plan.

2. Development proposals on sites exempt from Biodiversity Net Gain, or where the biodiversity baseline is zero, should provide habitats and species enhancements in accordance with the BNG guidance note.

Green infrastructure

Green infrastructure is a descriptive term encompassing a wide range of multi-functional green and blue spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate resilience, and communities. Green infrastructure includes among other assets, open spaces, parks, fields, beaches, woodlands, rivers, trees and other water bodies. Green infrastructure has a positive impact on health and wellbeing by enabling contact with nature, space for physical activity, supporting mental health.

The council has adopted a Green Infrastructure Strategy which sets out the council's ambitions for investing in green infrastructure across the conurbation, to reverse biodiversity loss, support high quality placemaking, improve health and wellbeing and strengthen our resilience to climate change. The aim is to create a multi-functional green infrastructure network for Bournemouth, Christchurch and Poole, called the 'Green Net'. The Green Net provides a natural health service and life support system for our communities and provides the backdrop to people's everyday lives as shown in Figure 6.3.

Figure 6.3 The BCP Green Net



Through the Green Infrastructure Strategy the council will seek to safeguard the existing Green Net by maintaining and enhancing existing green infrastructure, and by identifying opportunities to deliver improvements to it. For example, there may be gaps in the Green Net or areas devoid of greenery where development sites can provide trees and/or landscaping to add to the network.

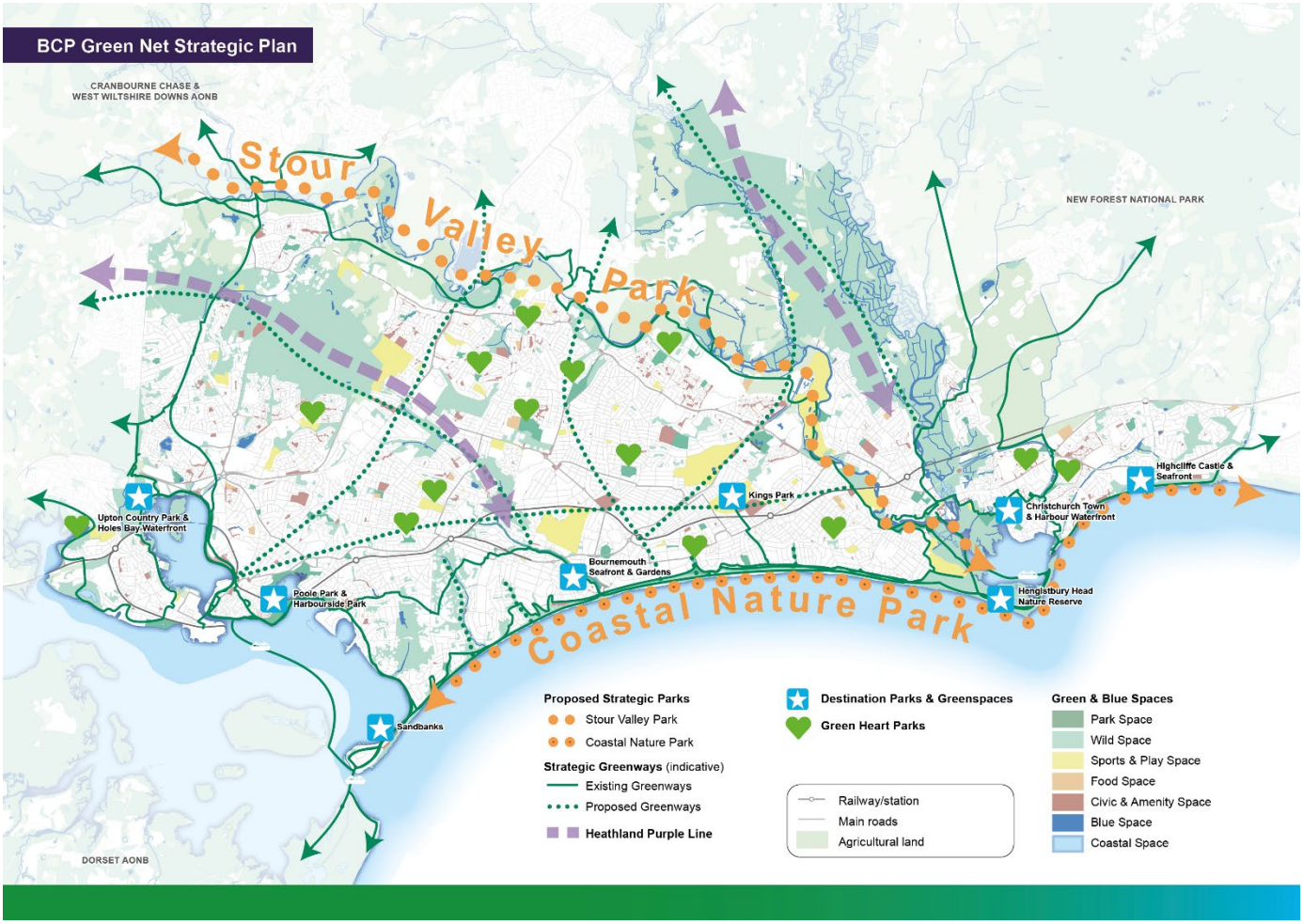
The 'BCP Green Net Strategic Plan' identifies the existing network and key priorities for improvement and delivery as shown in Figure 6.4.

Some of these can be directly influenced by development or implemented through the spending of developer contributions. The key priorities are:

- developing landscape scale green spaces and connections;
- sustaining our destination parks;
- breathing new life into our community parks to improve the quality of facilities and making then inclusive and accessible to all;
- delivering urban greening, wildlife corridors, tree planting and pocket parks in our urban areas; and
- protecting the Dorset Heathlands and mitigating the impact of recreational disturbance through the provision of Heathland Infrastructure Projects

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Figure 6.4 The BCP Green Net Strategic Plan



A detailed map of the existing 'Green Net' which includes the existing ecological network, parks and green spaces, can be found on the council's Green Infrastructure webpage [insert link] which can be used to see how a site relates to the existing green infrastructure network.

Urban greening

Our Green Infrastructure Strategy recommends incorporating urban greening into development as part of the site and building design. Urban greening is particularly important for helping us to adapt to climate change and to promote healthy living. This can be achieved by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

The Urban Greening Design Guide explains how we expect all development to provide urban greening on site and use the Urban Greening Factor to inform and evaluate the quality and quantity of urban greening in new development. For major developments we will expect proposals to achieve a score based on the Natural England Urban Greening Factor planning tool of 0.4 for residential development, 0.3 for commercial development. Guidance on calculating these scores is provided in the Urban Greening Design Guide.

The council's 'Green Infrastructure Focus Map' can be viewed on the Green Infrastructure webpage and provides an evidence base which includes details of existing tree canopy cover, air quality levels, surface water flooding and heat mapping. The information can be used to identify where green infrastructure improvements are most needed and also the type of green infrastructure that might be the most useful.

Urban greening should, in conjunction with the requirements for biodiversity net gain and tree canopy cover which are discussed below, take a complementary approach that delivers on all requirements.

Trees woodland and hedgerows

Trees play an important part in the health and wellbeing of the community by improving air quality, combatting flooding and providing shade, as well as making a significant contribution to biodiversity. The Urban Forest Strategy (2023) concludes that our overall tree canopy cover is good, but there are inequalities across the BCP area, with concerns over an ageing tree stock and ongoing loss of trees as the result of development, losses from private gardens and failure to restock trees in parks and streets. The strategy aims to reverse this trend by increasing the extent of the overall canopy cover across the BCP area, by reducing neighbourhood disparities, and nurturing a healthy, diverse and climate-resilient local tree population.

Trees, woodlands and hedgerows take decades to mature and realise their full benefits, therefore in the first instance every effort should be made to retain and enhance trees, woodlands and hedgerows as part of development proposals. While some trees and woodlands are protected by Tree Preservation Orders there are some non-protected trees and woodlands that make a positive contribution to the visual amenity of an area or have significant canopy cover. This may be due to their size or appearance, either individually or as a group. We will resist the loss of semi-mature trees unless the loss can be justified by other benefits. Semi-mature trees are defined by the British Standards Institution and Horticultural Trades Association as trees with an overall height in excess of 4 metres and or a stem girth measurement (circumference) of 20 centimetres or larger.

The strategy recommends that tree canopy cover is increased as part of new development, and we will therefore expect proposals for development to retain and enhance tree canopy cover wherever possible and contribute to targets to increase canopy cover. Major development proposals will need to undertake a Tree Canopy Assessment in line with our guidance. The provision of tree canopy cover can form part of the urban greening calculation and is likely to contribute towards biodiversity net gain.

There may be some limited situations where the provision of increased tree cover is more challenging. If there are sound reasons why this cannot be achieved, then alternative forms of urban greening should be provided.

Food growing

Allotments, orchards, community gardens and growing spaces play an important role in enabling small-scale local food production and supporting community cohesion, as well as having educational and biodiversity benefits. By providing outdoor food growing opportunities they can also help to improve health and reduce health inequalities. Major developments should therefore aim to provide community gardens, community orchards, allotments and/or growing spaces within communal areas.

Policy NE4: Green infrastructure

1. Applicants must demonstrate how proposals will incorporate green infrastructure into new development via their Design and Access statement, showing how the following have been considered:

a. The BCP Green Infrastructure Strategy;
b. Existing ecological network;
c. The BCP Urban Greening Design Guide, including the urban greening factor score;
d. The BCP Tree and Woodland Strategy;
e. Food growing; and
f. Biodiversity Net Gain.

2. Existing Ecological Network

The existing ecological network as shown on the Policies map will be protected for wildlife movement and where appropriate public enjoyment. Development proposals on land within or adjacent to the existing ecological network must respect its function and integrity.

3. Green Infrastructure

Development proposals that contribute to the delivery of a high quality and multi-functional green infrastructure network will be supported. Proposals should:

a. retain and enhance the quality and connectivity of existing green infrastructure where this can be incorporated into the development proposal;
b. identify and incorporate opportunities for the creation of new green infrastructure, including green infrastructure that creates connections beyond the site boundary; and
c. secure appropriate long-term management, maintenance and funding of any green infrastructure on site or directly related to the development.

3. Urban Greening

Development proposals must include urban greening as part of the site and building design in accordance with the BCP Urban Greening Design Guide. Urban greening can include green roofs, trees in streets and public realm, and nature-based sustainable drainage.

a. On major developments urban greening must be provided on site and should show how design development has carefully considered the potential to achieve an Urban Greening Factor score of 0.4 for predominantly residential development and 0.3 for predominantly commercial development; and
b. For all other development the applicant must demonstrate how urban greening has been considered and incorporated in the design.

4. Trees

Development proposals must ensure that existing trees of value are retained and incorporated into the design, following the guidance in the Urban Forest Strategy.

For major development:

a. A Tree Canopy Cover Assessment must be provided that demonstrates how the development will incorporate trees on-site, and:
    i. where there is no existing tree canopy cover, provide a minimum of 10% tree canopy cover (upon maturity) across the whole site area; or
    ii. where there is existing tree canopy cover, provide a minimum increase of 10% tree canopy cover (upon maturity over the existing onsite tree canopy cover); or
    iii. where there are existing ecological, historical, landscape or operational reasons that justify not meeting the canopy requirements of a.i. or a.ii. (as applicable), provide evidence to support this and agree an alternative percentage of canopy cover with the council; and

b. Where new streets form part of the proposal, tree lined streets must be integrated into the design where appropriate and acceptable in highway terms.

5. Food growing

Major new residential developments should seek to enhance local food growing opportunities by providing community gardens, community orchards, allotments and/or growing spaces within communal areas.

Our Coastline

The coastal areas within Bournemouth, Christchurch and Poole makes a valuable contribution to the character and identity of the local area. It is also an asset for tourism, employment and the quality of life of our residents. It is symbolic of the BCP area.

The features that contribute to the character and appearance of our coast are varied. The cliffs and chines fronting Poole Bay have a largely natural appearance in some areas, with artificially maintained sandy beaches backed by relatively steep cliffs. In places, promenades, beach huts and seafront facilities add to the vibrancy of the seafront. The sheltered shallow waters of Poole and Christchurch Harbour comprise a mosaic of mudflats, sandflats, saltmarshes and reed beds. The western edge of Poole Harbour falls within the Dorset Area of Outstanding Natural Beauty (AONB) where protection is extended to include the need to ensure quiet enjoyment of the area. The interface of the built-up area with the coast contains a mixture of open space, commercial, residential and marine activities, the character of which varies in different parts of the coast.

The BCP Seafront Strategy (2022) sets out the different shoreline characters and identifies opportunities for enhancement in different areas. It includes a range of initiatives which are aimed at conserving the natural environment; improving the range of facilities to encourage visitors all year round; and investing in ageing infrastructure to preserve core services. Possible facilities range from cafés to sporting facilities, kiosks and additional beach huts.

Our Coastal Nature Park aims to create a joined-up network of trails and access to and between Poole and Christchurch Harbours with wayfinding, interpretation, wildlife engagement opportunities and specific enhancements of information gateways such as Steamer Point, Stanpit Marsh, Lake Pier, the cliffs and chines. We aim to improve access points at Shelley Park to Boscombe Cliff.

The Sandbanks peninsula has an iconic beachline which is an important recreational amenity and a popular tourist destination. However, due to the economic land value, opportunities for re-development within Sandbanks are also highly sought after. The policy therefore aims to protect the beach from development by only permitting minor ancillary structures such as single storey boathouses, shelters, slipways, groins and beach nourishment works, within 25m of the landward edge of the beach.

Sand dunes around the coastline, including the Sandbanks peninsula, Hengistbury Head and Mudeford Spit will be protected as they provide important habitat for protected species including sand lizards. We will need to balance the management of this habitat with measures needed to address the risks of flooding, coastal erosion and landslides.

Boating, mooring and jetties

A range of boating activities take place both for recreation and commercial purposes. To support these activities, it is necessary to have boatyard facilities to provide for both storage and repair. There is little opportunity to establish new boat yard facilities in the area and therefore the policy seeks to retain existing boatyards and storage facilities.

The scope for new mooring points and jetties varies in different parts of the shoreline. In some areas the development of jetties, slipways and other similar structures will be prohibited as they can have an adverse effect on habitat sites. In less sensitive locations the shared use of existing jetties or slipways is preferable but if new structures are proposed they will only be permitted where they are designed in an environmentally sensitive manner and made of suitable materials.

Geodiversity

Geodiversity is the range of rocks, fossils, minerals, soils, landforms and natural processes that go to make up the Earth’s landscape and structure. Geodiversity can be important for its intrinsic, scientific, heritage

and/or educational value. The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of geology, provide guidance and increase the appreciation and understanding of the geological heritage of the area. Across the BCP area there is only one Regionally Important Geological Site, the old sea cliff at Whitecliff recreation ground, Poole. Development should not adversely affect this site.

Policy NE5: Coastline

Coastline

1. Development along our coastline will be permitted where it:
    a. preserves and enhances the existing shoreline character;
    b. is in accordance with the Seafront Strategy, Marine Plan and Policy C5: Coastal Erosion and Sea Cliff Stability;
    c. protects the undeveloped nature of the Sandbanks beachline, with only minor, ancillary structures permitted within 25 metres of the landward edge of the beachline; and
    d. proposals do not prejudice coastal protection works.

Beaches

2. Proposals for new structures and alterations to, or redevelopment of, existing structures (such as beach huts, kiosks, cafes and hotels etc.) will be permitted provided that:
    a. the siting and position, height and number of structures would not detract from views to and from the cliffs, the sea, the beach or chines;
    b. the ground conditions in relation to ground stability and drainage are suitable;
    c. public access to the beach and use of the promenade is retained and wherever possible, is improved;
    d. the proposal is in accordance with the FCERM guidance note; and
    e. flood risk has been considered in accordance with Policy C6.

Boating, mooring and jetties

3. Any proposal for additional marina, jetty, slipway, boatyard or other boating or mooring facilities will be permitted provided that it does not:
    a. fall within one of the Poole Harbour edge protection zones as shown on the Policies map;
    b. visually detract from the shoreline character; or
    c. cause harm to National Network Sites unless this can be satisfactory mitigated.

The loss of any existing boat yards and boat storage will not be permitted.

The countryside

The Dorset Landscape Character Area Assessment provides a detailed assessment of the landscape character areas that wrap around the edge of the conurbation Landscape Character Assessment Map - Dorset Council. It identifies different areas of landscape character including lowland heath, river terrace, valley pasture and heathland/farmland. The areas covered by the study are all within the Green Belt and any proposals within these areas would need to meet the requirements of Green Belt policy set out in the NPPF. Where development is suitable within the Green Belt it should be mindful of the defining features of these landscape characteristics identified in the assessment.

The lowland heath areas, particularly those located on higher or open ground at Canford Heath, Corfe Hills, Hengistbury Head and St Catherine's Hill, and the countryside north of Christchurch, provide a strong landscaped setting to the town. The natural high points combined with wooded slopes, tree lined ridges and the abundance of trees that form part of the built-up area create a strong natural backdrop to the area in longer views where, with the exception of some buildings within the town centres, buildings are typically viewed as nestled amongst the trees.

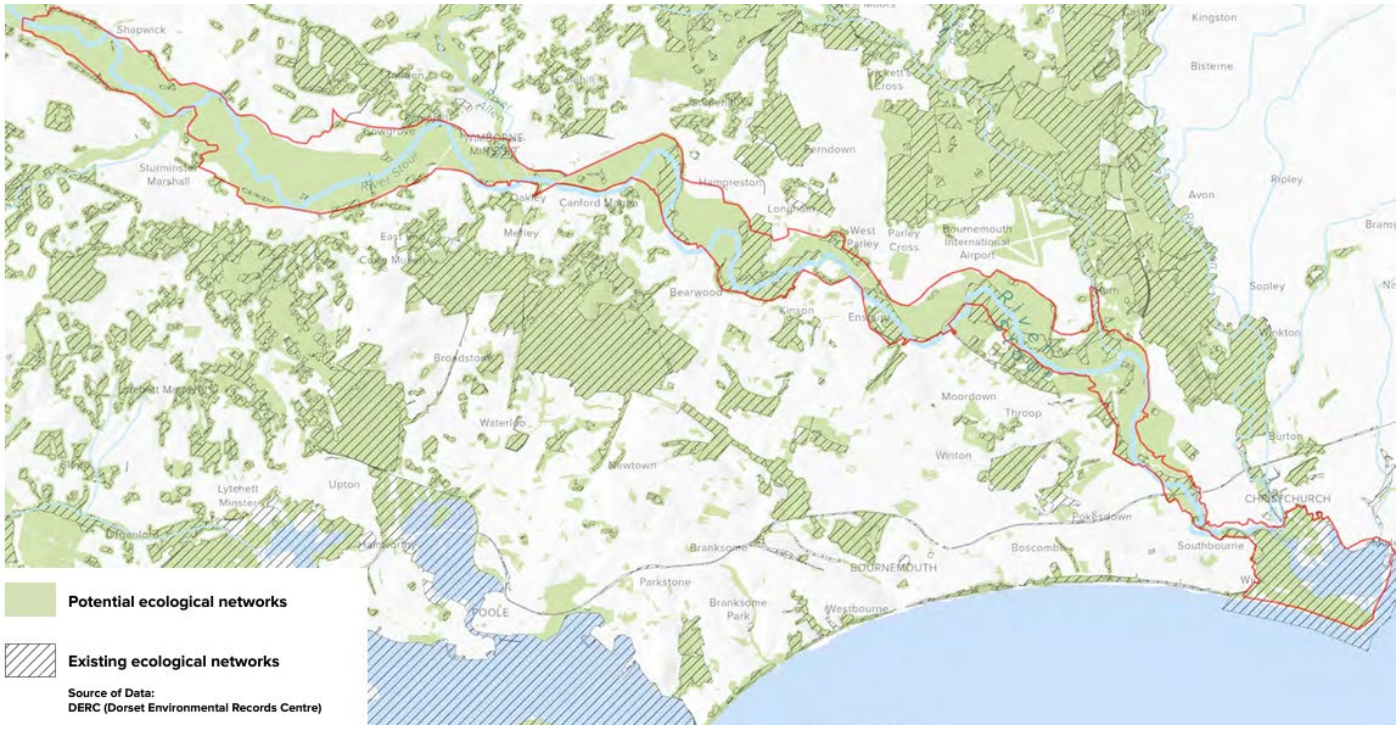
The Stour Valley

The lower Stour Valley river corridor runs from west of Wimborne in Dorset, across the north of Poole and Bournemouth and into Christchurch Harbour as shown in red in Figure 6.5. The area has potential for a significant recreation and habitat resource and is identified as a key strategic project within the Green Infrastructure Strategy. Fragmented sections of the valley are already publicly accessible, with the Stour Valley Way linking open spaces adjacent to the river. However, more extensive and coherent cycling and walking access through the valley and increased provision for environmentally friendly activities will greatly enhance opportunities for outdoor recreation.

As shown on the map, the Stour Valley will provide an important ecological corridor and link to existing ecological corridors. There is also potential to provide SANGs, thereby deflecting recreation pressure from sensitive heathland habitats. The Stour Valley would benefit from sensitive habitat and landscape enhancement including sustainable land management such as traditional grazing, natural flood attenuation and local food production.

The council is a partner in delivering the Stour Valley strategy and business plan. To provide for better access to the valley, and to act as focal points, gateways are proposed. Where feasible these gateways should provide for visitor centres, educational activities, interpretation and public facilities similar to those at Hengistbury Head and Kingfisher Barn.

Figure 6.5 Stour Valley river corridor project



Source: The Stour Valley Park Strategy, The Stour Valley Park Partnership, 2022

Policy NE6: Countryside

1. Landscape character

Proposals should have regard to the landscape setting of the BCP area by:

a. integrating with the defining elements of character identified in the Dorset Landscape Character Area Assessment;
b. preserving the open character of the Dorset Heathlands;
c. preserving or enhancing the prominent tree covered slopes, ridges and chines; and
d. preserving or enhancing the setting of the Dorset AONB, Cranborne Chase AONB and the New Forest National Park.

2. The Stour Valley

The Lower Stour Valley river corridor will provide a significant recreation and habitat resource to the north of the BCP area. Proposals should have a natural rather than urban character and accord with the Stour Valley Strategy which seeks to:

a. promote sustainable public access to and within the Stour Valley;
b. create a continuous walking, cycling and bridleway route through the valley, including links across the River Stour;
c. provide gateways into the valley offering education, interpretation and other public facilities;
d. enhance biodiversity and restore habitat including floodplain, grazing marsh, reed beds, wet woodland and in-stream corridor habitats; and
e. create flood water attenuation and storage.

Open space

The provision of attractive, accessible and multi-functional open space adds significantly to the environmental quality of our area and helps to support physical activity and social wellbeing. Public open space includes all unrestricted publicly accessible parks, amenity areas, play areas, recreation grounds, woodland, the beaches and heathland. These are shown on the Policies map. It is important to safeguard existing areas and their facilities and to provide new facilities/or improve the quality of existing facilities as an integral element of new development, this should include high quality signage and welcome information.

To ensure sufficient open space is provided for future residents, all existing areas of open spaces will be retained unless new development is ancillary to the main use of the space and enhances the overall function and attractiveness of the open space. Examples include changing rooms, play provision and cafés.

The majority of new residential development across our area will not need to provide additional public open space on site, either due to their small scale or their location. These developments will need to provide private outdoor amenity space alongside specific urban greening or biodiversity net gain on site. The council will continue to enhance public open spaces through the use of CIL.

There will be some large sites, such as the strategic urban extensions, which will need to incorporate new public open for future residents. Where these sites are known, the public open space requirements are set out within the site allocation policy. If large sites come forward as windfall development, the need to provide public open space on site will be assessed on a case by case basis with regard to the council's open space standards in figure 6.6 and the BCP Green Space Play and Wheeled Activity Strategy & Design Guide.

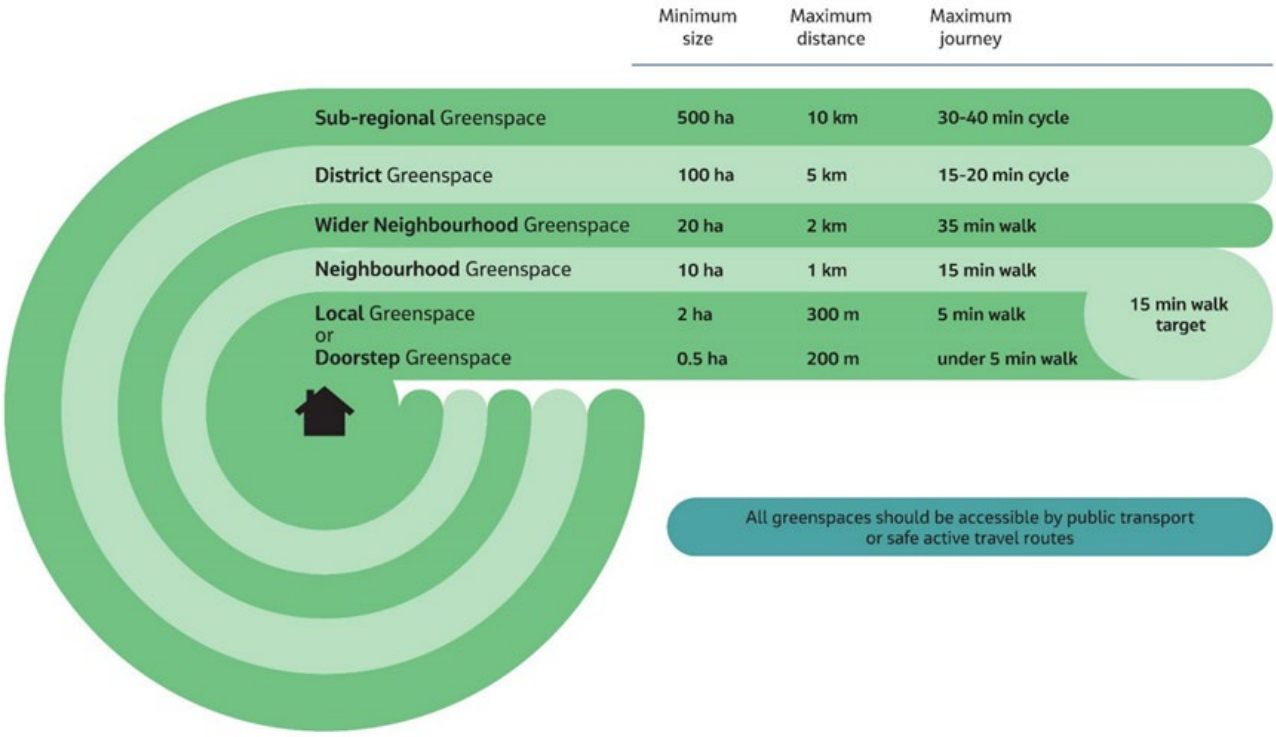
Figure 6.6 – Our open space standards

Type of space	Quantity: Ha per 1000 population	Accessibility: Walking distance
Local Park / recreation grounds / amenity space	1	400m (5 mins)
Children and young people (play)	0.2	400-600m (5-8 mins)
Outdoor sports facilities	Needs derived through detailed Playing Pitch Needs Assessment	

Provision of public open space across the BCP area should seek to meet the minimum size and maximum journey distances as set out in figure 6.7, enabling all residents to have accessibility to high quality and multi-functional greenspaces.

Allotments are valuable open spaces that provide people with the opportunity to enjoy regular physical exercise, meet new people and benefit from a healthier diet. There are many legal safeguards in place to protect allotments. The existing allotments will therefore be retained unless replacement allotment space is provided or it can be demonstrated that the existing space is surplus to requirements. In assessing, if allotment space is surplus to requirements, consideration will be given to the number of existing plot holders, the number of people on the waiting list for that site and if the availability of plots has been actively promoted and publicised.

Figure 6.7 Natural England's accessible greenspace standards



Source Green Infrastructure Standards for England - Summary Green Infrastructure Framework - Principles and Standards for England (2023)

Policy NE7: Public open space

1. Existing public open space

Existing open space including recreational land and school playing fields, will be protected from development unless:

a. replacement provision of equivalent or greater area and quality is provided in a suitable location to meet the needs of the community;
b. it can be demonstrated that the land is surplus to requirements through a robust and up to date needs assessment

c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or
d. the development is ancillary to the use of the space and retains or enhances its recreational function.

2. Public open space as part of new development

In accordance the BCP Green Infrastructure Strategy:

a. new development should, where appropriate, contribute to the provision of a high quality network of public open space; and
b. provide new public open space in accordance with specific site allocations and BCP's Open Space Standards that is well designed to accommodate the needs of a range of different users.

Proposers of large windfall sites should discuss public open space requirements with the Local Planning Authority as part of the pre application process. The requirement will have regards to the council's open space standards, the proximity and size of any existing open spaces, the overall amount of open space in the ward and the size and type of the development.

7. Our built environment

Our built environment plays a critical role in the attractiveness of the area, and it is crucial that the design of new development enhances the positive characteristics of our distinctive towns and communities. This section sets out our vision, strategy and policies for the design of development, effective placemaking and our historic environment.

Design and high quality places

The NPPF states that "the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve". The government has prepared a National Design Guide which identifies that, at the highest level, well-designed development is that which is "fit for purpose; durable; and brings delight". The National Design Guide goes on to identify well-designed places:

- enhance their surroundings;
- are attractive and distinctive;
- feature a coherent pattern of development;
- are accessible and easy to move around;
- enhance and optimise nature;
- feature public spaces that are safe, social and inclusive;
- feature mixed and integrated uses;
- feature buildings that are functional, healthy and sustainable;
- are efficient and resilient, and;
- are made to last.

While there are parts of the BCP area that exhibit the qualities of well-designed places, there are examples of poor quality places and mediocre design that has failed to integrate successfully with our distinctive towns and communities. Some of this development has failed to create sustainable communities, resulting in large single use, low density residential areas where people are more likely to have to use private vehicles to access facilities and services they need.

We are strengthening our design and placemaking policies and strategy to ensure new development supports the creation of well-designed places that integrate with and contribute positively to the distinctiveness of our communities and support more sustainable lifestyles.

Our design vision

Our design vision is to improve design quality in Bournemouth, Christchurch and Poole, facilitating the creation of sustainable communities that celebrate local distinctiveness by enhancing the character and appearance of the area, and to better involve the community in shaping the character and appearance of where they live.

To achieve this, new developments need to be carefully planned and designed to ensure they function well, are sustainable, make efficient use of land, respect surrounding uses and respond positively to valuable townscape and landscape characteristics. This includes preserving, enhancing or better revealing the special interest of heritage assets as part of development while supporting appropriate innovation.

Along with the policies in this chapter, the requirements of new development to address the climate and ecological emergency are also set out in other chapters; expectations requiring sustainable standards of construction are set out in chapter 5.

Design codes and SPDs

Design codes provide clear and detailed parameters and requirements for the design of development within specified areas. They are highly beneficial in locations where higher levels of development are expected to come forward or enhancements to the existing built environment are desirable. They can provide a platform for local communities to get involved in shaping where they live and provide developers with increased certainty in terms of expectations for development.

We will prepare design codes for parts of the BCP area and these will be taken forward as SPDs. Communities can also prepare their own design codes, typically as part of neighbourhood plans, and where these are prepared, they must be consistent with development plan policies. All design codes should be prepared through engagement with local communities.

Independent design review

Independent design review involves the assessment of proposals by an impartial panel of built environment experts. Proposals that are either strategic in nature due to their scale or have public significance are expected to be informed by an independent design review. The requirements will be discussed with applicants at the pre application stage.

Making effective use of land

The land available for development within the BCP area is limited; making effective use of land is therefore essential. This can be achieved by ensuring the design of development realises the full potential of the site in a manner that is appropriate to its context. A balance needs to be struck to maximise the potential of a site without resulting in overdevelopment that is detrimental to the living conditions of existing and future residents or the positive characteristics of the area.

Particular attention should be given to the use of upper floors of commercial development, and single storey, single use retail development should provide residential or employment space on upper floors. In a similar vein, large areas of surface car parks should be minimised. Expanses of unused roof space should also be avoided in favour of uses such as roof gardens, green roofs and solar PV panels.

To ensure efficient use of land, development should be planned for in a comprehensive manner, this may require the assembly of a number of sites to achieve the effective use of land and better design outcomes.

Strategic Policy BE1: Design and high quality places

1. All development should support our design vision and be well designed in terms of function, character and appearance. Development must:
    a. function well for its intended purposes and be easily adaptable, so it could be used for alternative purposes in the future;
    b. relate to, complement and improve the overall functionality, beauty and distinctiveness of its context;
    c. make and support effective use of land whilst taking account of the local context and constraints and opportunities of the site;
    d. be compatible with surrounding uses and not result in an unacceptable impact upon the amenity of the public, or living conditions of current occupiers or future occupiers;
    e. be efficient, sustainable and made to last;
    f. feature a coherent pattern of development that is safe and easy for pedestrians and cyclists to move around;
    g. optimise nature, trees and soft landscaping; and
    h. preserve or enhance heritage assets and their settings.

2. Development is to be in compliance with any relevant adopted design codes or supplementary planning documents.

3. Strategic development and development with public significance is expected to be informed by an independent design review.

Townscape

The BCP area benefits from some highly distinctive built environments due to their differing origins and historical development, from our ancient harbours and vibrant town centres to sylvan garden suburbs. Our historic town centres and high streets play a particularly important role in the overall distinctiveness of the three towns as well as the sense of place within individual neighbourhoods.

Character and context

Taking into account past development trends and the future needs for housing, it is inevitable that the area will need to adapt to further change. To ensure new development is accommodated successfully it should relate to, complement and aim to improve the overall function, beauty, and distinctiveness of its context. To achieve this, the context and its positive features of existing local character need to be understood and reflected in the design response.

The National Design Guide identifies the following elements that form part of a development's context that need to be understood to inform development:

- local heritage and character, including the prevailing building heights, massing, layout, architectural style and use of materials;
- landform, topography, geography, skyline and views;
- landscape character, waterways, drainage and flood risk, biodiversity and ecology;
- access, movement and accessibility;
- environment, including landscape and visual impact, microclimate, orientation, flood risk, noise, air and water quality;
- the pattern of uses and activities, including community facilities and local services;
- social characteristics, including demographics;
- economic factors; and
- the aspirations, concerns and perceptions of local communities.

Proposals do not need to replicate every aspect of existing character and should be informed by the positive and defining qualities of the surrounding townscape character. These will vary from place to place across the BCP area. In some places there is a high degree of consistency where characteristics such a clear building line, regular spacing between buildings and a consistent built form, scale and appearance are defining qualities of the townscape. In other areas the variety of architectural styles or the informality of building layout are positive features of the townscape. There are also some areas where the townscape is of lower quality and there is potential for development to enhance the character of the area for example, through introducing overlooking to public spaces, providing soft landscaping in areas dominated by hard surfacing or improving architectural quality. If development does seek to replicate traditional architectural styles it should be well executed ensuring the proportions, built form and massing, materials and detailing are true to the style it is trying to replicate.

The BCP Townscape Character Study (2024) identifies a range of different character types across the BCP area and highlights features that form an integral part of their character. Design Codes will be prepared to expand upon this work and help to inform appropriate development solutions.

On larger sites, particularly strategically significant sites, there may be opportunities for development to create its own character and explore the use of different housing typologies. These schemes still need to be mindful of the wider context and its positive features, but may have more scope for innovative design

solutions and have scope to be particularly innovative in their approach to integrating renewable forms of energy generation. These schemes should be discussed early in formulating proposals as part of the pre-application process.

Some locations within the BCP area benefit from varied topography, providing a dynamic townscape quality. Well-designed development responds positively to local topography, by ensuring views into, within and out of the site are enhanced, and sitting comfortably on sloping sites. The latter can be achieved by development following contours and stepping up slopes gradually.

Layout

The overall layout of a development through the positioning of buildings and spaces is critical to its success. The appropriate layout will depend on the size and location of the scheme. Development should always create an accessible, safe environment that minimises crime and fear of crime through ensuring buildings have public fronts and private backs and the positioning of doors and windows on elevations that face onto public or shared areas.

In larger, strategic schemes and estate regeneration projects, development should provide an adaptable and permeable street layout that is well integrated into the surrounding area and easy for pedestrians and cyclists to navigate, reducing the reliance on the private car. Layouts should avoid creating gated communities and any use of cul-de-sacs should ensure safe pedestrian and cycle permeability.

The majority of development within the BCP area is windfall development that either consists of the subdivision of existing plots or the replacement of an existing building with flats and/or houses. Where a proposal is replacing a property in an existing streetscene, it should reflect positive features of local character. The subdivision of an existing plot to create additional plots to the rear needs to planned comprehensively to avoid tandem backland proposals and should not compromise future development potential on adjoining plots. Overlooking of existing properties can be a particular issue in these developments and designing new buildings to be of a lower scale to the frontage buildings can be one way to minimise potential impacts. Subdivision of plots affecting heritage assets are rarely acceptable and proposals impacting heritage assets need careful consideration in accordance with the relevant heritage policies and legislation. Further guidance will be prepared to provide further information on how to successfully design these types of schemes.

Visually interesting, beautiful and attractive development

All development should be visually interesting, beautiful and bring delight. Within the BCP area beautiful or attractive development can be achieved through:

- ensuring buildings are well articulated, with harmonious proportions and depth;
- the provision of clear and welcoming entrances;
- visually breaking up large elevations through careful composition of massing, hierarchy and rhythm;
- paying due regard to how buildings will be experienced when on foot;
- high quality detailing, in some cases this will involve incorporating decoration and ornamentation into the design either to complement the proposed architectural style or enhance the attractiveness of the proposal;
- the use of high quality, sustainable materials that are designed to age well, retaining their quality and finish;
- careful consideration of the positioning of services, utilities and pipes to avoid a cluttered appearance or the removal of soft landscaping;
- providing public art as appropriate; and
- considering the visual appearance of a site during building works or while in temporary use, for example by providing decorative hoardings.

Materials should be durable and capable of withstanding the maritime climate, which can cause rapid deterioration of some finishes such as render if they are poorly positioned or maintained.
Materials and finishes should generally reflect those in the local area, but in some areas there may be scope for these to be interpreted in a contemporary and innovative way.

Landscaping and external areas

Trees and soft landscape can positively contribute to the character and appearance of a place, and provide biodiversity and climate adaption benefits. The BCP area contains a significant number of trees and has one of the largest urban tree canopies in southern England. Some trees and groups of trees are protected by Tree Preservation Orders. In many longer views of the area, the majority of development appears nestled within treed slopes, and trees are a key defining feature of many parts of the BCP area, although the extent of tree cover varies significantly between neighbourhoods.

The incorporation of new trees and soft landscape within new development is encouraged and specific requirements are set out in the Natural Environment chapter. These features should maximise visual interest and biodiversity benefits, while enhancing the existing character of the area. The incorporation of such features can form part of new streets, open spaces and garden areas. Careful consideration should be given to the location, type and management of new trees and soft landscaping to ensure they are appropriate and can be easily maintained.

Where hard surfacing is required, attractive, hardwearing and permeable surfaces should be used, with consideration given to the management arrangements, lifetime costs, sustainability and availability of materials. Well-designed signage and street furniture will be required in some developments, this can help improve the functionality and attractiveness of scheme but should be carefully located to minimise clutter. Attaching street lighting and mounting signs to buildings will be preferrable in some locations to enhance the visual appearance of the public realm.

Any parking provision should be functional, and designed and located to minimise adverse visual impacts so that parking does not dominate sites or the street scene, or result in inappropriate parking on footways or open spaces. Basement parking will generally be the preferred option where it is feasible and suitable to its context, while provision of expanses of forecourt parking should be avoided as it increases the dominance of parked cars. Where it is required, surface level car parking should be overlooked to promote security, and should feature soft landscaping and planting to reduce adverse visual impacts. All parking should be designed to ensure it is able to support electric car charging points and these are designed in from the outset.

Many developments will require bin and/or cycle storage. Well-designed developments consider the provision of these facilities at the outset so they can be incorporated into the design of the scheme. In order to protect the appearance of the street scene these features are best incorporated into the building envelope. Where this cannot be achieved they should be positioned where they will not have a negative impact on the street scene as well as being attractive and properly screened. All bin and storage areas should be in convenient and easily accessible locations for residents. Some developments are considering underground bin store solutions, these are not appropriate on classified roads or in locations where roads/pavements would be blocked at collection and need to be serviced on-site.

Assessing design quality

Proposals will need to be accompanied by appropriate information to demonstrate policy compliance, including a design and access statement where this is required by our validation checklist. The design and access statement should demonstrate that an analysis of the constraints and opportunities of the site and its surroundings has been undertaken, set out how the detailed design responds positively to its context. Where appropriate, a scheme should be supported by visualisations of the development from agreed viewpoints.

Policy BE2: Townscape

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. All development needs to relate to, complement and wherever possible improve the function, attractiveness and distinctiveness of its context. To achieve this, development must,:

1. **Character and context**
    a. respond positively to, integrate with and improve the existing context considering the characteristic layout, building line, urban grain, scale, bulk, mass, built form, skyline and height of surrounding buildings;
    b. have a positive visual impact, being visually coherent, interesting and attractive;
    c. respond positively to local topography, by using built form and areas of soft landscaping to step gradually up slopes;
    d. assemble sufficient land to deliver comprehensive development that does not prejudice the future development of adjoining sites; and
    e. in the case of extensions, ensure that the positioning, scale and design is in keeping with the character of the host building and its surroundings.

2. **Architectural quality**
    a. take design cues from well-designed buildings in the vicinity;
    b. ensure buildings are well articulated, with harmonious proportions and clear, welcoming entrances;
    c. use careful composition of massing, hierarchy and rhythm to break up large elevations and avoid expanses of blank or monotonous facade;
    d. ensure buildings address the street and provide a suitable level of enclosure to surrounding streets and spaces
    e. use high quality, durable materials and finishes for buildings and external spaces, which are suitable for the location and function of the development;
    f. incorporate detailing and decoration where appropriate; and
    g. give special consideration to the design of buildings which terminate vistas or mark corners.

3. **Natural features, landscaping and surfacing**
    a. retain trees and natural features that contribute positively to the character and appearance of the site and area;
    b. incorporate trees and soft landscaping that would maximise visual interest and biodiversity benefits; and
    c. use attractive and permeable surfacing that incorporates varied planting and landscaping.

4. **Public realm**
    a. ensure streets, paths and other public and shared areas are overlooked and activated by windows and doors;
    b. provide a well-connected, legible, safe and permeable street and path layout;
    c. minimise clutter by carefully locating well designed signage and street furniture; and
    d. create tree lined streets and incorporate trees, gardens and public spaces.

5. **External areas**
    a. ensure car parking does not dominate the site frontage;
    b. provide a front boundary treatment characteristic of the streetscene;
    c. ensure access routes, driveways and car parking areas are not located adjacent to the windows of ground floor habitable rooms or living spaces;

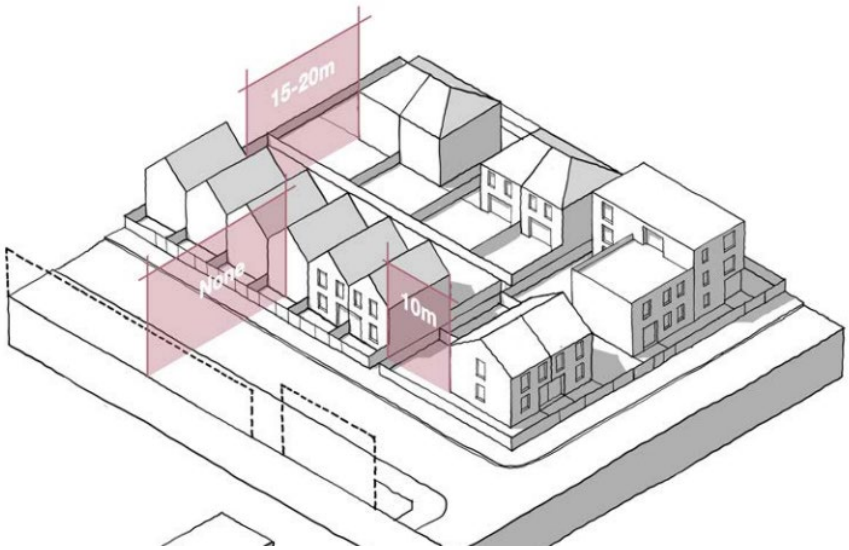
d. provide bin and cycle stores within the building envelope that are attractive and easily accessible to residents and bin operatives, and where this cannot be achieved they should be attractive, easily accessible and located not to dominate street frontages;
e. provide clear distinction between public and private spaces;
f. provide attractive boundary treatments;
g. ensure public and/or communal spaces are convenient, attractive and functional, with arrangements in place for their management; and
h. avoid open undercroft car parking.

Living conditions

New development should be designed in a manner which protects the living conditions, or amenities of current or future individuals that adjoin a development site or would occupy a development once complete. Developments that do not preserve an acceptable standard of living conditions are indicative of poor design, overdevelopment, an unsuitable location, or a combination of these factors. Living conditions covers visual and environmental impacts. These consist of, but are not limited to, privacy, outlook/overlooking, levels of daylight and sunlight, noise, internal and external space, enclosure, wind/downdraught, shading, contamination, and pollutions in the form of light, heat, noise, air and odour. In considering a planning application, supporting information and further reports may be necessary to evidence no demonstrable harm would be caused.

The distance needed between properties to ensure appropriate privacy, in particular between the windows of habitable rooms will vary in different parts of the BCP area. In suburban settings the minimum distance back-to-back between two storey properties is 20 metres. In more urban settings such as the town centres and district centres, or dense urban neighbourhoods shorter privacy distances of 15 metres might be acceptable. The minimum side to back distance between two storey buildings is 10 metres and may need to be greater if the side and/or back of one of the buildings contains the only habitable rooms of the property. See figure 7.1.

Figure 7.1 – minimum distances between buildings



Development should also be compatible with surrounding uses, thereby not compromising the ability for existing or allocated uses to be used as intended in the present day or in future, unless a change of use has been approved and the approved use would not be compromised. For example, new residential development should not compromise the ability for a music venue to function as established.

Policy BE3: Living conditions

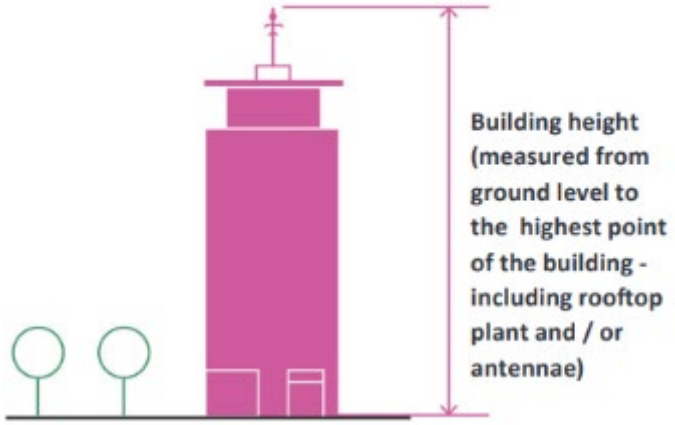
New development must;

a. be compatible with surrounding uses and would not cause existing uses in the vicinity to curtail their activities;
b. not result in an unacceptable impact upon public amenity or the living conditions of current or future occupiers considering overlooking, overshadowing, privacy, noise and vibration, emissions and air quality, odour, wind/downdraught, artificial light intrusion, levels of sunlight and daylight and whether the development is overbearing or oppressive; and
c. meet the day to day needs of future occupiers.

Building heights

Building heights are one of several factors of development that can strongly influence the character of a place. We are taking a more proactive approach to managing heights. The height of a building is measured from the highest point of the building to where it meets the ground, at the main pedestrian entrance, figure 7.2.

Figure 7.2 The height of a building



High land values cause pressure for taller buildings in order for development to be viable, particularly in Bournemouth and Poole town centres. Well designed taller buildings can be appropriate, and can have a positive impact on places while helping to meet needs for new homes and employment space. However, they can have a detrimental impact on townscape character and the historic environment. They can also result in negative impacts on amenity, such as through increased downdraughts.

The Bournemouth and Poole Buildings Heights Study (2023) examined the prevailing height of existing buildings across the BCP area, sets out principles for taller buildings and considers locations within town centres where taller buildings may be appropriate. The Lansdowne area in Bournemouth town centre and the Poole town centre north are identified as being suitable locations for taller buildings.

Outside the town centres the prevailing building heights are lower and in most cases the height of new development should be consistent with other development in the immediate vicinity. There are some locations where gentle increases in height, no more than one storey taller than the prevailing building heights would not only help meet developments needs in sustainable locations but would also improve townscape quality. These locations are set out as site allocations, Local Opportunity Areas and Local Opportunity Streets in Part 2. Further locations that are suitable for gentle increases in height may be identified within Design Codes.

All development involving proposals for taller buildings needs to be designed with care to ensure adverse impacts that can arise from this form of development are avoided. In all cases proposals for taller buildings should demonstrate they are in a suitable sustainable location in relation to railway stations, high frequency bus services and close proximity to a range of facilities, services and public open space. Proposals must also consider potential impacts on heritage assets, views, townscape character and green infrastructure.

Where consideration of the suitability and sensitivity of a site suggests that a taller building may be justified, proposals will need to demonstrate how they will deliver outstanding design quality (making use of design review), high quality living environments and public benefits. Proposals should be able to demonstrate that the public benefits clearly exceed those that could be achieved for a building that would be lower than the prevailing height for the area. These benefits should include but may not be limited to enhanced provision of affordable housing, public transport, cycling and walking infrastructure, social infrastructure or improved public realm.

The Building Heights Study has identified the prevailing base height across the BCP area, referred to as the context height. Where buildings are one storey greater than the context height this is described as a gentle increase in height. Where a building is over 1.5 storeys greater than the context height it is considered a tall building. All buildings above six storey (over 18 metres) will also be considered tall buildings.

Where proposals include a tall building, a tall building statement will be required as part of the application. This should include justification for the proposal and an analysis of the proposal from key viewpoints to be agreed by the Council.

Policy BE4: Building heights

1. Appropriate building heights

a. Increases in building height greater than the prevailing heights within an area will be focused within Bournemouth and Poole town centres, district centres, site allocations, local opportunity areas and on local opportunity streets, or where identified within any neighbourhood plans or by any design code(s) adopted by the council.
b. Outside of these areas, building heights of new development are to be consistent with the prevailing building height in the local context.
c. Proposals for buildings that are over three times the contextual height are classed as supertall buildings and will not be supported.

2. Bournemouth and Poole town centres

a. Within the Bournemouth and Poole town centres the Lansdowne area and the Poole town centre north are appropriate for clusters of tall buildings, building heights within the cluster should vary and step down in height towards the adjacent lower scale areas.
b. Elsewhere proposals for tall buildings should clearly demonstrate a townscape rationale for the siting of the building.

3. All tall buildings

All proposals for tall buildings must:

a. be sustainably located, deliver outstanding design quality and achieve public benefits.
b. support a coherent streetscene, relating comfortably to adjoining buildings and those on the opposite side of the street;
c. have a clearly defined base, middle and top;
d. be designed to create a human scale at street level with the tallest parts of the building set back above a shoulder height of 6 storeys (18 metres);
e. have elegant proportions, featuring an attractive silhouette, and not feature bulky massing;
f. feature welcoming, active frontages with clearly legible entrances;
g. overlook the public realm;

h. have a positive impact on the skyline, featuring an elegant proportions;
i. preserve and enhance heritage assets and their settings;
j. not adversely affect important views including views of church spires and the sea;
k. be designed to avoid harmful impacts on wind conditions, over-heating, shading and microclimate, providing appropriate mitigation where required; and
l. provide justification for the proposal within the Design and Access Statement. This must include a Landscape and Visual Impact Assessment to show the proposals in key views to be agreed by the council.

Shopfronts and signage

Shopfronts and shop signs have a significant impact on the attractiveness, local distinctiveness and prosperity of an area. They affect how both visitors and the local community perceive the businesses and the area.

Proposals involving new shopfronts and alterations to existing shopfronts should enrich and compliment the appearance and character of the host building and the streetscene. This can be achieved by respecting and sensitively integrating with the character and historic features of the host building and street where the shopfront is located.

Over time development has led to the loss of many traditional shopfronts and features. Development involving traditional shopfronts should therefore retain, repair and reinstate a design in keeping with the original shopfronts incorporating elements, such as pilasters with corbels/ capitals, fascia for signage, traditional canopies/awnings, stallrisers, glazing bars which subdivide large expanses of glass, cast iron downpipes and ventilation.

Poor quality signage can have an adverse impact on the appearance of shopfronts and commercial premises. Signage is most successful where it is adapted to integrate with the heritage and character of its host building and wider streetscene. In particular, hand painted lettering can lead to a stronger sense of place when used on historic shopfronts, where large vinyl signs, digital/LED signs, signs of non-traditional materials and signs which cover attractive architectural details often detract from townscape character. The illumination of signs needs to be considered in the context of highway safety where high levels of internal illumination and flashing signs can distract car drivers. Illuminated signs require permission in conservation areas.

Antisocial behaviour can be a significant concern for businesses. However, some security measures such as solid external roller shutters can be unattractive features within a streetscene. Security features should retain views into the commercial premises behind, for example through use of security glass or internal chain link shutters. Recessed entrances are characteristic of many traditional shop fronts and add interest to the street scene but can be used for rough sleeping. Development impacting or proposing recessed entrances will need to strike a balance between these issues and the appropriate solution will depend on the location of the scheme, the overall design of the shop front and the presence of any heritage considerations.

New and alterations to existing shopfronts on buildings in conservation areas or involving a listed or locally listed building are likely to require more careful consideration of details. More detailed guidance on our design expectations for shopfronts is set out in our Shopfronts Design SPD.

Policy BE5: Shopfronts

Proposals involving new shopfronts and alterations to existing shopfronts must:

a. sensitively integrate with and have a positive visual impact on the appearance and character of the host building and the streetscene;
b. retain and repair period and traditional shopfront details, architectural features, plaques or signage that contribute to local character and distinctiveness;
c. within conservation areas reinstate traditional shopfront design and signage, incorporating elements that contribute to their design such as traditional materials and colour palettes;
d. avoid solid roller shutters and ensure views into the shop are maintained at all times; and
e. ensure signage is sensitively designed and appropriate for the location in terms of size, positioning, illumination and colour, and does not adversely impact highway safety.

Our historic environment

Our area benefits from distinct and rich historic environments and sites that contribute significantly to local character. They are an irreplaceable resource and represent the evolution and development of the three towns since the early origins of Poole and Christchurch as ancient harbours and Bournemouth as a Victorian resort. There are close to 1,400 heritage assets across the BCP area including 18 Grade I Listed Buildings, 39 Grade II* Listed Buildings, 692 Grade II Listed Buildings, five Registered Parks and Gardens, 43 Scheduled Ancient Monuments, three protected wrecks and close to 600 Locally Listed Buildings.

Christchurch originated as a Saxon settlement, while one of its landmarks - Christchurch Priory, was established in the Norman period. Christchurch Priory provides a very strong focal point and identity for the town and is supported by an extensive network of heritage assets across the wider town centre. Other notable heritage assets within Christchurch include Christchurch Castle, Norman House, Mudeford Quay and Highcliffe Castle.

Poole also benefits from a rich history, with its vast natural harbour having led to the town's development as a port in ancient times. Today the oyster gatherers and fishermen have been joined by tourism ventures, including ferries and tour boat operators. Historic buildings along the Quay and the High Street provide strong references to the town's most prosperous period during Georgian times as a maritime trading centre and play a particularly important role in the town's identity. In addition to the town centre, Poole has other distinctive historic neighbourhoods with many Edwardian Arts and Crafts villas and Lady Wimborne cottages.

Bournemouth rapidly developed as a result of the surge in popularity of seaside holidays in the Victorian period. The ornate Victorian and later Edwardian architecture exemplified by sweeping parades, arcades and villas and leafy suburbs provide strong references to its past and support what is a highly engaging place today. The 1930's and post war periods were also important phases relating to the development of the town as a seaside destination with the growth of the leisure and entertainment offer.

Also of note is the network of villages and hamlets that lie to the north of the three towns, many of which have historic origins and benefit from rural surroundings.

Our strategy for conservation and enjoyment of the historic environment

Despite the great contribution made by historic assets to the local economy and identity, there has been some unsympathetic development from the postwar years onwards, including examples of unsympathetic alterations, poor quality repairs and a lack of maintenance. In recognition of this and the economic, environmental, cultural and social benefits that preserving our historic environment can bring, heritage-led regeneration forms a key component of the local plan strategy. One of our goals is to address heritage at risk and to facilitate heritage-led regeneration by encouraging well-informed, designed proposals that conserve, enhance and better reveal the historic environment.

To support our goal of heritage-led regeneration, we are in the process of preparing a new Heritage Strategy SPD to support the local plan, the main themes of which are outlined below.

Conservation area management

Conservation area appraisals, boundary reviews and management plans will be reviewed to confirm boundaries are suitable and provide information to ensure they are managed effectively. Some of the conservation areas in the BCP area do not have appraisals or management plans or have one which is up to date. We therefore aim to prepare and update conservation area appraisals and management plans, particularly for those conservation areas that face the greatest pressure for development.

Poole High Street Heritage Action Zone legacy

The Poole High Street Conservation Area is on Historic England's Heritage at Risk register due to disrepair, inappropriate shopfronts and poor public realm. The Poole High Street Heritage Action Zone (HAZ) was established in 2020 with BCP Council and Historic England funding as a four-year project to address these issues. Restoration projects have included external repairs and re-decoration to shopfronts, full shopfront replacements, wall mural installations and a retrofitting of the existing, traditional street and wall lighting along the entire High Street. An area of public realm is being renewed and a major project at Scaplen's Court that has secured the structure and improved its accessibility for wider public use is underway as part of Poole Museum's major renewal project. The HAZ programme has helped businesses, improved the High Street's economic performance overall and repaired historic buildings and features. We plan to build on the successes of the project through our planning strategy for Poole Town Centre and by adopting new guidance for reinstating and/or repairing traditional shopfronts and shop signs. The Heritage Strategy SPD will identify a strategy for removing the Poole Town Centre Conservation Area from the Heritage At Risk Register.

Non designated heritage assets

Assets of local heritage value such as buildings, structures and historic landscapes that do not have a legal status still play a role in reinforcing a sense of local character and distinctiveness in the built environment. Known as non-designated heritage assets these may be identified and included on a local heritage list, within a conservation area appraisal or through the planning process. We will use published criteria to clarify what qualifies as a non-designated heritage asset to provide clarity and to ensure due regard is paid to their significance.

Historic environment record

The Dorset Historic Environment Record is a highly beneficial resource for identifying, recording and assessing the significance of heritage assets and the contribution they make to their environment. We will therefore continue to ensure the historic environment record is up-to-date and records on the historic environment acquired and generated through plan making and development are made publicly accessible.

Article 4 directions

In some cases, development that does not require planning permission can have detrimental impacts on non-designated heritage assets. We will continue to use the existing Article 4 directions and consider the use of new Article 4 directions to remove some permitted development rights where doing so would be justifiable cause (in accordance with requirements of national policy and guidance).

Heritage at risk and re-use of buildings

Heritage assets that are at risk of loss through neglect, decay or development, or are vulnerable to becoming so, are identified as heritage at risk. We will take a proactive stance to any heritage assets that are or may be at risk, including those identified on Historic England's Heritage at Risk Register. This will include working across all relevant council services to secure funding for restoration projects, by contacting owners to flag vacancy/neglect and working with owners to maintain their property and support

development that would secure the long term viable use for heritage assets in a manner consistent with their significance.

Neighbourhood planning

Neighbourhood plans provide key opportunities for communities to identify how they would like to see the historic environment better conserved, enhanced or revealed. We will engage with neighbourhood planning groups who wish to identify such opportunities and identify heritage assets in neighbourhood plans.

Heritage assessments

Development proposals affecting heritage assets should pay due regard to the desirability of preserving and enhancing their significance. A comprehensive understanding of the significance of the heritage asset will inform the potential impact of a scheme upon that asset. Where a proposal will have an impact on a heritage asset, it is critical that the assessment of the asset informs a proposal from the outset, and it is recommended pre-application advice is sought.

All development affecting heritage assets or their settings is to be of a sympathetic design in order to appropriately preserve, enhance or better reveal the significance of heritage assets. This includes the scale, height, massing and bulk, rhythm, layout and siting, appearance and design, landscaping, detailing and use of traditional materials in proposed development.

A heritage and/or archaeological impact statement must be provided at planning application validation stage. Further details on the type of information needed to support applications affecting heritage assets is set out in our guidance note.

As appropriate, the assessment should take into account information from the Dorset Historic Environment Record, Conservation Area Appraisals and Management Plans, The Local History Centre, the Heritage Gateway and the National Heritage List for England. Further information regarding heritage statements is also provided within Historic England Advice Note 12: Statements of Heritage Significance.

Designated heritage assets

We have a statutory obligation to have special regard to the desirability of preserving listed buildings, their settings and any features of special architectural or historic interest which they possess. We also have a statutory obligation to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Registered Parks and Gardens are protected by national policy, which requires great weight to be given to their conservation and special historic interest.

Listed buildings

Listed buildings have special architectural or historic interest and are of national importance. Great weight will be given to the listed buildings' conservation, and proposals must seek to limit or avoid harm to the significance of listed buildings. Proposals should avoid causing harm to the setting of listed buildings and where appropriate should seek to enhance and better reveal the significance of that setting.

Conservation areas

We will manage changes within conservation areas to preserve or enhance the character or appearance of the area. To achieve this, it is important that the characteristics and features that give the area its special interest are preserved or enhanced, and that any new development appropriately responds to and integrates with these characteristics.

The special interest and character of a conservation area is set out in the relevant conservation area appraisal. Conservation Area Management Plans are a useful tool alongside an appraisal to indicate the priorities for addressing the issues for the area and how the area could be enhanced in the future. Buildings that make a positive contribution to a Conservation Area's special architectural and historic interest are

described as positive contributors and are identified within the relevant Conservation Area appraisal where available. Proposals involving the loss of a positive contributor will not be supported in principle.

A Conservation Area's setting can also play an important role in its significance. Development within the setting of Conservation Areas must therefore preserve or enhance their setting (including views in and out).

In Conservation Areas, the guidelines for access, parking and servicing may be relaxed where there would be no increased risk to public safety and a relaxation of the guidelines is shown to be necessary in order to preserve the significance of the area.

Registered parks and gardens

Registered parks and gardens are designed landscapes that are considered to be of national importance. There are five such assets in the BCP area – Poole Park, Poole Cemetery, Compton Acres in Canford Cliffs which is Grade II*, the Upper, Central and Lower Pleasure Gardens, Coy Pond Gardens, and Wimborne Road Cemetery in Bournemouth.

Great weight will be given the retention and restoration of features that contribute positively to their special interest, including (but not limited to) well preserved buildings originating from the same period, landscape, key views, landscaping, garden features and layout. They will be protected from alterations which could erode their special interest and value.

Archaeological assets

There are three types of archaeological assets; scheduled ancient monuments, nationally important but non-scheduled monuments, and sites of archaeological interest/potential. Scheduled ancient monuments are an archaeological asset of national importance. Where there are known archaeological assets we have referenced these in the ward policies.

Assessing proposals affecting designated heritage assets or their settings

Proposals impacting designated heritage assets will be assessed in the accordance with the NPPF. Proposals must firstly explore development options that avoid any level of harm to the asset's significance. Where it is not possible for development options to avoid harm, the harm should be minimised in the first instance. Any harm or loss significance of must be clearly and convincingly justified.

National policy identifies that development that would result in substantial harm to (or total loss or significance of) a designated heritage asset's significance should be refused unless criteria specified in national policy are met, or it can be demonstrated that this is necessary to achieve substantial public benefits that outweigh that harm or loss.

Development that would result in less than substantial harm to a designated heritage asset's significance should be weighed against the public benefits of the proposal including, where appropriate, heritage benefits and securing its optimum viable use. Public benefits could be anything that delivers economic, social or environmental objectives as described in the NPPF. However, they should flow from the proposed development and be of a nature or scale to be of benefit to the public at large and not just be a private benefit. Within the BCP area public benefits are not considered to include schemes that are solely for the provision of 1-2 bed flats sold on the open market.

Non-designated heritage assets

The BCP area has many buildings and features of local heritage interest which do not meet the criteria to be a designated heritage asset. Hence, they are categorised as non-designated heritage assets. These can include buildings, monuments, sites, places, areas or landscapes and can be identified on a Local Heritage List, neighbourhood plans, conservation area appraisals and through the planning process. We will use either criteria from Historic England's Advice Note 7 or our criteria for assessing whether an asset is a non-

designated heritage asset and worthy of inclusion on the council's Local Heritage List. This will help provide clarity to the planning process.

While not afforded the statutory protection of designated heritage assets given these assets have a degree of heritage significance, they merit consideration in planning decisions. As required by national policy, the effect of an application on the significance of a non-designated heritage asset will be taken into account in determining the application. It is vital to establish at an early stage of preparing a scheme whether it could have an impact on known or potential non-designated heritage assets, and applicants are encouraged to undertake pre application advice to discuss any potential heritage considerations.

National policy requires that a balanced judgement will be required having regard to scale of any harm or loss and the significance of the heritage asset. To help with this judgement, applicants should provide information to accompany applications to show what solutions have been explored to avoid and mitigate harm, this could include condition surveys, layout options, property valuations and quotations.

Policy BE6: Heritage assets

1. General principles

a. Proposals impacting on heritage assets or their setting should be informed by an assessment of the assets' significance/special interest of the asset using appropriate expertise;
b. Proposals that seek to maintain, repair or restore heritage assets, will be supported where they avoid or minimise harm; and
c. Development proposals must seek to avoid harm to the significance of heritage assets before options to minimise and mitigate harm are considered.

2. Listed buildings, scheduled ancient monuments and registered parks/gardens

Development involving a statutory listed building, a scheduled ancient monument, a registered park or garden, or its setting, must:

a. preserve, enhance and better revealing the special architectural and/or historic interest of the heritage asset;
b. take any opportunities to restore historic features or remove any structures or features which detract from the special architectural or historic interest;
c. be determined in accordance with their significance and value; and
d. ensure that any harm which cannot be avoided, including less than substantial harm, is clearly and convincingly justified and outweighed by overriding public benefits.

3. Conservation areas

Development within conservation areas or their settings must:

a. pay due regard to the relevant conservation area appraisal and management plan where available;
b. preserve or enhance the character or appearance of the area, or its setting by:
    i. respecting the scale, height, form, massing, layout, orientation materials, colours, vertical or horizontal emphasis of the positive buildings in the conservation area;
    ii. respecting street patterns, plot sizes, open spaces, trees, hedgerows, walls and other boundaries, and views which are a positive characteristic of the conservation area;
    iii. respecting views across, in and out of the conservation area; and
    iv. in the case of extensions, being subservient to the principal building and relating to its the character, style and proportions.
c. avoid the demolition of buildings that make a positive contribution to the character or appearance of the conservation area, unless clearly and convincingly justified and outweighed by public benefits;
d. ensure any harm which cannot be avoided, including less than substantial harm, is clearly and convincingly justified demonstrating that:

i. all options have been explored and there is no alternative; and
ii. there will be an overriding public benefit;

e. proposals that remove buildings or features that make a negative contribution to the character or appearance of the conservation area, will be looked upon favourably.

4. Archaeological assets

Proposals which include, or have the potential to include heritage assets with archaeological interest must:

a. submit a desk based evaluation, and where necessary a field evaluation before any planning decision is taken;
b. pay due regard to the desirability of preserving, enhancing or better revealing archaeological monuments and remains; and
c. if the development is then permitted, undertake investigation and recording of archaeological remains as an integral part of a development programme, including the publication and archiving of the findings.

5. Non designated heritage assets

a. Proposals impacting on non-designated heritage assets should preserve, enhance or better reveal the significance of these assets by:
    i. seeking to retain and preserve or enhance features that make a positive contribution to the asset;
    ii. respecting and reflecting the form, scale, mass, bulk, design, layout, materials and finish of the asset;
    iii. preserving views and gaps, and characteristic planting/landscaping and boundary treatments; and
    iv. avoiding a negative impact on how the asset is experienced.

b. Proposals resulting in harm to, or loss of, the significance of a non-designated heritage asset will be resisted unless it can be demonstrated that:
    i. reasonable attempts have been made to avoid or minimise harm through retaining all or part of the asset, or its features, which are significant; or
    ii. the public benefits of the development clearly outweigh any harm, taking account of the asset's significance and importance.

8. Homes

Providing new homes not only gives people a place to live, they also support our local economy creating construction jobs, supporting existing facilities and services so they remain open, making the area more attractive to local employers, and promoting additional spending in the local shops and services. This section sets out policies to ensure we provide the right homes in the right places to help ensure the local housing needs of the BCP area are met.

Housing supply

Meeting housing need through the provision of new homes is a fundamental part of any Local Plan. The NPPF is clear that we should aim to boost the supply of homes to meet the needs of the area, as well as, keeping a rolling supply of housing land available for development.

The Spatial Strategy sets a housing requirement to deliver at least 24,000 net additional new homes between 2024 and 2039. This is equivalent to the delivery of an average of 1,600 new homes each year. A significant proportion of the land needed to meet this requirement, already has planning permission, 9,110 homes. Our monitoring shows that on average 95% of homes which obtain planning permission are built. Being slightly more conservative, to reflect current market conditions, if we assume 90% of the homes with planning permission are constructed we can expect 8,200 of the 9,110 new homes with permission to come forward. The residual requirement will be met through site allocations in this Plan and through windfall development.

Site allocations are set out in chapter 5 along with an anticipated windfall figure for each of the wards. In some wards a significant component of housing supply will be on windfall sites which are not identified by the Plan. These windfall sites are excluded from the Plan because they are either unknown about when the Plan was prepared or because they are too small to be considered as an allocation (sites of less than 15 homes). There is strong evidence to show there is a steady and predictable supply of new homes from windfall sources, and our Housing Land Availability Study concludes that the supply of windfall will continue to remain a reliable source of supply throughout the plan period.

The housing supply position across the different sources of supply is set out in Figure 8.1 :

Figure 8.1 – Breakdown of housing target by source of supply

Type	Amount
Sites with planning permission but not built	8,200 (90% of 9,110)
Allocations*	8,830
Windfall sites	9,230
Total	**26,260**

*Excluding those where planning permission has been granted but not yet implemented

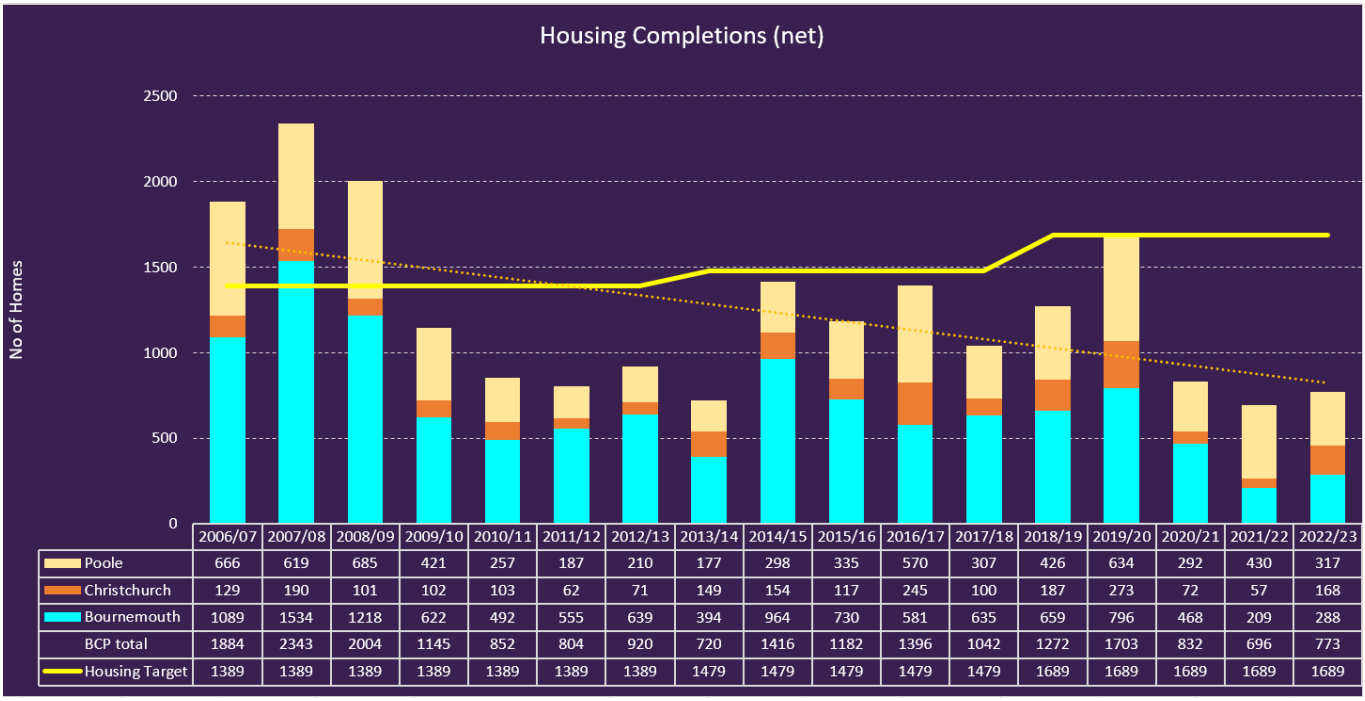
Small sites

The NPPF states that ‘local authorities should identify through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this target cannot be achieved’. Of the sites in the supply, at least [figure to be inserted]% of homes are on sites of 1 hectare or less.

Housing delivery

An average of 1,230 homes were built per year since 2006, with recent difficulties in the market highlighted by an average of only 1,055 over the past 5 years. Past housing completions shown against the housing targets from legacy Local Plans is shown in Figure 8.2.

Figure 8.2 – Housing delivery since 2006



	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23
Poole	666	619	685	421	257	187	210	177	298	335	570	307	426	634	292	430	317
Christchurch	129	190	101	102	103	62	71	149	154	117	245	100	187	273	72	57	168
Bournemouth	1089	1534	1218	622	492	555	639	394	964	730	581	635	659	796	468	209	288
BCP total	1884	2343	2004	1145	852	804	920	720	1416	1182	1396	1042	1272	1703	832	696	773
Housing Target	1389	1389	1389	1389	1389	1389	1389	1479	1479	1479	1479	1479	1689	1689	1689	1689	1689

By 2019/20 housing delivery was finally recovering to the levels seen before the housing crash in 2008. However, the covid pandemic upset this recovery and the current market is difficult due to a combination of high interest rates and high inflation, and a shortage of materials and labour. Returning the market to healthy levels of deliverability is a national issue. Through the local plan we can support house building by identifying more land for development and a positive policy approach. But this is only one element in supporting housing delivery, and we will need to work with our partners, developers and government organisations in order to increase build rates over the plan period.

The delivery of new homes over the plan period is set out in the housing trajectory in figure 8.3. This forecasts the anticipated delivery of new homes each year to 2039 and provides a mechanism to monitor the performance of the Plan. The housing trajectory will be kept up to date and monitored as part of the council's Authority Monitoring Report.

Insert Figure 8.3 Housing trajectory

Due to our physical and environmental constraints, strategic sites delivery times, and current challenges surrounding viability, this Plan sets out a phased approach to housing delivery. This is a realistic approach that ensures the required interventions to boost delivery rates are given time to work, as well as the wider market adapting to the demands of higher delivery rates during a period of difficulty for the house building industry, resulting from high interest rates and build costs with falling sales values. This approach will take time to see delivery rates increase. For the period 2024/25 to 2028/29 the housing target is set at 1,200 homes a year, which is the long-term historical build rate. The target will increase to 1,800 homes a year for the remaining 10 years of the plan (2029/30 to 2038/39). The lower levels of delivery in the early part of the plan period will be compensated for by higher delivery in the later part of the plan period as the market

recovers and sites in Christchurch town centre currently restricted by flood risk are unlocked. The plan will be reviewed by 2029. If the annual delivery of housing has not met the target the local plan will require review to re-assess the strategy and can explore the release of more land for new homes.

Given our needs and the limited amount of suitable and available sites for new homes, the loss of existing homes will be resisted unless it can be demonstrated that the public benefit outweighs the loss. Public benefits in this context could include the provision of essential infrastructure, community uses, certain health or medical facilities, or to facilitate a large-scale regeneration projects.

Strategic Policy H1: Housing delivery

To meet our housing target of a minimum of 24,000 net additional homes over the plan period the housing target will be phased as follows:

- 2024/25 to 2028/29: a minimum of 1,200 homes a year; and
- 2029/30 to 2038/39: a minimum of 1,800 homes a year.

Site allocations where residential uses will be supported are shown on the Policies Map and set out in chapter 5.

Proposals for residential development will be supported in principle where they:

- contribute positively towards meeting local housing needs by providing the mix and type of homes to support people with different needs;
- achieve sustainable development;
- are supported by the necessary infrastructure; and
- achieve a high standard of design, including preserving or enhancing heritage assets and their settings.

Proposals that lead to the net loss of existing homes, including the loss to tourism accommodation, will be resisted unless it can be demonstrated that the public benefits outweigh the loss.

Affordable housing

Affordable housing is defined by the NPPF as housing for sale or rent, for those whose needs are not met by the market, including housing that provides a subsidised route to home ownership. Types of affordable housing include:

- Affordable housing for rent where the rent is set in accordance with the Government's rent policy for social rent or affordable rent or is at least 20% below market rents and provisions exists to ensure rent remains at an affordable price for future households. Typically provided where the landlord is a Registered Provider but can be affordable private rent in Build to Rent schemes.
- Affordable home ownership products (AHO):
    - starter homes;
    - discounted market sales housing including First Homes; and
    - other affordable routes to home ownership including shared ownership, other low cost homes for sale (at least 20% below local market value), equity loans, and rent to buy.

National policy and guidance is that:

- at least 10% of the total housing proposed on major sites (10+ homes) should be available for affordable home ownership (NPPF); and

- A minimum of 25% of the affordable homes provided on site or through developer contributions should be First Homes* (DLUC Guidance First Homes Dec 2021).

  *First Homes are homes sold at a discount of at least 30% of market rates prioritised for local first time buyers and key workers. To qualify as First Homes, homes must have a minimum discount of 30% to market value, secured in perpetuity through legal agreement.

The need for affordable housing in the BCP area continues to rise as the gap between house prices and household incomes continues to increase, making it difficult for people to access market housing (both purchase and rental). The Local Housing Needs Assessment identifies a considerable need for affordable housing in the BCP area. The report suggests a need for 1,653 social / affordable rented homes per annum. When looking at the need for affordable home ownership products (AHO) the analysis suggests a need for 1,017 per annum.

The report does not, however, provide an affordable housing target as the amount of affordable housing delivered is limited to the amount that can viably be provided. Previously we have sought a proportion of all homes on major sites to be affordable housing. This has enabled affordable housing to be secured on site as part the strategic urban extensions on greenfield land. However, the delivery of affordable housing on brownfield sites, where the majority of homes are built, has been very challenging and more often by way of an offsite affordable housing contribution than on-site delivery. In the past 4 years 64% of major applications within the urban area did not provide any onsite affordable housing nor did they make a contribution towards affordable housing as they were assessed to be not viable to do so.

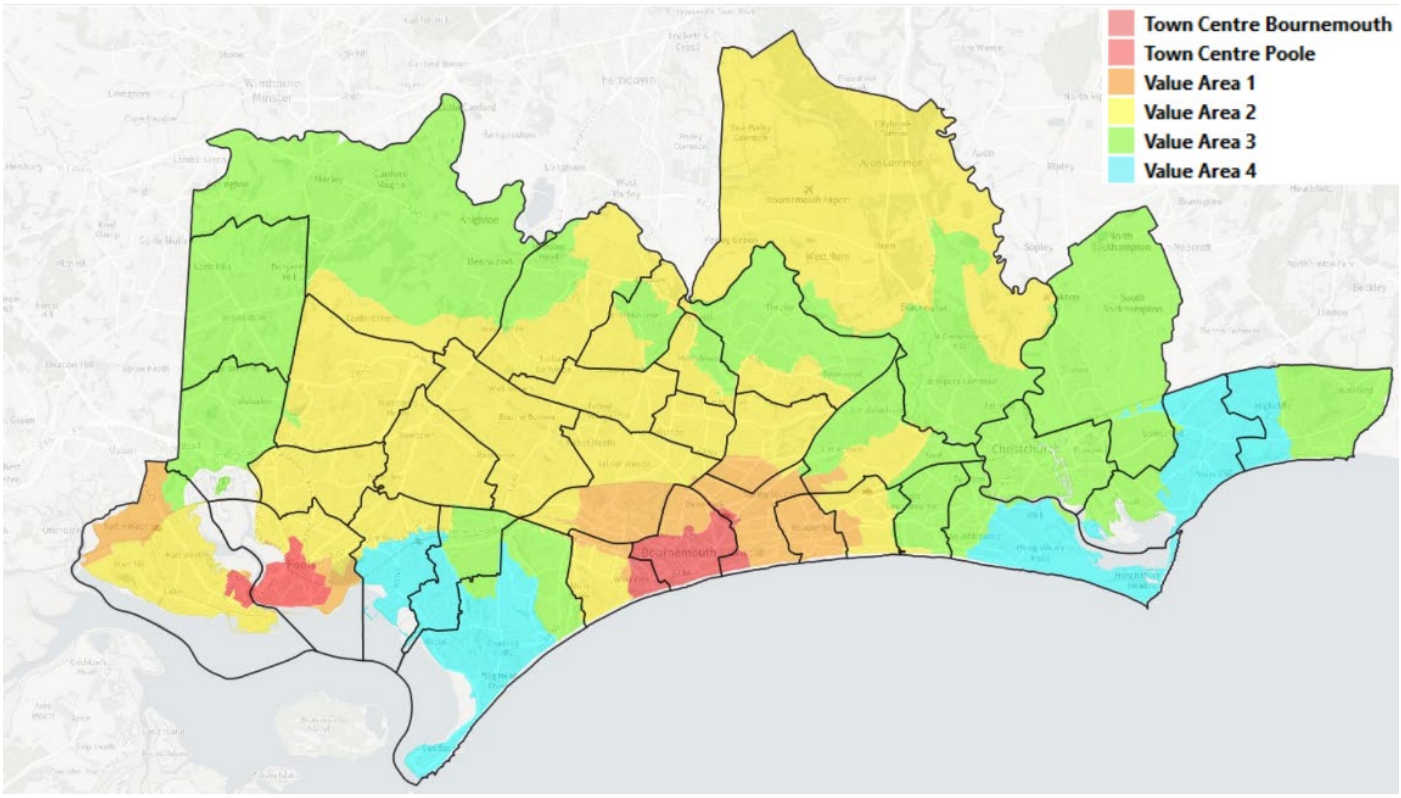
The Local Plan viability assessment indicates that for site greenfield sites we can continue to seek 40% affordable housing provision on-site. For brownfield sites we will seek 10-15% affordable housing, but due to viability, this will not apply in Bournemouth and Poole town centres or for specialist forms of housing (e.g. build to rent, student housing or extra care (Use Class C2)).

For houses the affordable housing should be provided on-site, but for flats we will take an on-site contribution in lieu of on-site provision. The affordable housing tariff table is at figure 8.4 which corresponds with the value areas shown on the map in figure 8.5. This gives financial certainty for developers and will remove protracted viability issues at application stage. The council will use contributions to continue to deliver its own stock of affordable housing on suitable sites in its ownership.

Figure 8.4 – Affordable housing tariffs for sites of 10 or more homes

Value Area	**Contribution per home (house or flat)**
Bournemouth and Poole town centres	Nil
Value area 1	£8,400 (10%)
Value area 2	£8,800ph (10%)
Value area 3	£13,600ph (15%)
Value area 4	£16,200ph (15%)

Figure 8.5 – Value area map



For the purposes of this policy garden sites which come forward for development will be treated under part 2 of the policy.

Strategic Policy H2: Affordable housing

Sites of 10 or more homes, or sites with an area of 0.5 hectares or more, must contribute towards the provision of affordable housing. The policy sets out the approach within different parts of the BCP area.

1. Greenfield Sites

Development on greenfield sites must:

a. deliver 40% dwellings as affordable housing on-site, with
   i. at least 10% of the overall housing provision available for affordable home ownership; and
   ii. the affordable housing providing:
      - 70% social / affordable rent;
      - 30% affordable home ownership products; and
      - a minimum of 25% of affordable homes should be First Homes.

b. achieve good place-making and encourage mixed and sustainable communities by ensuring the provision of on-site affordable housing is indistinguishable from market housing;

c. ensure all affordable rent provision has rents and service charge at no more than the relevant local housing allowance or 80% of market rent whichever is the lower; and

d. enable all affordable housing to be available to meet local needs and to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative housing provision, other than in respect of starter homes.

2. Brownfield sites

Development must:

a. within Value Areas 3 and 4, provide 15% of the total number of homes available for affordable home ownership on site;

b. within Value Areas 1 and 2, provide 10% of the total number of homes available for affordable home ownership on site; or

c. make a financial contribution to the council in accordance with the affordable housing tariff table. The tariff will be published annually based on the latest market conditions and the council's viability evidence.

Schemes for 100%, or a high proportion of social or affordable rented housing being brought forward by the council or a Registered Provider are supported.

Housing mix

Addressing the housing needs across the BCP area is not just about delivering more homes, but also ensuring the right type of homes are delivered in the right places to meet local needs. The Dorset and BCP Local Housing Needs Assessment 2021 (HNA) identifies the mix and tenures of housing that local people are likely to need across the BCP area. The HNA indicates that a higher proportion of 2-bed and 3-bed market homes are needed compared with 1-bed and 4+-bed market homes, whilst a higher proportion of 1-bed and 2-bed homes are needed across affordable home ownership and affordable rented homes, see figure 8.6. Definitions of affordable housing are provided in the affordable housing section above.

Figure 8.6 - Suggested proportion of different sized properties (2021-2031)

BCP	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Market	5%	35%	40%	20%
Affordable home ownership	25%	40%	25%	10%
Affordable housing (rented)	35%	35%	25%	5%

Source - Dorset and BCP Local Housing Needs Assessment 2021

There are a range of factors which will influence demand for different sizes of homes, including demographic changes; future growth in real earnings and households' ability to save; economic performance; housing affordability and individual choice.

There are approximately 9,110 homes with planning permission that have not yet been built. If constructed the homes permitted will deliver 35% as 1-bed, 44% as 2-bed, 13% as 3-bed and 8% as 4 -bed homes. This illustrates that these permissions will deliver a range of different types of homes but contain a high proportion of market 1-bed and 2-bed homes compared to the identified need.

Given our housing needs compared with existing sites with planning permission, consideration needs to be given to diversifying the stock going forward to ensure a range of housing types and sizes are provided in the widest possible choice of locations to balance housing needs and promoting mixed communities. Particular consideration needs to be given to the provision of 3-bed and 4-bed market homes to help meet continued demand for family housing from newly forming households and from older households downsizing and looking to release equity in existing homes, but still retaining flexibility for friends and family to come and stay.

It is acknowledged that on sites within our town, district and local centres the delivery of 3- and 4bed homes can be more challenging due to viability and parking considerations. However, we want to ensure a balanced mix of homes across all communities and to ensure that those seeking larger units have the option to live in the town centres close to a wide range of facilities and services. The policy therefore seeks to ensure a proportion of larger homes are secured in all areas. Despite the high need, the policy requirement for homes of 3 or more bedrooms is set at 5% in Bournemouth and Poole town centre and 10% in Christchurch town centre, the district and local centres and local opportunity areas, and 30% elsewhere. This approach reflects a fair balance between meeting needs and providing enough flexibility on the remaining homes for developers to make schemes viable. A cap on the number of 1-beds is also proposed reflecting the lower need for these types of unit.

The urban extensions and some larger site allocations have a particularly important role to play in delivering homes suitable for families and these sites should provide higher proportions of 3- and 4-bed family housing. The role of these sites for delivering homes suitable for families is specified within the specific site allocations.

Further monitoring of delivery will enable us to understand if there is likely to be an under or over supply of specific house sizes and whether further action is appropriate either through negotiations with developers or through a future review of the local plan.

Strategic Policy H3: Housing Mix

a. Development proposals must contribute positively to providing the size and type of homes needed within the BCP area as identified in the Strategic Housing Needs Assessment.

b. For all schemes of 1-4 homes, the housing mix will be considered on a case-by-case basis and will be dependent upon the context of the site and character of the area.

c. Within Bournemouth and Poole town centres schemes of 5 (gross) or more new market homes (Use Class C3), with the exception of co-living and build to rent schemes, must ensure studio and 1-bedroom homes do not exceed 40% of the total provision and that at least 5% of the total provision are homes with 3 or more bedrooms.

d. Within Christchurch town centre, district centres, local centres and Local Opportunity areas schemes of 5 (gross) of more market homes (Use Class C3) must ensure studio and 1-bedroom houses do not exceed 25% of the total provision and that at least 10% of the total provision are homes with 3 or more bedrooms.

e. Outside of the centres schemes of 5 (gross) or more new market homes (Use Class C3) must ensure studio and one bedroom homes do not exceed 5% of the total provision and that at least 30% of the total provisions are homes with 3 or more bedrooms.

f. Within strategic urban extensions and any allocations specifying a focus on family housing at least 80% of units must have 3 or more bedrooms.

Space standards

National planning policy allows Local Plans to make use of the nationally described space standard (NDSS), which sets minimum standards for space and storage, where it can be justified. We are committed to ensuring high quality homes are delivered that have a positive impact on the health and wellbeing of residents, helping to prevent overcrowding and providing space for healthy eating, work and study from home, and consider everyone has a basic right to reasonable internal space and storage. All new homes will therefore need to meet the Nationally Described Space Standard and development proposals should clearly show:

- the gross internal floor area;
- extent of built-in storage;
- the number of bedrooms, their floor areas and minimum width dimensions; and
- the minimum floor to ceiling height for at least 75% of the gross internal area (GIA).

External space is also highly valuable within development, whether it is private or communal space, external space can provide access to daylight, sunlight and fresh air, somewhere to facilitate the drying of clothes, general storage and storage of refuse and recycling bins, play space, and space for growing a variety of plant species to support wildlife and food production. The provision of external amenity space,

whether private or communal, helps to create better quality housing, and support the health and wellbeing of future residents.

External amenity space must be suitable and good quality, it does not include car parking or turning areas, and should not include front gardens, which are generally adjacent to roads and associated traffic, and are generally not private and suffer from overlooking from the public realm. To be good quality the space should be functional, safe, attractive, receive natural daylight, be of a usable shape of reasonable width and without cramped acute corners, and is inclusive and easily accessible for all users.

Building for Life 12 recommends that houses should have a garden which is at least equivalent to the ground floor footprint of the house, and balconies relied on for external amenity space should be large enough for a small table and at least two chairs, which we consider to be around 5 square metres. These requirements are reflected in the policy.

There may be some exceptional circumstances where the standards for amenity space cannot be met. For example, the internal layout of a historic building being converted to residential may result in some internal spaces being unable to meet internal space standards. Or balconies enclosed by openable glazing may be suitable in locations exposed to harsh weather conditions. The Plan has been viability tested and cost associated with amenity provision factored into the overall build costs, therefore viability issues will not be suitable justification to depart from the requirements.

Accessible and Adaptable Homes

Across the BCP area, 19% of the population identify as disabled, specifically with day-to-day activities limited a little or limited a lot. In addition, there is a link between an ageing population and disability. Currently 21% of our residents are 65 years or older, which is higher than the national average of around 18%, and this is projected to increase significantly. The Housing Needs Assessment also predicts an increase in those aged 65+ with mobility problems of 42% up to 2038.

The Building Regulations set out standards for accessible and adaptable homes in Approved Document M. The provision of all homes to meet Part M4(2) standards allows for homes to become homes for life and allows for future adaptation of homes to cater for the elderly and/or disabled, regardless of whether they have a disability at initial occupation, which relieves pressure on other services as residents can remain in their own homes for longer if they wish to do so. This is currently an optional requirement but following a government consultation is due to become mandatory and all schemes are encouraged to meet this standard if they come forward before the mandatory requirements are put in place.

Part M4(3) sets out the standards for homes to be adaptable and accessible for wheelchairs. The Housing Needs Assessment does identify a need of 3,500 dwellings to meet the standards of Part M4(3) up until 2038. Through our plan viability testing we have explored if it is viable for a proportion of homes to meet this requirement. Due to the increased costs associated with these higher standards it is currently not considered viable to include a policy requirement. However, schemes are encouraged to provide 10% of new homes to meet M4(3) standards where possible.

Policy H4: Internal and External Space Standards

1. Proposals for new residential developments, including conversions and changes of use, will need to demonstrate that they provide sufficient internal and external amenity space in order to ensure a good quality living environment for future occupiers. To achieve this, all new homes must:
   a. as a minimum, meet the DCLG's Technical Housing Standards – Nationally Described Space Standard (and/or subsequent revisions to this standard) for internal space standards;
   b. as far as possible, aim to avoid single aspect north facing homes;
   c. provide an area of suitable, good quality external amenity space that is of an appropriate size and shape to meet the needs of the future occupiers;
      i) houses shall have a garden which is at least equivalent to the ground floor footprint of the house;

ii) flatted development shall provide a minimum of 5 square metres per flat in the form of a patio, balcony, roof garden or communal garden and incorporate suitable sized communal space that is designed and managed to enable children to play outside.

d. in the case of specialist residential accommodation and care homes, the development must provide sufficient external amenity space to accommodate the recreational and health needs of residents, visitors and employees.

2. In exceptional circumstances, where development may not be capable of providing the required amenity space, a lower amount may be acceptable. The applicant will need to demonstrate these exceptional circumstances and how they will be mitigated in order to achieve a good quality living environment for future occupiers.

3. Proposals are encouraged to provide 10% of homes to meet Building Regulations M4(3) standards.

Housing for Multi-Generational and Extended Families

Multi-generational households provide greater flexibility to meet housing needs, and support families that wish to expand their homes to enable their wider family to live with them. Such expansions commonly take the form of independent accommodation within a main dwelling, an extension to a main dwelling, or an annexe to a main dwelling.

We will support these proposals, where the new accommodation is within the curtilage of a dwelling and can provide a degree of independent living for family members without having an adverse impact upon the character and amenity of neighbouring properties. Such proposals will need to exhibit a functional connection with the main dwelling as a means of allowing living accommodation for:

- ageing and/or disabled relatives with varying degrees of independence to live with family members;
- children, including foster children, to live with family members; or
- staff employed at the main dwelling.

In all cases the applicant will need to demonstrate a physical relationship with the parent dwelling and how they will interact with each other. This is to ensure that the proposal is not capable of being independently occupied as a separate planning unit and remains reliant on the parent dwelling in some capacity, such as for some basic living amenities (i.e. kitchen, bathroom, living space (indoor and outdoor) or a shared access, parking area, entrance or garden area etc.). Conditions will be attached to planning applications to prevent use as separate independent accommodation or letting.

Proposals for outbuildings, extensions or conversions which lead to the creation of an independent dwelling for sale or let, will be assessed by other policies in this Plan, including those related to design, character, parking and amenity. Similarly, proposals to use outbuildings or part of the main dwelling as tourist accommodation will be assessed through other policies within this Plan.

For ageing relatives, such proposals can also provide an alternative means of ‘care’ to that provided by institutional providers and can help to reduce pressures and costs on health services, whilst also potentially releasing much needed housing back to the market where ageing relatives may sell their home to move in with other family members.

For schemes proposing annexes aimed at accommodating ageing/disabled relatives, the council encourages consideration of incorporating accessibility and adaptability standards set out in Part M4(2) or M4(3) of the Building Regulations, as appropriate.

Policy H6: Housing for Multi-Generational and Extended Families

Proposals for the expansion of a dwelling or the provision of annexes to provide a degree of independent living, as part of a wider family unit, will be supported provided that the proposal:

a. has a functional relationship with the main dwelling by providing accommodation for:
    i. ageing and/or disabled relatives with varying degrees of independence to live with family members;
    ii. children, including looked after children, to live with family members or foster parents; or
    iii. for staff employed at the main dwelling.
b. is ancillary to the main dwelling;
c. together with the main dwelling house, remains as a single planning unit;
d. has adequate parking for the planning unit as a whole;
e. has a physical connection with the main dwelling through a common shared vehicular access, parking area and garden area;
f. would be subservient to the main dwelling;
g. does not have an adverse impact upon the character and living conditions of the main dwelling, neighbouring properties and surrounding area;
h. would not include any boundary demarcation or subdivision of the existing outdoor amenity or garden space to form a separation from the main dwelling;
i. would share services and utilities with the main dwelling; and
j. is not used for short term holiday lettings or holiday purposes.

Specialist needs homes

Homes for Older People and People with Disabilities/Health Problems

A significant increase of around 38% in the older population is expected over the plan period with the population of those aged 65+ projected to increase by at least 25%, those aged 75-79 to increase by 37%, those aged 80-85 by 46% and aged 85+ to increase by over 50% as shown by figure 8.7. This is a result of improved life expectancy and people living for much longer, but also because the BCP area is an attractive place to retire to and has a higher migration of older population to the area compared with other areas.

Figure 8.7 - Projected Change in Population of Older Persons, 2021 to 2038 in the BCP area

	2021	2038	Change in population	% change
Under 65	313,040	362,582	49,542	15.8%
65-74	43,914	57,474	13,560	30.9%
75-84	30,012	42,327	12,315	41.0%
85+	14,029	21,649	7,620	54.3%
Total	**400,995**	**484,032**	**83,037**	**20.7%**
Total 65+	87,955	121,450	33,495	38.1%
Total 75+	44,041	63,976	19,935	45.3%

Source: Housing Needs Assessment (2021)

As shown in figure 8.8 around 33% of households in the BCP area have at least one person who has a long-term health problem or disability. Generally, older people tend to be more likely to have a long-term health problem or disability, however there are people with a long-term health problems or disabilities from all age bands. In the BCP area, there is a slightly higher proportion of those with long term health problems or disabilities in the age bands 50-64; and age 65 and over compared regionally with the south-west, but slightly lower than the national average in the rest of England. There is also a slightly higher proportion in

the age band 16-49 with long term health problems or disabilities compared with both the south-west and the rest of England.

Figure 8.8 - Households and People with a Long-Term Health Problem or Disability, 2011

	Households Containing Someone with a Health Problem		Population with a Health Problem	
	No.	%	No.	%
BCP	55,650	33.2%	72,055	19.0%
South-west	750,077	33.1%	973,696	18.4%
England	7,217,905	32.7%	9,352,586	17.6%

Source: 2011 Census

Older people and people with disabilities and/or long term health problems often require specialist forms of accommodation and/or supported or adapted living. There are different forms of specialist accommodation:

- age-restricted general market housing – generally for people aged 55 and over and active elderly, and may include some shared amenities (i.e. communal gardens) but does not include support or care services;
- retirement living or sheltered housing – purpose built flats or bungalows with limited communal facilities (i.e. lounge, laundry room and guest room) - does not generally provide care services but provides some support to enable residents to live independently (i.e. 24 hour on-site assistance (alarm) or warden/house manager).
- extra care housing or housing with care – purposes built or adapted flats or bungalows with medium to high level of care available through registered onsite care agency - independent living with 24 hour access to support services, staff and meals, intended for residents to benefit from varying levels of care as time progresses;
- care homes – individual rooms with a residential building providing a high level of care to meet all activities of daily living; and
- nursing homes – also individual rooms with a residential building but providing a higher level of care (nursing) to residents (i.e. for residents with dementia).

Note that specialist accommodation can fall into either C2 (residential institutions) or C3 use class (dwelling houses) depending on the levels of care provided and the degree of independence of the occupiers.

The Housing Needs Assessment sets out the requirements for specialist accommodation need to meet the needs of older and/or disabled people as shown in figure 8.9. At the start of the plan period the Housing Needs Assessment shows a surplus in housing with support; residential care bedspaces; and nursing care bedspaces and a shortfall in housing with care. However, to meet the increasing population of older people additional demand is forecast in all forms of specialist housing by 2038.

Figure 8.9 - Specialist Housing Need 2021 to 2038

		Housing demand per 1,000 75+	Current supply	Current demand	Current shortfall/ surplus	Additional demand to 2038	Shortfall by 2038
Housing with support	Market	54	3,178	2,382	796	1,078	-282
	Affordable	67	4,069	2,965	1,104	1,342	-239
Total(housing with support)		121	7,247	5,347	1,900	2,420	**-520**
Housing with care	Market	17	299	765	-466	346	-813
	Affordable	17	243	732	-489	331	-820
Total (housing with care)		34	542	1,497	-955	678	**-1,633**
Residential care bedspaces		39	1,831	1,711	120	774	-655
Nursing care bedspaces		44	2,072	1,925	147	871	-724
Total bedspaces		83	3,903	3,636	267	1,646	**-1,379**

Source: Housing Needs Assessment 2021

This need will be met through several measures. Firstly, through identified sites which have been allocated in chapter 5 to deliver specialist accommodation homes. Secondly, through supporting development of windfall sites where they are close to facilities, services and amenities or in areas well served by frequent public transport services, this includes through the re-development of isolated employment sites where these are no longer suited to continued employment use.

To retain sufficient stock, the loss of existing care homes or specialist accommodation will also be resisted unless the proposal incorporates suitable replacement care/nursing bed spaces and/or specialist housing. This could mean for example the re-development of an existing care home to specialist accommodation. Where a replacement care home or specialist accommodation is not proposed, full marketing and viability information will be required to demonstrate why the site is no longer attractive nor viable as a care home or specialist accommodation. Sites should be marketed at their existing use at a reasonable value for at least six months for sale or relet.

Care homes and specialist housing will not be permitted within 400 metres of designated heathlands with the exception of nursing homes which may be permitted within the 400 metre heathland buffer where it is demonstrated the type of nursing home is limited to full nursing home provision i.e. providing necessary nursing care, such as for advanced dementia or physical nursing needs.

The council also has adopted strategies ‘Care Homes for Older People Strategy 2022-30’ and ‘Extra-Care Housing Strategy 2022-30’ which set out the Council’s strategies and obligations for these specialist housing needs.

Young people in care

BCP Council is corporate parents to over 500 young people who are unable to live within their family homes for a wide variety of reasons. As part of our 2024 – 2027 Children’s Sufficiency statement we will be considering proven models of delivery for local based children’s homes in the BCP area. To provide the right environment these will be small homes where young people can learn to live within communities, mature and learn the skills to become successful adults. Given the size of the homes required they are unlikely to differ materially from the use of a property as a single family home and sites will not be formally allocated within the Local Plan. We will support these proposals where they are located within areas where they are close to facilities, services and amenities or in areas well served by frequent public transport services

Policy H7: Specialist needs housing

The council will seek to meet the needs of an ageing population, those with disabilities or specialist needs and young people in care. Any proposal for care/nursing homes and/or specialist accommodation homes for older people should reflect current best practice design guidance set out by the Housing Our Ageing Population Panel for Innovation.

1. **New care homes and specialist older persons accommodation**
   a. Proposals for new developments for care/nursing home and/or specialist accommodation which are allocated the ward policies will be supported.
   b. Elsewhere proposals for care homes and specialist accommodation homes will be supported where they are close to facilities, services and amenities or in areas well served by public transport services.

2. **Loss of existing care homes and/or specialist older persons accommodation**
   a. Proposals which lead to the loss of premises used, or last used, as a care/nursing home and/or specialist accommodation will be resisted unless:

i. the proposal incorporates a suitable amount of replacement care/nursing bed spaces and/or specialist housing; or
ii. the needs will demonstrably be met elsewhere in the local area, preferably close to the existing building or in a preferential location for specialist housing.

b. Where a replacement care home or specialist accommodation is not proposed, full marketing and viability information will be required to demonstrate why the site is no longer attractive nor viable as a care home or specialist accommodation.

3. Young people in care

a. Proposals for homes for young people in care will be supported where they are located within areas where they are close to facilities, services and amenities or in areas well served by frequent public transport services.

Student accommodation

There are three universities within the BCP area and a number of higher education colleges, these include:

- Bournemouth University, Talbot and Lansdowne campuses;
- Arts University Bournemouth (AUB) Talbot campus, Wallisdown;
- AECC University College, Parkwood Campus, Boscombe, Bournemouth; and
- Bournemouth and Poole College, Poole and Bournemouth campuses;

Accommodation for students is typically provided through purpose built student accommodation (PBSA) or within Houses of Multiple Occupancy (HMOs). The universities are expecting a modest increase of the number of students in the next few years. Student accommodation preferences will depend on budget, types of student (UK based / international / students with families / access needs), type and length of course (undergraduate / postgraduate). The universities' challenge is to ensure that there is a range of student accommodation options available.

There have been a significant number of purpose built student accommodation blocks built within the Lansdowne area in recent years. The Lansdowne PBSA's are popular and also provide a small number of bedspaces for AECC. Recent engagement with the universities has identified that there is likely to be a continued demand for PBSA's as these accommodate students across all year groups.

Longer term there may be scope to provide enough students with suitable purpose-built accommodation so that demand for student HMO's falls, allowing the conversion of some HMOs back into family homes.

Our preferred approach is to direct PBSA to on-campus sites or within Bournemouth town centre. However, in order to meet the demand for PBSA, there may be a need to be flexible and consider locations outside these areas where they are well located to enable easy access to a university/college by walking, cycling or high frequency bus route.

Policy H8: Purpose Built Student Accommodation

1. Proposals for the development or intensification of purpose built student accommodation shall be focussed within the Talbot campus, Lansdowne campus, Bournemouth town centre and Boscombe campus. Proposals outside these locations will only be acceptable where they are located within 20 minutes travel time to the defined university / college by a continuous high quality walking, cycling or an existing high frequency bus route.
2. All proposed student accommodation must:
   a. meet an identified need for the type of accommodation proposed, collaborated by the universities/colleges;

b. be compatible with surrounding uses and not result in a detrimental impact on the living conditions of neighbouring residents;
c. provide a management plan including details of:
    i. all on-site management services (to include 24/7 residents support);
    ii. site security facilities and services;
    iii. business continuity plan; and
    iv the student drop-off and collection plan.
d. sign up and adhere to one of the two Government approved codes of management - The National Code (ANUK National Code) or University UK /Guild HE Accommodation Code of Practice);
e. provide a high standard of layout and design that would sufficiently meet the needs of the occupying students through the provision of:
    i. bedrooms that meet Nationally Described Space Standards providing space for living and studying with good outlook and natural daylight;
    ii. communal space, including social interaction space, cooking and bathroom facilities, laundry provisions, outdoor amenity space and bicycle storage;
    iii. refuse and recycling storage space and collection arrangements on site, collection from the highway will only be permitted where there is no adverse impact;
    iv. high-speed internet service; and
    v. indoor post boxes and arrangements for secure parcel collections.

Financial contributions may be required to secure provision and/or improvements to sustainable transport infrastructure.

Houses in multiple occupation

Houses in multiple occupation (HMOs) make an important contribution to the housing stock across the BCP area, providing low-cost accommodation for a range of different people, including students, young people, and vulnerable groups who are unable to access other types of market or affordable housing. They also provide a flexible housing alternative for those requiring accommodation on a temporary basis.

In planning terms, HMOs are categorised into two groups, larger HMOs (sui generis use class) either purpose built or converted which provide accommodation for more than six unrelated persons sharing, and smaller HMOs (C4 use class), often a converted flat or house for between three and six unrelated persons sharing.

The C4 use class for smaller HMOs was introduced in October 2010, along with permitted development rights which allow residential properties to change use between residential C3 and C4 uses without requiring an application for planning permission. Those properties which were already being used as a smaller HMO at that time retained their existing planning use. It was recognised however, that some areas where there was a high concentration of HMOs were experiencing negative impacts which included impact on amenities for surrounding residents in terms of noise and disturbance and sometimes antisocial behaviour, and the loss of many small family dwellinghouses from the wider housing market.

To combat this, two Article 4 directions were made under Article 4(1) of the Town and Country Planning (General Permitted Development) Order 1995, which restrict permitted development rights in certain areas to change use from a residential house (Use Class C3) to a small HMO (Use Class C4). In December 2011 an Article 4 Direction came into force which covers the whole of the Bournemouth area. A further Article 4 Direction came into force in May 2013 which covers the Talbot Village area. Within these areas, any proposal to change the use of a house or flat from a residential (C3 Use Class) to an HMO for three-six persons sharing (Use Class C4), will require planning permission. Outside of these areas planning permission is not normally required.

Planning permission is required across the conurbation for the change of use from residential to a larger HMO for more than six persons (Sui Generis Use Class), or for new build HMOs (both Sui Generis or C4 use classes), or for change of use to an HMO (Sui Generis or C4) from uses other than C3 residential.

The council has compiled a database of properties in HMO use and this will be maintained using the council's licensing data, the planning register and council tax records to identify student housing. The council also works closely with the three universities to identify further HMOs. The data collected will be used to map HMO properties to aid implementation of the policy. It will also facilitate a review of the existing areas covered by Article 4 directions and identify where changes to this might be beneficial.

When an application for an HMO is submitted an assessment will be made using the mapped information and database. A circle with a radius of 100 metres will be drawn from the centre point of the application site's front curtilage boundary. Residential properties partly or wholly within the circle will be checked to identify which are in HMO use (including C4, mixed C3/C4 or sui generis uses).

For the purposes of this assessment, properties that are divided into flats will be counted as one residential property. Residential institutions, care homes, hostels, purpose built student accommodation and other specialist housing are all considered to be 'other non-family residential uses' and will be counted as one property per block. Only those properties that are in a residential use will be counted in the calculation. Properties that are solely used for commercial purposes will not be counted.

In order to provide some flexibility for owners of smaller HMO properties, the council will support flexible C3/C4 use class permissions for new and existing HMOs. This will enable a C4 property to convert to a C3 property without losing the potential to revert back to C4 use within a fixed period (normally 10 years). A flexible permission enables landlords to respond to the demands of the market and also provide a transitional option to allow properties to revert back to C3 use.

Where a property has a lawful C4 use when applying for a flexible permission, this will be a material consideration when the planning application is considered. A flexible permission would enable flexibility to let a property between C3 and C4 uses during the specified temporary period. Applications for flexible use will be considered in the same way as permanent C4 use class applications, and will be granted for a temporary period (10 years recommended) which will be confirmed by a condition on the planning consent. When the temporary dual use period expires, the use of the property at that time would become the permitted use of the property.

Policy H9: Houses in Multiple Occupation

1. Proposals for:
    - change of use from residential to a small HMO (Use Class C4) or to a mixed C3/C4 use within the areas covered by Article 4 directions (former Bournemouth area and Talbot Village);
    - change of use from residential to a large HMO (Sui Generis Use Class) across the BCP area;
    - provision of a new build HMO across the BCP area; or
    - change of use from other uses to HMO across the BCP area:

    will be supported where the development would not result in:

    a. more than 10% of residential properties within a 100m radius being in use as an HMO;
    b. a C3 dwelling being 'sandwiched' between two HMO properties or other non-family residential uses; and
    c. a continuous frontage of three or more HMOs or other non-family residential uses.

2. Applications for new build HMOs, change of use to HMOs or intensification of existing HMOs will only be permitted where the criteria in part 1 are met and where it can be demonstrated that the development would:

a) be located within a sustainable neighbourhood, where they are close to facilities, services and in areas well served by high frequent bus routes;
b) not result in an adverse impact on the amenities of neighbouring residents in terms of overlooking, or levels of noise and disturbance;
c) provide a good standard of living accommodation for future occupiers including communal living rooms, kitchens, laundry facilities. All accommodation should be in compliance with the council's Amenity Standards for Houses in Multiple Occupation as a minimum;
d) provide an area of outdoor amenity space of sufficient size to accommodate activities such as clothes drying and space to sit outside, suitable for the number of residents at the property and accessible to all residents;
e) provide suitable car and cycle parking facilities, in accordance with the council's Parking Standards SPD; and
f) provide suitable waste and recycling storage and collection solutions in accordance with the council's Waste and Recycling Services Planning Guidance Note.

Self and Custom Build Housing

The term self-build or custom build describes where individuals or groups are involved in creating their own home. The amount of personal involvement will vary. Self-build housing is when someone directly organises the design and construction of their own home. Custom build housing is when someone commissions a specialist developer to help to deliver their own home.

The NPPF recommends that when meeting the housing needs of different groups consideration should be given to people wishing to build their own home. The council is required to keep a register of those who are seeking to acquire serviced plots of land in the BCP area for self-build and there is a legal duty to give planning permission for enough serviced plots of land to meet the demand for self and custom housebuilding in the BCP area.

Evidence from our Housing Needs Assessment indicates that there is a need for around 49 plots per annum in the BCP area. All schemes should therefore give consideration to the provision of serviced plots for self or custom builders. It is acknowledged that sites that involve flatted development are unlikely to be appropriate for self and custom build properties, however housing sites can more readily accommodate serviced plots. The strategic urban extensions and any sites that deliver over 50 houses should provide 5% of plots for self build and custom build housing. Specific sites for the provision of self and custom build homes may also be identified through Neighbourhood Plans.

Policy H10: Promoting self and custom house building

1. Proposals for self and custom house building, to be occupied as homes by those individuals, will be supported in principle.
2. All schemes should give consideration to providing serviced plots for self or custom builders, or the provision of custom build by other delivery routes.
3. The urban extensions and any other sites for over 50 houses must provide at least 5% of plots for self-build and custom build housing.
4. If a self or custom build plot has been offered at a reasonable price and conditions to people on the council's Self-build Register and the open market, and marketed for a minimum of 12 months and has no reasonable chance of sale, then the plot will be returned to the developer.

Provision for gypsies, travellers and travelling showpeople

The government has an overarching aim, 'to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community'. National policy requires local planning authorities to set pitch targets for gypsy and traveller

sites and plot targets for travelling showpeople that meet the planning definition for travellers and traveling showpeople in Annex 1 of the national policy (PPTS).

Local Plans are required to identify sites deliverable for the first 10 years of the plan period and where possible the remaining years. This Local Plan therefore makes provision for the needs of gypsies and travellers in the BCP area by allocating a site for Traveller pitches, and setting criteria against which planning applications for traveller sites will be considered.

There are two types of sites:

- Permanent residential sites – providing residents with a permanent home with no limit to length of stay; and
- Transit sites – sites that provide temporary accommodation (normally up to 12 weeks) for travellers passing through the area.

BCP Council and Dorset Council jointly commissioned a Gypsy and Traveller Accommodation Needs Assessment (GTAA) (2022). In view of the government definition for Travellers it identified needs as shown in figure 8.10 across the BCP area for the period 2022 to 2038:

Figure 8.10: Permanent residential pitches requirements

Permanent residential pitch requirements for 2022-2038	
Travellers/Planning definition	**Pitches**
Gypsies and Travellers meeting the planning definition	19
Gypsies and Travellers that don't meet the definition	8
Travellers who it is undetermined whether they meet the definition	2
Travelling Showpeople	0

Source: GTAA 2022

The GTAA concludes in the light of the NPPF and PPTS that only the need from those households who meet the definition and those arising from undetermined households who may subsequently demonstrate that they meet the definition, should be considered as need arising from the GTAA. Therefore, the local plan target for permanent residential pitches is 21 pitches, with 13 pitches required in the first ten years of the plan. Those that do not meet the definition are addressed as part of the wider housing needs across the BCP area.

The council runs one site for gypsy and travellers at Mannings Heath, which is fully occupied, and the site cannot be expanded. Therefore, a new permanent site is needed to meet our needs and we have allocated a site at Branksome Triangle for this purpose.

Transit pitches

The GTAA did not identify a need for the local plan to allocate a transit site in view of existing permanent and seasonal transit provision already in place in Dorset. However, the law prevents the police from redirecting travellers on unlawful encampments to a transit site outside of the BCP area. The council is therefore considering options for providing transit or temporary/ emergency stopping places within the BCP area to avoid unlawful encampments. Whilst a site isn't allocated in the Local Plan, we will explore opportunities to bring a site forward. In the meantime, the council will continue to use a managed approach to unauthorised encampments.

Planning applications for traveller sites will be assessed against Policy H11. As with general residential accommodation, traveller sites will not be suitable within the 400 metres consultation area around the Dorset Heathlands, nor in the Green Belt. Any sites located in an area of flood risk will need to accord with policies relating to flood risk, including the application of the sequential test and exception test as required.

Policy H11: Gypsies, travellers and travelling show people

Proposals for residential and transit sites will be permitted where they:

a. take account of the needs of particular or differing needs of different groups of travellers and gypsies;
b. provide adequate on-site facilities for parking, storage, landscaping, play, waste disposal and residential amenity to promote healthy lifestyles;
c. have good access to services and facilities to avoid the need to travel by car;
d. promote peaceful and integrated co-existence with the settled community;
e. would not have a detrimental impact on health and well-being of resident travellers through issues such as noise or air quality issues;
f. allow for adequate levels of privacy and residential amenity for the occupiers and neighbours;
g. for travelling showpeople, provide for mixed use to allow for residential use and equipment storage;
h. do not result in a detrimental impact on the natural environment; and
i. are of appropriate size and proportionate in scale to avoid dominating any nearby settled community.

9. Prosperous economy

The BCP area has a diverse economy with well-established manufacturing, engineering, health and social care, creative industries, financial services and tourist sectors. The ambition is to nurture and stimulate the growth of a more inclusive, sustainable and green economy and improve the offer to visitors.

The BCP area is a sub-regional economic centre, home to the UK headquarters of some well-known companies as well as many smaller local businesses. It has a diverse economy, with a mix of office and industrial-based employment that reflects the multi-skilled nature of our communities. Manufacturing, engineering, health and social care, financial services, creative industries and the tourism sector are key employers, with financial and business the largest non-government sector. Equally there is a strong industrial sector with many well-established industrial estates that provide premises across a variety of different industries. This includes businesses related to storage, distribution and manufacturing.

Bournemouth Airport and Poole Port provide cargo and passenger access from the south west to mainland Europe as well as the Channel Islands. They also offer significant opportunities for the intensification of their current uses, and the businesses located in their communities, to enable them to stay competitive and drive investment in the BCP area.

Bournemouth University, Arts University Bournemouth, Anglo-European College of Chiropractic University College and Bournemouth and Poole College have helped draw a diverse pool of students eager to explore their creative and professional potential. The academic environment has acted as a magnet for creative professionals, establishing a strong network of talent, which helps to grow and develop the emerging creative industries sector. A key challenge is to retain this creative talent within the area.

The BCP area shares a strong relationship with its neighbouring areas and forms part of a functional economic market area across Dorset, and there are strong interlinked commuting flows between the BCP area and Dorset. Working with Dorset Council we have prepared an Employment Land Study (2023) which identifies a need of between 66.4 and 97.4 hectares of employment land over the period 2021 to 2039. This is broken down as:

- Office: 11ha to 28.6 ha or 41,600 to 114,400 sqm; and
- Industrial and warehousing: 55.4 to 68.8 ha or 221,500 to 275,200 sqm.

The study recommends a target within a range of 66.4 to 97.4 ha (263,100 sqm) with the higher range allowing for a higher jobs growth scenario, and higher industrial and warehousing needs.

The Dorset Local Enterprise Partnership's (DLEP) Local Industrial Strategy includes a 20-year plan to increase productivity, innovation, earnings and wellbeing across the BCP area and Dorset area. At its heart it seeks to accelerate the local economy through;

(i) driving new industrial opportunities; and
(ii) sustaining and expanding growth in existing industrial strengths.

DLEP's updated the 2014 strategic economic plan 'Transforming Dorset' with a strategic economic vision (2016) that states: 'Our vision is that by 2033 Dorset will be one of Britain's most sustainable core city-regions. Its competitiveness will be driven by innovation'.

Our Economic Development Strategy 'Unleashing our Potential 2021-2026' sets four priority areas of action to encourage sustainable growth by raising both productivity and prosperity:

- **Supercharging our business community:** Focusing on supporting increased productivity across our small and medium sized business community.
- **Supporting the BCP exemplar industries:** Encouraging growth in the BCP area priority sectors and clusters as the catalysts to success.
- **Opening doors to prosperity:** Creating the best local economic conditions to achieve a world-class, sustainable region and one of the best coastal places in the world in which to live, work, invest and play.
- **Business matters @ BCP:** Achieving an outstanding economic development service, acting as the concierge for all council business-facing functions.

Tourism plays a major part in the economy of the BCP area generating over £1.3bn to the economy each year and supporting over 12,000 jobs (BCP Tourism Strategy 2023-2027).

Town centre, district centre and local centres remain the focus for new retail and other main town centre uses however, it is recognised that the future of the high streets is changing towards a more cultural leisure experience and we must ensure that policy supports this transition whilst still protecting the vitality and viability of the centres.

The policies in this chapter seek to encourage economic growth by supporting increased provision and intensification of employment floorspace, protecting existing employment areas and supporting the diversification of the tourism sector and our high streets and retail areas.

Strategic Policy E1: Nurturing our economy

To nurture and stimulate the growth of a more inclusive, sustainable and green economy, development proposals must:

a) focus employment development on allocated sites;
b) safeguard existing employment areas for employment uses;
c) encourage the growth of businesses and industries, as well as attracting new inward investment;
d) support new models and ways of working, including more flexible working practices;
e) enable the tourism sector to grow in a sustainable manner;
f) focus on a town centre first approach for main town centre uses including retail opportunities; and
g) increase opportunities for higher education by supporting colleges and universities.

Employment Supply

We have identified a supply of 79 to 92 hectares of available employment land to meet the needs of 66 to 97 hectares over the plan period 2021 to 2039 as set out in Figure 9.1. The strategic employment sites at Bournemouth Airport, Talbot Village and Wessex Fields will provide 54.7 hectares of land for a mix of employment uses (use class E(g), B2, and B8). There are several other sites providing an additional 6.9ha. 16.2ha of completions and commitments which have been delivered since 2021 at the point in which the need was calculated. Poole Port could provide an additional 4.5 hectares, although this is for port related development. There are also a number of other windfall sites which could potentially contribute to the supply.

Bournemouth town centre, particularly the Lansdowne area, and Poole town centre have a role to play in meeting the needs for high quality office space. These centres are highly sustainable locations which can be reached by good public transport connections and in places have the opportunity to deliver taller buildings which can provide new office space as part of mixed used developments. These locations have

been allocated for 25,410sqm of high quality office space. Further detail for each area is set out in the ward policies.

Figure 9.1 – Supply of employment land in the BCP area

Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)
Employment sites		**55.1**	**241,346**
Aviation Parks, Bournemouth Airport	B2, B8, E, Activities vital to the operation of the airport	37.8	155,000
Wessex Fields	E(e), E(g)	7.1	40,000
Innovation Quarter, Talbot Village	E(g), E(e), Other University related uses	4.7	25,000
Siemens, Sopers Lane	E(g), B2, B8	4.3	17,200
Adj to Churchill Business Park, Bearwood	E(g), B2, B8	0.8	2,546
Cruxton Farm, Merley	B2, B8, E(b), E(c), E(e) and E(g)	0.4	1,600
Vacant Sites in Existing Employment Areas		**1.4**	**4,800**
Yarrow Road	E(g), B2, B8	1	2,800
Vantage Way	E(g), B2, B8	0.4	2,000
Strategic town centre offices		**6.4**	**25,410**
Lansdowne	E(g)(i) – high quality office	3.9	15,410
Poole Town Centre	E(g)(i) – high quality office	2.5	10,000
Completions / Commitments		**16.2**	**50,921**
Sterte Avenue West	E(g), B2, B8	4.4	11420
Churchill Business Park, Bearwood	E(g), B2, B8	4.6	16,000
Parvalux, 81 Sopers Lane	E(g), B2, B8	3.4	14,000
Reid Steel, Reid St	E(g) and B2	2.6	7,536
Ashley Road Coal Yard	Sui Generis	1.2	1,965
Other Completions		tbc	
Total employment		**79.1**	**322,477**
Poole Port	E(g), B2, B8 (restricted to port operation only)	4.5	18,000
Redevelopment sites in existing employment areas (windfall)		8.5	tbc
Other sites		**13.0**	**18,000**
Total inc. other sites		**92.1**	**340,477**

Policy E2: Employment supply

To provide for employment needs in the BCP area, the Local Plan makes provision for around 75 hectares of employment floorspace over the period 2024-2039, which includes 25,410sqm of net additional office floorspace within Lansdowne and Poole Town Centre.

Employment site allocations

To meet employment needs the following sites, as shown on the policies map, are allocated and safeguarded for employment purposes. New development on the sites must provide a use falling within the Use Classes given:

Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)
Em.1: Aviation Parks, Bournemouth Airport	B2, B8, E, activities vital to the operation of the airport	37.8	155,000
Em.2: Innovation Quarter, Talbot Village	E(g), E(e), other university related uses	4.7	12,500
Em.3: Wessex Fields	E(e), E(g)	7.1	40,000
Em.4: Churchill Business Park and adjacent land, Bearwood	E(g), B2, B8	5.4	18,550
Em.5: Poole Port	E(g), B2, B8 (restricted to port operation only)	4.5	18,000
Em.6: Siemens, Sopers Lane *	E(g), B2, B8	4.3	17,200
Em.7: Lansdowne	E(g)(i) – high quality office	3.9	15,410
Em.8: Reid Steel, Reid Street	E(g) and B2	2.6	7,540
Em.9: Poole Town Centre	E(g)(i) – high quality office	2.5	10,000
Em.10: Yarrow Road	E(g), B2, B8	1	2,800
Em.11: Cruxton Farm, Merley *	B2, B8, E(b), E(c), E(e) & E(g)	0.4	1,600
Em.12: Vantage Way	E(g), B2, B8	0.4	2,000
Total		**74.6**	**300,600**

* The redevelopment of these sites must be accompanied by a flood risk assessment and drainage strategy to demonstrate how flood risk will be mitigated.

Strategic employment sites

To ensure we can meet the employment needs of the BCP area in the coming years it is important that the strategically important employment sites are identified and a policy framework is put in place to guide their future development. The strategic sites have been identified as Bournemouth Airport, the Port of Poole, Talbot Village and Wessex Fields.

Bournemouth Airport

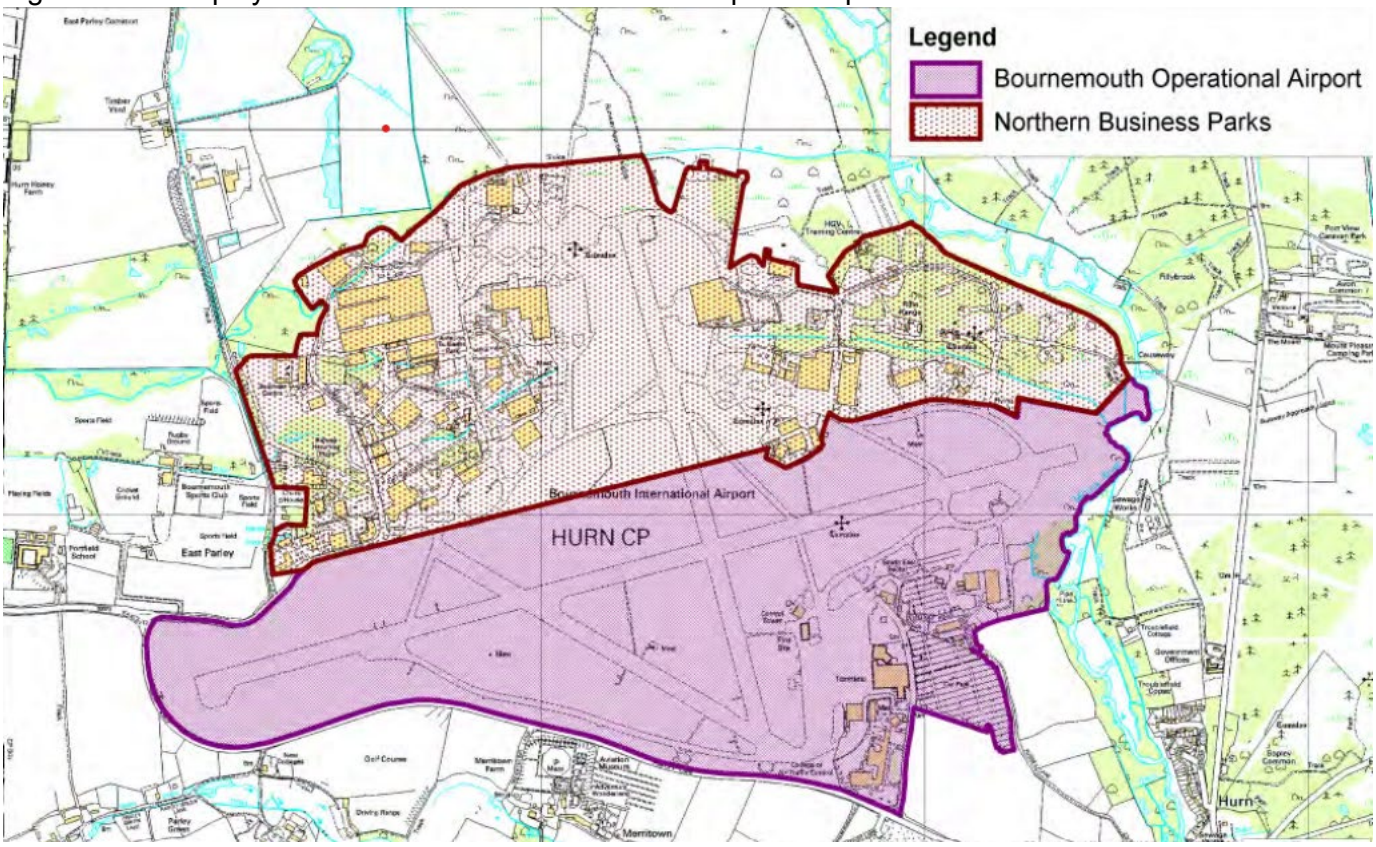
Bournemouth Airport provides an important strategic location for the handling of air freight and for passenger travel. The Dorset Strategic Economic Plan identifies the airport as a key area for economic growth with the potential to unlock employment land and support increased passenger numbers.

The northern business parks provide a range of employment land and premises that serve the local economy. The park is the largest employment site in Dorset and a centre for excellence in aviation/aerospace manufacturing. There is the potential to attract further aviation related and aerospace businesses along with other key growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The redevelopment of the business parks also presents an opportunity to upgrade infrastructure and buildings to create more modern business premises. A number of sites have obtained planning permission which will deliver 28 hectares of new employment land, this includes

permission for a new link road for bus, walking and cycling access to connect between different parts of the business park. A further 10 hectares of land has been identified as being available for employment uses within this plan period.

The operational airport caters for close to 1 million passengers a year and provides flights to number of domestic and European destinations. In 2007 planning permission was granted for a new passenger terminal which has a potential to expand passenger numbers to three million per year. The consent has been implemented and was accompanied by a range of investment in highway infrastructure, along with requirements for air quality monitoring. A community fund for local projects was agreed that is linked to the growth of passengers. Development within the curtilage of the operational airport shown in figure 9.2 will be supported for uses which are vital to the operation of the airport or for other employment uses.

Figure 9.2 – Employment land at the Aviation Park – map to be updated



Development at the airport needs to acknowledge and respect the surrounding environmental and transport constraints. Future development will need to take into account surface water flooding and adopt a sequential approach towards the location of development within the site. Strategic measures will need to be put in place within the airport boundary including flood storage and associated watercourse improvements. Positive improvements will be sought on the extent and quality of priority habitats, the populations of priority species and to conserve ecological network connections. All future development should take into consideration the setting of the Hurn Village Conservation Area and the setting of the New Forest National Park.

In addition, the airport will also be transitioning to net zero carbon emissions by 2040 and will need to develop new initiatives in sustainable aviation practice and technology to achieve this. Such proposals will need to be supported.

Policy E3: Bournemouth Airport

1.Operational Airport

a. Development within the curtilage of Bournemouth Airport will need to support the principle function of the site as an operational airport. Land and premises within the operation airport will be safeguarded for uses which are:

i. vital to the operation of the airport; and
ii. employment use (B2 and B8 use classes).

Ancillary uses and/or other uses may be supported provided it can be demonstrated that the use is required to support the function and operation of the site as an airport.

b. Proposals will also be required to:

i. respect the rural landscapes surrounding the area; preserve the setting of the Hurn Village Conservation Area; protect the landscape setting and habitats of the adjacent Dorset Heathlands and New Forest National Park;
ii. consider opportunities for reducing carbon emissions including installation of renewable energy, and encouraging more sustainable travel options to and from the airport; and
iii. contribute to improvements in infrastructure to facilitate trips to and from the airport (where appropriate).

c. Development will not be permitted where it would affect the operational function or safety of the airport for air travel. Noise sensitive development within the 57db noise contour surrounding the airport will be restricted to ensure that the future airport operations are not adversely impacted or would have a material impact on the operation of navigational and safety systems.

2. Northern Aviation Business Park

a. The aviation business park is allocated for up to 38ha or 155,000 sqm of employment floorspace (use classes (E(g) and B2, B8). Development at the aviation park will help to deliver significant improvement of transport and movement to the area by enhancing sustainable transport options, and where appropriate development must provide or contribute to:

i. implementation of the Western Spine Road, to include full pedestrian and cycle provision and bus gate within centre of site;
ii. provision of a pedestrian and cycle route along Enterprise Way, Viscount Road and Mountbatten Drive;
iii. shuttle working traffic signals over the Moors River bridge to improve safety for cyclists;
iv. high quality cycle routes on access routes to the site, including:
    - the formation of a greenway link from Matchams Lane to Hurn Road and Avon Causeway; and
    - a contribution towards the River Stour section of the Transforming Cities Fund strategy to link Redhill to Chapel Gate over the river;
v. enhanced sustainable transport by:
    - the provision of high frequency bus services between Bournemouth town centre and Aviation Park and Christchurch town centre and the Aviation Park; and
    - providing a car park management strategy to reduce the reliance on the private car.

b. Employment proposals will need to be supported by a site wide Flood Risk Management Strategy for the Aviation Park which has been agreed by the Environment Agency and Lead Local Flood Authority.

Talbot Village

The main campus for Bournemouth University and Arts University Bournemouth are located in the Talbot Village area. The universities perform a vital role to the local economy and both institutions wish to continue investing in their academic buildings and facilities. The area also includes land to the south of the universities which offers wider opportunities to provide employment land to support economic growth. This employment land offers a unique opportunity to help support the role and function of the universities through the provision of startup/incubation units for businesses that will help to retain talent from the

universities and provide spaces for the creative industries and digital technology sectors in which the universities excel.

Whilst supporting the universities is important from an economic and social perspective, the area is close to Talbot Heath, part of the Dorset Heathlands. Any growth at the universities and on surrounding land needs to be carefully managed to ensure there are no adverse impacts on protected habitats and species.

Talbot Village is also close to residential areas and any development will need to be sensitively designed in terms of siting and scale to ensure that existing neighbouring residential amenity is respected.

The council will continue to support the growth of the universities by supporting the creation of around 27,000 sqm of additional academic floor space,150 student bed spaces and a cultural hub in area TV1. The cultural hub would create area of high-quality public realm, that could include a central public space, small shops, a café or restaurant, offices, health facilities, community facilities, performance and gallery space.

A new innovation quarter will provide up to 12,500 sqm of office uses, health care facilities and university-related uses in area TV2 (including supporting uses such as a coffee shop, and some residential development). These uses would be alongside a heathland support area in area TV3.

Policy E4: Talbot Village

Talbot Village as shown on the Policies Map provides the opportunity to deliver major growth of the universities, in accordance with the following requirements:

1. General principles

Development proposals at Talbot Village must:

a) provide mitigation measures as necessary to ensure adverse effects on integrity, alone or in-combination, can be ruled out for the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar;

b) be compatible with surrounding uses and not prejudice the delivery of the requirements set out in 2 (a) and (b); and

c) be designed to ensure that the residential amenity of nearby residential properties is respected.

2. Proposed development

Growth at Talbot Village will be carefully developed to deliver:

a) expansion of Bournemouth University and the Arts University (TV1) to create around 27,000 sqm of additional academic floor space;150 student bed spaces; and a cultural hub;

b) an innovation quarter (TV2) comprising up to 12,500 sqm of a mix of E(g) uses, health care uses and other university-related uses, including the provision of business start up / incubator space; and

c) ancillary uses (Use Class E), where they are demonstrably needed to support the primary function of the innovation quarter;

d) in the region of 40 new homes (Use Class C3) outside of the 400 metre heathland consultation area, with heights that are predominantly between 2 – 5 storey (6 – 18 metres) in height, reducing in height adjacent to the rear of Dulsie Road; and

e) a heathland support area (TV3) of around 12 hectares that is open to the public before the delivery of development required by (b) to (d).

3. Transport

Development at Talbot Village will help to deliver significant improvement of transport and movement to the area by, where appropriate:

a) providing enhancements to the pedestrian and cycle environment, including supporting delivery of a new strategic north-south cycle route;

b) supporting the provision of enhanced pedestrian crossings and cycle routes along Wallisdown Road; and

c) providing car parking in accordance with the council's adopted BCP Parking Standards SPD and encouraging access to the campus by walking, cycling and public transport.

4. Flood Risk

A Flood Risk Assessment will be required, and the site may need re-profiling to ensure that the building footprint, car parking and access/egress are located outside the areas of flood risk; or a drainage strategy is provided which demonstrates that the risk can be adequately managed by using SuDS.

Wessex Fields

Wessex Fields is located to the east of Wessex Way and north of Castle Lane East. It is the location of Royal Bournemouth Hospital, the Crown Court, a number of existing businesses, a hotel and nursing home for retired nurses. It includes an area of undeveloped land north of the hospital. To the south of Castle Lane, Chaseside also provides a further area of existing employment that together with Wessex Fields currently accommodates around 10,000 jobs and generates £682m per year to the local economy.

Wessex Fields is currently accessed from Castle Lane and via link from the Wessex Way. The surrounding road network experiences high levels of congestion at certain times, and movement around the area can be challenging. There are gaps in the pedestrian and cycle network and the wide roads can make pedestrian and cycle movement to these facilities difficult and unattractive

Wessex Fields as a strategic employment site will support the intensification of the hospital and existing businesses. The undeveloped land north of the hospital presents a significant opportunity to address employment needs and to help resolve some of the existing issues surrounding access and movement. The site is well placed to accommodate health and medical, innovation and research uses and high quality office, research and lab space that is challenging to deliver on existing brownfield sites. The delivery of the site would provide at least 2,000 new jobs.

To attract businesses and to integrate the site into its surroundings, the buildings, uses and surrounding environment need to create a high quality place. The site must include an east-west vehicle, pedestrian and cycle link through the site from the Wessex Way link road to Deansleigh Road and a north south pedestrian and cycle link to Riverside Avenue from Deansleigh Road adjacent to the law courts. Small scale ancillary commercial use (Use Class E) will be acceptable to provide active ground floor uses and support the creation of a campus environment.

An existing nurses home is located in the north part of the development site. This could remain in situ however, locating this to another part of the site would provide a more cohesive area for development and allow the home to upgrade its offer.

The development site should safeguard land for the approved grade separated junction to the Wessex Way, avoiding locating buildings or structures in this location. While there is no current desire to take this forward it may be required at a later date and development should not prevent this option being explored again in the future.

The hospital site currently includes some key worker housing and there is an opportunity to intensify this key worker housing within the hospital site. Key worker housing on adjacent sites may be acceptable where it does not result in the loss of any existing employment floorspace and does not compromise the delivery of the quantum of employment uses set out in the policy.

Policy E5: Wessex Fields

Land at Wessex Fields, as shown on the Policies Map, provides the opportunity to deliver significant new employment space and enhancements to the hospital and existing businesses, in accordance with the following requirements:

1. General principles

a) All development proposals within the Wessex fields area must retain and deliver health and employment uses (Use Classes E(e), E(g)(i) and E(g)(ii))

2. Development site

Growth on the undeveloped land at Wessex Fields, site Em.3 on the policies map must:

a. deliver a minimum of 40,000 sqm of high quality employment space and/or health care uses (Use Classes E(e) and E(g))
b. provide ancillary uses (Use Class E), where they are demonstrably needed to support the primary function of the area for employment and health uses;
c. create a new vehicular, pedestrian and cycle link from the A338 Wessex Way Link Road east-west across the site to Deansleigh Road, with segregated cycle provision, suitable for adoption;
d. create a high quality public realm including the retention of mature boundary trees and hedgerows and soft landscaping;
e. ensure building heights reduce towards the rural edge of the site;
f. ensure the provision of any residential development is secured as key worker housing and does not compromise the delivery of health care or employment space;
g. safeguard the footprint of approved grade separated junction on the Wessex Way as shown on the Policies Map;

3. Royal Bournemouth Hospital

Development within the hospital site to improve the operation of the hospital and intensify the provision of key worker homes will be supported. Proposals should incorporate a high quality public realm to support health and wellbeing.

4. Transport

Development at Wessex Fields must deliver improvements of transport and movement to the area by:

a. addressing gaps in the pedestrian and cycle network, including the crossing of the Wessex Way and the junction of Deansleigh Road and Castle Lane East;
b. improving access and permeability across the whole area, focusing on enhancing pedestrian, cycling and public transport access and movement.
c. contributing towards the provision of a high quality cycle routes to the site, including the formation of a greenway link adjacent to the A338 between the development site and B3073 Hurn Road, and across the Stour from Stour Way to the development site;
d. providing car parking within rear courtyards and /or a multi storey car park so that surface car parking does not dominate the site;
e. contributing towards enhanced public transport provision including a high frequency bus service between Bournemouth town centre, Bournemouth Railway / Bus Station and Wessex Fields and bus priority measures;
f. creating a north – south pedestrian and cycle link between Riverside Avenue and Deansleigh Road adjacent to the Law courts; and
g. ensuring development does not have an adverse impact on the highway network.

Port of Poole

Port of Poole is an important entrance to the local area and directly / indirectly supports many thousands of jobs within the local area and across the South West. The port is a trust port overseen by the Poole Harbour Commissioners and caters for the transfer of freight from ship to road, passenger ferries and cruise ships.

Significant investment in berths and highways infrastructure improvements have enhanced the port's accessibility for road freight, and with the proposed reestablishment of its rail link, there is also potential to increase ship to rail freight handling.

Poole Harbour Commissioners are updating their 2013 masterplan that sets out the long term vision over 20 years and sets out the Harbour Commissioner's five strategic objectives for the future:

1. become the UK's number one marine leisure location;
2. maximise the port estate potential;
3. become a leading green port;
4. maximise the potential of the new deepwater facility South Quay; and
5. maximise ferry potential.

The emphasis on marine leisure is linked to the passenger ferries, cruise ships and emerging plans for a new leisure marina.

The council will continue to support the growth of Poole Port by allowing port-related activities, marine related industrial uses, and other employment uses or marine leisure uses that would be compatible with the function of the port to take place. We would also aim to ensure that the use of the rail link for freight handling is not impacted by any proposals.

Although the port is in a relatively less sensitive part of Poole Harbour in ecological terms, it is still vital that development proposals do not have an adverse impact upon this designated habitat and its species. To adapt to climate change, new development in the port will also need to incorporate necessary measures to address flood risk and explore options for reducing carbon emissions.

Policy E6: Port of Poole

Growth of the Port of Poole, as shown on the Polices Map, will be supported where development proposals:

a) are for port-related activities, marine related industrial uses, other employment uses (Use Classes B2, B8, E(g)(ii) and E(g)(iii) or marine leisure uses that would be compatible with the function of the port;
b) ensure sites with deep water frontage are reserved for uses which require access to such frontage; and
c) do not prejudice the use of the rail link for freight handling.

Existing employment areas and isolated employment sites

As well as releasing new employment land, ensuring a prosperous economy also depends on retaining the availability of and enhancing existing employment areas. The well-established employment areas across the BCP area play a crucial role in the economic success of the area, providing a range of job opportunities.

Sites and premises within the existing employment areas are sought after and vacancy rates are generally low. There has however, been pressure for other uses within industrial estates particularly retail and leisure uses that require larger premises or are seeking to capitalise on lower land values/rents than within town centre and retail areas. To retain a sufficient amount and choice of employment sites this Plan seeks to protect the existing employment areas across the BCP area by applying policies that support the retention and intensification of employment uses in these areas.

Alternative uses may be acceptable, if there is a lack of suitable alternative sites, provided that they do not include retail uses which would be better suited to one of the town centres. Applicants pursuing proposals for alternative uses will need to demonstrate that there are no suitable sites outside of the existing employment areas for the proposed use, and fulfil other policy requirements in the plan such as the retail sequential test.

Across the BCP area there are examples of isolated employment uses which fall outside designated employment areas. Cumulatively these sites support a range of small businesses, often in sustainable locations and the loss of these sites can adversely impact on the local economy. These sites will be protected for employment uses unless through marketing, the applicant can demonstrate that there is no longer demand for the use of the land or buildings for employment.

Policy E7: Existing Employment Sites

1. Existing employment areas

a) The existing employment areas, as shown on the Policies Map, will be safeguarded for uses which generate employment within Use Classes B2 (General industrial), B8 (Storage and distribution) or E(g) (Office, research & development and light industrial). Proposals for renewal and intensification of these employment uses within the existing employment areas will be supported.

b) Exceptionally, other uses may be considered acceptable provided they do not compromise the activities and integrity of the employment area and:

i. the use needs to be in the employment area in question, due to close associations with neighbouring businesses;
ii. the applicant can demonstrate a lack of suitable alternative sites, other than in existing employment areas, for the type of activity proposed;
iii. the principal activity is not retail or residential; or
iv. the proposed use would have an adverse impact in more sensitive locations such as residential areas.

2. Isolated Employment Sites

a) Proposals resulting in the loss of sites or premises currently or previously used for employment generating uses within Use Class B2 (General industrial), B8 (Storage and distribution) or E(g)(i)(ii) or (iii) (Office, research & development and light industrial) not located within an existing employment area; a town centre, district centre or local centre; or local opportunity area, will be permitted where the site/premises is no longer suitable for continued employment use and has been subject to full and proper marketing of the site for its existing use at a reasonable value for at least six months for sale or re-let.

b) Where demonstrated that the site/premises is no longer suitable for continued employment use, the alternative uses listed below will be prioritised in the following order:

i. On-site affordable housing;
ii. Health or care-related uses, including care homes and specialist housing or health facilities;
iii. Other forms of housing; and finally
iv. Other uses which generate employment.

Supporting the local workforce

Our Skills Plan 2021-2026 aims to train a strong and productive workforce, driven by innovation, entrepreneurialism, and pride in our beautiful place. It outlines what needs to be done to help our economy, businesses and people to build resilience, realise emerging growth in our exemplar sectors, such as advanced engineering, fin-tech, green, health innovation, digital and creative and meet Net Zero ambitions,

while adjusting to demographic and technological change. It sets out an ambitious agenda to create a learning region that:

- focuses on our young people;
- delivers higher level skills for our economy;
- better connects businesses to training providers;
- creates new collaborative clusters to attract and retain talent locally; and
- responds to the economic and skills challenges of today and prepare for the future.

An important part of this approach is to, where possible, encourage developers to help us with the up-skilling and training of local residents, as well as the provision of jobs for local people through Local Labour Agreements. These Local Labour Agreements will be sought as part of the planning process and will be subject to discharge post decision through the use of planning conditions. To assist applicants in preparing Local Labour Agreements, we have prepared a template which can be viewed at (insert link).

We will support partnerships between employers and local training providers to ensure that the workforce of Bournemouth, Christchurch, and Poole is further developed and that disadvantaged sections of the labour market are provided opportunities to help improve their skills and capabilities.

Policy E8: Local Labour Agreements

a) Major planning applications will be expected to enter into a local labour agreement with the council to ensure that local people are given the opportunity to work on the development and develop their skills.
b) The applicant will be required to provide a employment and training skills plan identifying opportunities for employment and up-skilling of local people through the implementation of the development. This will include details of/make provision for:
    - work trials and interview guarantees to those attending job clubs, providing that they satisfy all essential criteria for the role;
    - Apprenticeships, T Levels, Supported Internships, Traineeships
    - Vocational training (NVQ's) e.g. GreenTech;
    - work experience for those aged in the 14-16, 16-19 and 19+ age groups;
    - engaging with DWP / local Job Centre for recruitment;
    - school and college site visits;
    - Construction Skills Certification Scheme (CSCS) cards;
    - supervisor training;
    - leadership and management training (including equality, diversity and inclusion);
    - in-house training schemes; and
    - measures and timescales for the quarterly monitoring of the performance targets set out in the plan.

Visitor accommodation and attractions

Tourism is a key economic sector for our region, generating over £1.3bn to our economy each year, and supporting over 12,000 jobs. Recognised as one of the premier coastal visitor destinations in the UK, we want to support our visitor economy and develop as a world class leisure destination, that enriches the quality of life for our visitors and residents.

Our Tourism Strategy 2023-2027 aims to establish the BCP area as one of the best coastal places in the world to visit, work and invest in and a leading centre for wellbeing. It sets out goals to support and sustainably grow a year-round visitor economy in ways that are beneficial to the local economy and community. To minimise environmental and community impacts from unsustainable forms of tourism, the focus is on rebalancing the visitor economy in favour of the higher quality, year-round, staying visitor and business tourism market.

The Seafront Strategy (2022) sets out a bold and exciting vision to establish a world class seafront, prioritising the protection of our natural environment, responding to climate emergency and supporting the distinctive identities of our coastline, whilst promoting sensitive inward investment, employment, community use, wellbeing, inclusivity and sustainable tourism. As well as developing the cultural and leisure offer, an important objective is to maintain and enhance the distinctive look, feel and identity of each of the different character areas along the seafront that is a mix of natural and built coastline.

The Cultural Strategy (2023) sets out the priorities of focus for the development of the arts and cultural sector across Bournemouth, Christchurch and Poole over the next 10 years. It is aligned with wider strategies and plans for the region and will be used to raise the profile of the cultural and creative sectors, supporting funding bids and development goals. This Strategy has been enabled by the council, developed by Bournemouth, Christchurch and Poole Cultural Compact and will be delivered by the cultural and creative community in partnership with the council, the Cultural Compact, multi-sector partners and our residents and visitors.

Visitor Accommodation

Our Hotel & Visitor Accommodation Research Report (2021) identifies a need for the renewal of the hotel market in the Bournemouth area, by introducing more international hotel brands, contemporary hotels, hotels with spa facilities, lifestyle products aimed at younger travellers and the provision of co-working spaces and facilities for remote working. The process of renewal will be achieved through revitalisation of existing accommodation, replacement with modern branded hotels and the development of new hotels.

Visitor accommodation will continue to be focussed within the town, district and local centres, with proposals outside these centres subject to a retail sequential test. Pressure continues to convert existing visitor accommodation to housing or to HMOs, which is eroding the tourism offer within certain areas. We are taking a pragmatic approach by allowing some loss of visitor accommodation that is no longer viable or attractive to the market, in accordance with our guidance note on visitor accommodation.

The growing use of digital platforms to use homes for short term holiday lets can impact upon the availability and affordability of local rental housing and drive up house prices. Government recognises this is an important issue and has proposed creating a new use class for short term lets that would enable areas with high demand to introduce planning restrictions. We await the outcome and will look to act if these changes to national policy come about. In the meantime, our approach is to restrict short term holiday lets that require planning permission to sustainable locations and to protect homes.

Policy E9: Visitor accommodation

1. New visitor accommodation

a. New hotel development and other built visitor accommodation will be supported in town, district and local centres. Elsewhere, new visitor accommodation or significant extensions to existing visitor accommodation will need to undertake a retail sequential test in accordance with Policy E11.

b. Proposals for new holiday parks, caravan or camping sites, or extensions to, will be considered on a case-by-case basis.

c. Proposals for short term holiday lets must be located in sustainable locations with access to high frequency bus services and not result in the loss of homes.

2. Existing Visitor Accommodation

a. The retention and expansion of visitor accommodation is supported where it provides a valuable contribution to the market;

b. Proposals resulting in the loss of existing tourist accommodation (including hotels, B&Bs and guest houses) with more than 10 bedrooms (or 24 bedrooms in the central Bournemouth area) will only be supported where it can be demonstrated that:

i. the continued use is no longer financially viable and attractive to future occupiers and has been subject to full and proper marketing of the site at its existing use at a reasonable value for at least six months or,

ii. the loss is necessary to enable investment in the remaining tourist accommodation on site or elsewhere in the BCP area.

Visitor attractions

Visitor attractions provide important leisure facilities for our residents and tourists, making an important contribution to the local economy. The area benefits from a wide range of visitor attractions, including the Seafront, Upton Country Park, Rockley Park, Compton Acres, Tower Park, Poole Museum, Russell Cotes Museum, Highcliffe Castle, Red House Museum and Gardens, etc . Our wealth of historic buildings also provides cultural interest. We will continue to protect visitor attractions and our heritage but allow improvements that will enhance their tourism function.

To enhance the offer for residents and visitors we will support new or improved leisure, cultural and entertainment attractions in our town centres (including district and local centres), or as proposed in our Seafront Strategy. Outside of these locations, leisure proposals may require a retail sequential test to ensure they do not harm the town centres (including district and local centres).

Policy E10: Visitor attractions

We will protect important visitor attractions and facilities, and support proposals to enhance existing facilities.

1. New visitor attractions

a. New visitor attractions will be supported in town, district and local centres, or elsewhere as proposed in the Seafront Strategy.

b. New leisure, cultural, entertainment and visitor attractions, must, where appropriate:

   i. protect and enhance the coastal environment in accordance with the character areas described in the Seafront Strategy; and
   ii. incorporate sustainable transport measures that enable public access to attractions in the day and evening.

c. Proposals to enhance the beaches, seafront and its public realm will be supported in accordance with the Seafront Strategy. Proposals for additional amenities and facilities should not compromise the accessibility and use of the beaches.

2. Existing visitor attractions

a. The redevelopment of visitor attractions, or sites last used as a visitor attraction, to other uses will only be supported where it can be demonstrated that:

   i. the use is no longer viable, and full and proper marketing of the site has been undertaken for its existing use at a reasonable value for at least six months;
   ii. equivalent or better replacement facilities are secured on or off site that are equally accessible to the community; or
   iii. the development is for an alternative visitor attraction, the benefits of which clearly outweigh the loss of the current or former use.

b. Proposals for ancillary uses to enhance visitor attractions will be supported.

Retail and town centres

There have been major economic and social changes in the last ten years which have changed the way we shop, affecting patterns of retail development and the development of new types of shops. In particular the rise in internet shopping, the rapid growth of discount retailers, the 'convenience' shopping concept and the consolidation of investment into fewer larger centres has led to an overall decline in the demand for town centre retail floorspace.

The covid pandemic has compounded the challenges of town centres further with increased online shopping and people working at home more where they would previously have worked in offices within the town centres. Numerous businesses, including large high street chains, have closed or moved to being online businesses, leaving town centre premises vacant.

It is recognised that the town centre high streets are changing to more cultural and leisure destinations. Policy needs to enable this transition whilst still protecting the vitality and viability of the town centres and the Cultural Strategy (2023) will play a significant part in facilitating this.

The Retail Study 2021 informs the retail growth and potential floorspace which is needed over the plan period 2022-2038 as set out in Figure 9.4.

Figure 9.4 Retail floorspace growth for 2022-2038

Zone/location	Convenience (sqm gross)	Comparison (sqm gross)	Food/ beverage (sqm gross)	Total (sqm gross)
Bournemouth area	745	-7,224	7,486	1,007
Christchurch area	-645	-2,559	2,442	-762
Poole area	144	-6,137	3,431	-2,562
Total	**244**	**-15,920**	**13,358**	**-2,317**

Source: BCP Retail and Leisure Study 2021

The figures show a large over-supply of comparison floorspace (products such as household goods or clothing) across the BCP area. A small over-supply of convenience floorspace (everyday items such as food) is projected in the Christchurch area, with only modest increases projected for the Bournemouth and Poole area. However, there is a significant projected need for food and beverage floorspace which is heavily influenced by the growing trend in cafés and restaurants. It is likely that the decline in comparison shops will be re-purposed as food and beverage space. Even taking this into account, there is still an over-supply of retail floor space forecast, particularly within the Poole area.

Any proposals for new retail will be directed to primary shopping areas within town centres first and then district centres, local centres and neighbourhood parades.

Any proposals for main town centre uses (as defined in the glossary of the NPPF) including retail (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) will be directed to town centres first then district centres and local centres.

The classification of our different centres and their strategy is set out in the retail hierarchy figure 9.5 and the centres are shown on the Policies Map. These centres have been designated due to their scale, function and role. As well as the three main town centres (Bournemouth, Christchurch and Poole) there are 5 major district centres, 11 minor district centres, and numerous major and minor local centres. There are also a number of neighbourhood parades which whilst not defined on the Policies Map, are nevertheless important in providing local shops in communities.

Proposals for retail or main town centre uses which are in locations that are out of centre, will require the application of the sequential test which will need to demonstrate that there are no suitable sites available (or expected to become available within a reasonable period) within centre, then followed edge of centre. Only where there are no suitable alternative sites available within centre or edge of centre will out of centre sites be supported.

For retail purposes, edge-of-centre is defined as being 300 metres from the Primary Shopping Area boundary. For all other main town centres uses, edge-of-centre is defined as being within 300 metres from the town centre boundary or other centre boundaries. For office development, edge of centre is defined as being within 500 metres from the town centre boundary, district centres and local centre boundaries and a transport interchange station. For retail uses, when applying the sequential test, the centre is defined as the primary shopping area. However, for other town centre uses, the town centre boundary will be used for the sequential test.

It is for the applicant to demonstrate compliance with the sequential test. The test should be proportionate and appropriate to the proposal and the applicant is required to demonstrate flexibility in terms of location and format/scale.

Proposals for retail and leisure floorspace over 280 sqm net floor space in out of centre locations will also need to undertake and submit a Retail Impact Assessment which will need to demonstrate that there would be no significant adverse impact on existing centres. The 280 sqm is a locally set threshold which reflects the characteristics of retail floorspace within the BCP area.

The considerations and steps in applying the sequential test and impact assessment are set out in the national policy and guidance, however the scope of the sequential test and impact assessment should be agreed with the LPA through the pre-application process prior to the submission of a planning application.

The are some limited exceptions to the requirement of a sequential test and impact assessment which include proposals which are identified in the Seafront or Tourism Strategies; and also for the provision of small community shops up to 280sq.m providing convenience food where a need has been demonstrated to support the local community.

Hot food takeaways

There has been a growing concern in recent years about the proliferation and over concentration of hot food takeaways and their impact on health, particularly when close to schools and places where young people congregate. In 2020 government reclassified hot food takeaways into a separate use class. While it is acknowledged that takeaway uses can be beneficial to the function of centres and reduce vacancies, an over-concentration of these uses could in some locations be detrimental to the character and function, or vitality and viability, of a centre and have impacts on health outcomes. There can also be problems with highway and pedestrian safety arising from delivery drivers mounting the pavement to service takeaway uses.

To help tackle childhood obesity we will restrict hot food takeaways within 400 metres of a school, this equates to an approximate walking time of 10 minutes. 400 metres will be calculated on the basis of the shortest walking distance from the entrances and exits of an existing or proposed school.

To support healthy lifestyles proposals that would result in potential clustering of hot food takeaways in a centre, will also be resisted. Drive-through takeaways will be resisted as they promote car-use, and can have adverse impacts upon public health.

Policy E11: Retail and Town Centres

The town, district and local centres as defined on the Policies Map and in accordance with the retail hierarchy, will be the focus for retail and main town centre uses.

1. Within Centre

Proposals (including change of use) for retail within the primary shopping areas of the town centres; district centres; local centres; and neighbourhood parades, and proposals (including change of use) for main town centre uses within town centres; district centres; local centres; and neighbourhood parades will be supported where they:

i. maintain or enhance vitality, viability and diversity of the centre;

ii. are appropriate in scale and function;

iii. retain or provide active commercial (Use class E) or community (Use class F) uses on the ground floor; and

iv. In the case of sui generis uses (i.e. pub, hot food takeaway, betting shop) would not result in or exacerbate an over-concentration of such uses.

Where a site is within, but close to the centre boundary and has become isolated by residential uses, an exception to the loss of an existing class E use and active commercial frontage may be supported.

2. Out of Centre

a) Proposals (including change of use) for retail uses outside of primary shopping areas, district centres, local centres, and neighbourhood parades; and proposals (including change of use) for main town centre uses outside of town centre boundaries, district centre, local centres and neighbourhood parades will only be permitted where:

i) A full retail sequential test has been carried out which demonstrates that there are no alternative suitable and available sites, firstly within the centres (as defined on the policies map), and then edge of centre.

ii) For any retail and leisure proposals over 280 sqm (net) floor space a retail impact assessment has been carried out which demonstrates that there would be no significant adverse impact.

iii) The proposal would be appropriate in scale, role, function and nature to its location and would not undermine the retail strategy (as set out in the hierarchy in figure 11.5).

b) The loss of an existing local convenience shop outside of town, district, local centres and neighbourhood parades, will only be permitted where:

i. there is an existing alternative local convenience shop that will conveniently serve the catchment area; or

ii. it has been demonstrated that the shop is no longer viable through marketing and a viability assessment.

3. Exceptions

There are some exceptions where a sequential test and impact assessment will not be required. This includes:

a) Developments which are identified in either the Seafront or Tourism Strategy;

b) A local community shop provided that:

i. it has been demonstrated that there is a local need;

ii. the shop is for local convenience food; and

iii. the shop is not more than 280 sq. m (net) of retail floor space.

c) Proposals within a Local Opportunity Area where a potential expansion of district, local or neighbourhood centre has been identified in the ward policy and the scale of the proposal is in accordance with the strategy for that centre (as set out in fig 11.5).

4. Hot food takeaways

a) In addition to the criteria in 1-3 above, proposals for hot food takeaways will only be permitted where they are not within 400 metres of the access points of a school.

b) Proposals for drive-through takeaways will not be permitted in any location.

5. Evening/Night time uses

a) In addition to the criteria 1-4 above, proposals that add to the vitality and viability of the evening and night time economy will only be permitted where individually or cumulatively they will not adversely affect the character of the area or residential amenity in terms of noise, light or other emissions.

Community, sport and leisure facilities

Facilities that provide opportunities for leisure, sport and community activities are vital to our physical and mental health. Community, sport and leisure facilities can include community centres, public houses, local places of worship, public halls, libraries, indoor play, leisure and sports centres, or specialist sports venues. They also include premises used for the delivery of essential services such as education, youth services, childcare and early years, health and social care, policing and the emergency services. This list is not exhaustive and other types of buildings might also function as community facilities where they meet the social, leisure, or religious needs of a community. Facilities can be listed as 'assets of community value' by the local authority where nominated community organisations meet specified criteria.

We propose to protect existing community, sport and leisure facilities that play an important role in supporting the health and wellbeing of our communities. New community uses will generally be supported where the use has a clear benefit to the local community. The most intensive sports and leisure facilities, which could include stadiums, ice rinks and leisure centres are considered by national planning policy as main town centre uses. These should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. Where possible other community, sport and leisure facilities will also be encouraged to be located within or near to our town centres or within sustainable neighbourhoods to reduce trips.

A Built Facilities Assessment has been completed to assess the needs for leisure and sports facilities. This identified opportunities to invest in some existing facilities to improve their quality and capacity. An Infrastructure Delivery Plan has also been prepared to support the Local Plan. Service providers have identified the provision of community infrastructure as part of this process. Where relevant, these requirements are reflected in site allocations. Community Infrastructure Funds can also be directed to support the provision of new infrastructure. Chapter 11 provides more information regarding infrastructure delivery.

Where strategic residential development is proposed we will seek the provision of new facilities to support the development. The needs for community, sports and leisure will be assessed on a case by case basis depending on the type of development, the location of the site in relation to existing facilities and the capacity of existing facilities.

Proposals that result in the loss of a community facility must demonstrate that the facility is no longer needed, and that no other community uses could make use of the site or facility. To demonstrate this, proposals should include evidence of consultation with the existing users, wider consultation with the local community and service providers, marketing for a period of six months based on the existing use value and an analysis of alternative local provision.

Proposals involving local shops, cafes, post offices and markets are covered by the policy E12. Open space, outdoor recreation facilities such as pitches, and playing fields will be determined against policy NE7.

Policy E12: Community facilities

1. New community, sport or leisure facilities

a. Intensive sports and leisure facilities are main town centre uses and should be located in town and district centres. Proposals outside these areas will require a retail sequential test.

b. Proposals for other sport, leisure and community facilities will be supported in town, district and local centres. Where it can be demonstrated that a lack of suitable sites within these areas, the applicant must demonstrate the proposed location is sustainable and can be easily accessed by walking, cycling and public transport. Consideration should be given to the shared use, or re-use, of existing buildings and sites.

2. Existing community, sport or leisure facilities

a. Proposals for the extension or redevelopment of existing community, sport or leisure facilities to expand and/or diversify the existing use will be supported.

b. The redevelopment of existing community, sport or leisure uses, and land formerly used as such, to other uses will only be supported where it can be demonstrated that:

   i. there is no need or demand for such uses on the site and adequate alternative provision is available to meet the needs of the area;

   ii. equivalent or better replacement facilities are secured on or off site that are equally accessible to the community; or

   iii. the development is for an alternative community, sport or leisure use, the benefits of which clearly outweigh the loss of the current or former use.

To demonstrate there is no need or demand for such uses proposals should include evidence of consultation with the existing users, wider consultation with the local community and service providers, and evidence of full and proper marketing of the site for its existing use at a reasonable value for at least six months for sale or relet.

Figure 11.5 - The Retail Hierarchy and Strategy

Designation	Function	Location	Strategy
Town Centres	Main town centres serving the BCP area and some surrounding areas to provide a wide range of facilities and services.	Bournemouth Christchurch Poole	Proposals for all scales of development will be supported in town centres. For the purposes of applying the sequential test, alternative sites within the town centres should always be considered. Note for retail the centre boundary is defined as the primary shopping area and for other main town centre uses, the wider Town Centre boundary applies.
Major District Centres	Smaller than town centres and serving a large local catchment but still providing a wide range of facilities and services including shops, banks, community facilities, and often including a small supermarket.	Boscombe, Bournemouth Castlepoint (Castle Lane West), Bournemouth Upper Parkstone (Ashley Road), Poole Westbourne, Bournemouth Winton, Bournemouth	Proposals for all scales of development will be supported in major district centres. For the purposes of applying the sequential test, alternative sites within major district centres should always be considered.
Minor District Centres	Same as above with major district centres but smaller.	Ashley Cross, Poole Broadstone, Poole Charminster, Bournemouth Christchurch Road (Iford), Bournemouth Highcliffe, Christchurch Holdenhurst Road (Springbourne), Bournemouth Kinson, Bournemouth Moordown, Bournemouth Southbourne Grove, Bournemouth Tuckton, Bournemouth Wallisdown, Bournemouth and Poole	Proposals for all scales of development will be supported in minor district centres. For the purposes of applying the sequential test, alternative sites within minor district centres should be considered for proposals up to 2000sq.m

Designation	Function	Location	Strategy
Major Local Centres	Smaller than district centres, local centres serve a smaller and more local catchment with a range of shops which can often include some basic community facilities such as a doctor's surgery, pharmacy or dentists.	Adastral Square, Poole Alder Road, Poole Barrack Road, Christchurch Bournemouth Road, Poole Branksome, Poole Canford Cliffs, Poole Canford Heath, Poole Castle Lane West/Bradpole Road, Bournemouth Castle Lane West/West Way, Bournemouth Charminster Avenue/Malvern Road, Bournemouth Columbia Road, Bournemouth Hamworthy, Poole Hill View Road, Bournemouth Lilliput, Poole Parkgates, Poole Penn Hill, Poole Purewell, Christchurch Queen's Road, Bournemouth Southbourne Crossroads, Bournemouth The Grove, Christchurch Wimborne Road Northbourne, Bournemouth	Proposals for all scales of development will be supported in major local centres. For the purposes of applying the sequential test, alternative sites within major local centres should be considered for proposals up to 500sq.m.
Minor Local Centres	Same as above with major local centres but much smaller.	Anchor Road, Bournemouth Ashley Road (East), Poole Bearwood, Poole Bournemouth Road (East), Poole Broadway, Bournemouth Castle Parade (Iford), Bournemouth[1] Charminster Road/Brockenhurst Road, Bournemouth Christchurch Road/Warnford Road, Bournemouth Creekmoor, Poole	Proposals for smaller scale developments will be supported in minor local centres. For the purposes of applying a sequential test, alternative sites within minor local centres should be considered for proposals up to 500sq.m.

[1] Previously named Iford Roundabout Local Centre

Designation	Function	Location	Strategy
		Cunningham Crescent, Bournemouth East Howe Lane, Bournemouth Fairmile Parade, Christchurch Falcon Drive, Christchurch Marlow Drive, Christchurch Merley, Poole Mudeford, Christchurch Oakdale, Poole Ringwood Road/Poole Lane, Bournemouth Ringwood Road (Walkford), Christchurch Salterns, Poole Somerford Road (East), Christchurch Somerford Road (West), Christchurch St Catherines Parade, Christchurch Tatnam, Poole Waterloo (Milne/MarshallRoad), Poole Wonderhalm Parade, Bournemouth	
Neighbourhood Parades	Usually a small number of shops serving the immediate area.	Not individually identified.	Proposals for small scale retail development up to 280sq.m will be supported in neighbourhood parades. Neighbourhood parades do not need to be considered when applying the sequential test.
Retail Parks	Large retail units	Mallard Road Retail Park Christchurch Retail Park Tower Retail Park (Mannings Heath) Westover Retail Park (Castle Lane West) Meteor Retail Park Stony Lane Retail Park Poole Retail Park Turbary Retail Park (Ringwood Road) Wessex Gate Retail Park / Fleetsbridge	Retail parks are out of centre and any proposals in this location would require a sequential test, and where proposals are over 280sqm also would also be subject to the retail impact assessment. For the purposes of applying a sequential test retail parks are considered to be ‘edge of centre’ and are sequentially preferable to other out of centre locations.

10. Connectivity and transport

Our overarching aim is to foster a safe, inclusive, resilient, integrated, and sustainable transport system that provides choice, supports new homes and businesses, enhances quality of life, and minimises the negative impacts on air quality, public health and carbon emissions.

The transport system plays a vital role in shaping the character, functionality, and sustainability of our communities. It influences our daily lives, affecting how we travel, access essential services, and connect with others. By prioritising sustainable modes of transportation, improving connectivity, and reducing congestion as a result of development, we aim to create vibrant, accessible, and inclusive communities where people do not have to solely reply on private car journeys to get around.

The distribution of centres across the urban area has significant potential to support a network of sustainable neighbourhoods which enable people to walk and cycle to local destinations, services and facilities. Currently 50% of work journeys are less than 5km and 80% are within 5-10km. This highlights the opportunity for more active travel if people have access to routes that get them to where they want to be in a way that is safe, efficient and enjoyable.

Key principles that guide our transport strategy and the transport policies and strategies outlined in this chapter include:

1. **Sustainability**: Promoting sustainable transportation options, such as walking, cycling, and public transport, to reduce carbon emissions, improve public health, enhance air quality, and minimise the environmental impact of transportation.
2. **Connectivity**: Enhancing connectivity within and between communities, enabling seamless **travel** across different modes of transportation, and improving connections to major employment centres, shopping destinations, leisure and community spaces, educational institutions, healthcare facilities, and cultural amenities.
3. **Safety**: Prioritising the safety of all road users by designing and managing transportation infrastructure that minimises the risk of collisions between vehicles and vulnerable road users. This includes implementing traffic calming measures, improving road signage, and promoting safe cycling and walking networks.
4. **Integration**: Encouraging the integration of land use and transport planning to create cohesive, well-designed, permeable and sustainable developments that meet people's everyday needs without reliance on the private car.

Strategic Transport Plan

The council is part of an alliance of eight local authorities and one combined authority which form part of the Western Gateway Sub-national Transport Body (STB). The role of the STB is to set out the transport strategy for the region, provide leadership on strategic transport matters and present collective priorities for greater investment in transport in the Gateway area to government, by providing a single, unified voice for the region. This will be underpinned by the production of an evidence base that informs a long-term Strategic Transport Plan.

The Sub-national Transport Body has identified a Southern Growth Corridor and a strategic corridor from the Midlands to the South Coast. While the majority of these corridors fall outside the BCP area, some projects have been identified that would assist with the improvement of these strategic corridors.

Local Transport Plan

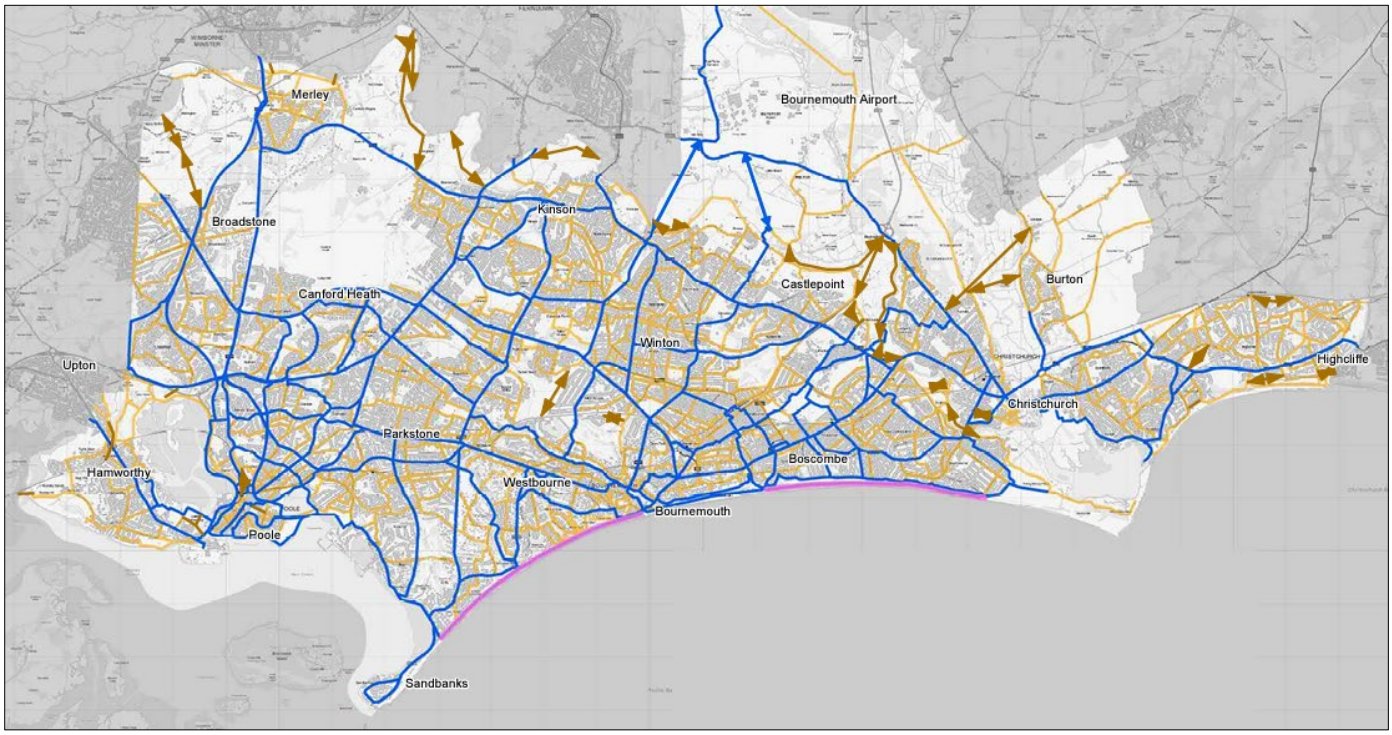
Local Transport Plans (LTP) are statutory documents which set the strategy for the management, maintenance and development of an area's transport system. The current LTP3 (2011-2026) was developed through partnership working. Along with Dorset Council we have commenced work on LTP4. The LTP4 will support the local plan and will be used to deliver improved transport to help meet our key objectives in this local plan about sustainable travel, along with other local and nationally set objectives.

The LPT4 will identify key schemes, including routes and junctions for improvement. It will also consider any future role of park and ride across the conurbation and until this work has been completed, existing park and ride sites will be safeguarded. The LTP4 will also set out how transport related funding, largely allocated by government, will be spent to improve transport in our area. In identifying schemes to improve the operation of the overall transport network, the LTP4 will take into account the proposed development set out within this Plan.

Local Cycling & Walking Infrastructure Plan (LCWIP)

The LCWIP sets out the council's long-term vision and proposals for investment in a network of walking and cycling routes and infrastructure across the region including cycle parking. It builds on and connects with existing cycle and walking provision, showcasing our ongoing, ambitious commitment to active travel and the critical role it plays in reducing local traffic congestion and carbon emissions. The plan contains timings for the improvements over a 15-year period and prioritised routes with the greatest potential to increase levels of walking and cycling. Figure 10.1 shows the linkage of the primary cycle route (blue), the secondary cycle network (yellow) and the further potential links (arrows).

Figure 10.1 The proposed cycle network



Bus Service Improvement Plan

Working with local bus operators we have been developing a Bus Service Improvement Plan, with the aim of significantly improving bus services across the BCP area. This hopes to increase the number of people travelling by bus by helping to make buses more frequent, reliable, better co-ordinated, easier to use and cheaper. Figure 10.2 shows in red where there are 6 or more buses per hour (2019 data).

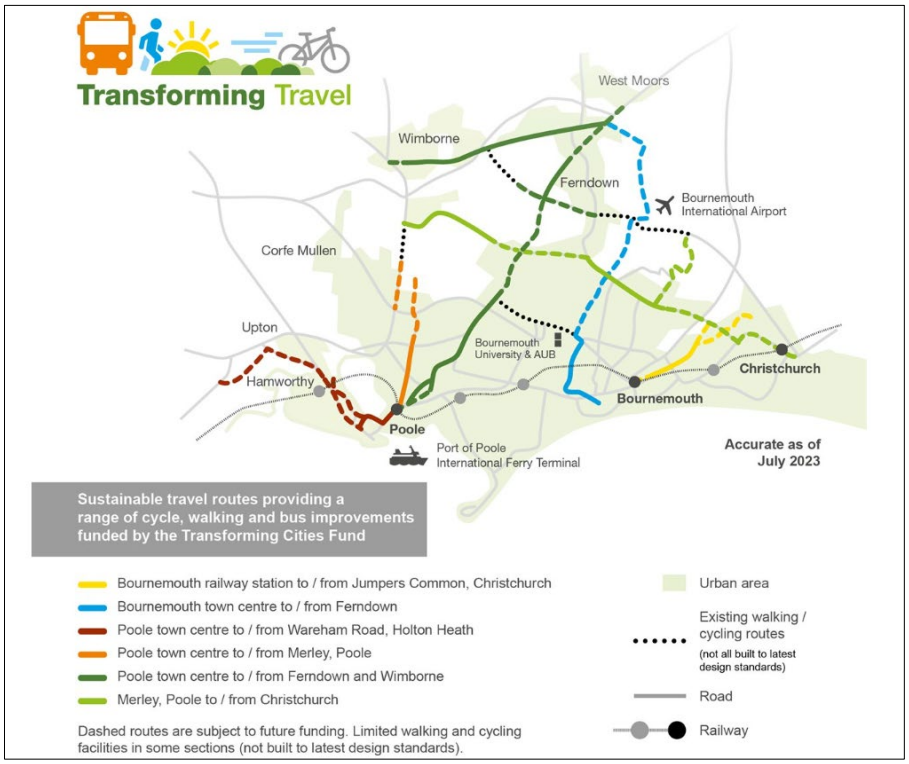
Figure 10.2 – High frequency bus routes



Transforming travel locally

We are using the Transforming Cities Fund to deliver a network of new cycle routes, walking routes and bus improvements to increase accessibility and provide alternatives to the private car to help with our climate change ambitions. We planned six sustainable travel routes, however due to rising costs the budget is no longer sufficient to build all the routes. The TCF routes are shown on Figure 10.3 with the routes requiring additional funding shown as dashed.

Figure 10.3 – TCF routes



Strategic Policy T1: Transport Strategy

In order to reduce carbon emissions and congestion, support health, and the safe and efficient movement of people and goods, development proposals must contribute towards sustainable and active travel behaviour where people can make more trips by sustainable modes. This will be achieved by:

a) directing developments into the most sustainable locations, which are capable of meeting people's local needs, principally the town centres, district and local centres and within sustainable neighbourhoods;
b) promoting walking, cycling and public transport to be the natural first choice for journeys in the urban area;
c) creating neighbourhoods with reduced traffic speeds and clean air that enable people to walk, wheel or cycle, through the provision of high quality, safe walking and cycle routes that enhance connectivity and reduce severance;
d) providing priority measures for buses to support high quality, accessible bus stops and service improvements to enhance existing services and demand responsive transport throughout the town;
e) exploring innovative approaches to travel demand management and mobility, such as car clubs, school streets and measures that reduce traffic speeds and flow;
f) delivering electric vehicle charging and other alternative fuel infrastructure;
g) facilitating improved freight connectivity across the country by rail and with the port and airport;
h) assessing and mitigating any transport impacts arising from development;
i) continuing to review transport strategies for the town centres, including the approach to public car parking, in order to facilitate and prioritise sustainable transport and ensure the vitality of the town centres;
j) supporting the delivery of infrastructure identified through the Sub-national Transport Body, Local Transport Plan, Local Cycling and Walking Infrastructure Plan and Bus Service Improvement Plan; and
k) enhancing the options to reach the airport by sustainable modes of transport.

Transport and development

The Traffic Management Act 2004 places a duty on local authorities to make sure traffic (including pedestrians) moves freely and quickly on roads. The NPPF reinforces the need for development not to have a severe residual cumulative impact on the highway network by encouraging mitigation measures to avoid travel by private cars. Highways are a critical component of transportation infrastructure, facilitating the movement of people, goods, and services.

Ensuring the safety of all road users is of paramount importance within the BCP area. We have a responsibility to consider the safety impacts to ensure new development does not undermine highway safety including taking steps to reduce and prevent accidents, and promoting road safety. The impacts of development on highway safety will be assessed on a case by case basis considering the location and layout of the development within its context.

Unacceptable impacts on highway safety may arise where the proposal has an adverse impact on the safety of any road users, but especially people walking, wheeling and cycling, as well as the overall effective functioning of the road network. This impact could potentially result in an increased risk of injuries or fatalities due to factors such as inadequate street design, poor visibility, insufficient pedestrian crossings, inadequate cycling infrastructure, or any other factor that could compromise the safe movement of people and vehicles within the transportation network.

Healthy streets

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people, are enjoying using this space as shown in Figure 10.4 taken from Healthy Streets guidance.

Figure 10.4 Indicators of healthy streets



Development should be designed with this guidance in mind. Further guidance on creating high quality places is set out in Manual for Streets 1 and 2. We want to create high quality places and healthy living environments that incorporate opportunities for people walking, wheeling and cycling as alternatives to travel by private motorised vehicle.

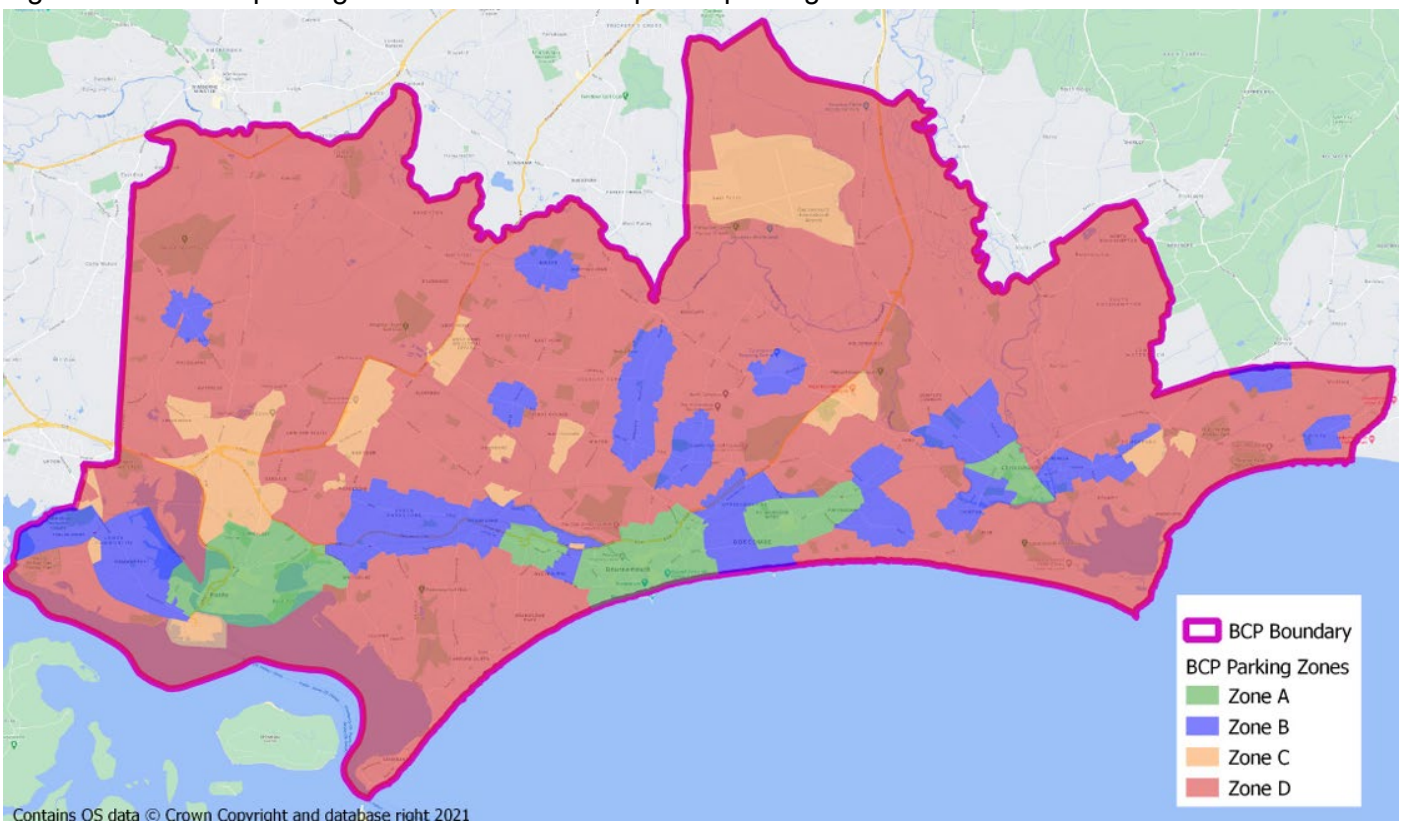
Parking

The BCP Parking Standards SPD (2021) provides good design and sustainability guidance for new development. We have split the BCP area into parking zones as shown in Figure 10.5 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

In Zone A (green) and usually in Zone B (blue), car parking is not required for new homes as these areas are characterised by high density development in highly sustainable locations well-served by public transport, shops and local services. This harmonises with our approach to provide safe and attractive walking and cycling infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Where parking is included in new development, it should not dominate site frontages and strike the right balance with the buildings and the urban greening required in each site through Policy NE4.

Figure 10.5 – BCP parking zones for new development parking standards



Transport assessments

Transport Assessments are required for proposals likely to generate significant transport impacts, including such schemes, but are not limited to, the following:

- retail developments over about 800 sqm gross floor area;
- employment developments over about 1500 sqm gross floor area;
- residential developments including 50 or more new homes;
- education facilities;
- non-residential institutions and assembly or leisure developments over about 1500 sqm gross floor area;
- developments creating about 100 or more vehicle parking spaces;
- developments located in areas where there is poor or substandard existing transport infrastructure;
- developments involving the large-scale import or export of materials, plant or products by road; and
- developments involving substantial numbers of heavy goods vehicle movements.

The contents of a transport assessment should include the following but is not limited by this list with additional information being required on a case-by-case basis:

- information about the development site as existing;
- information about the development proposal;
- identification of the national, local and neighbourhood transport policies, standards and other guidance, which are relevant to the development proposals and its locality;
- descriptive information about the transport system in the locality of and serving the development;
- other relevant information about the vicinity of the development site;
- information detailing the 24-hour period person trip rate of the development site;
- information about the transport system(s) / area(s) that will be studied, to inform the transport impact of the development proposal. And for those system(s) / area(s);

- proposals to cost-effectively mitigate or limit any significant or severe cumulative transport impacts associated with the trip generation of the development proposal.
- proposals to enable and encourage development users to travel sustainably; and
- consideration of any adverse transport impacts associated with the decommissioning of the existing site and the construction of the development, and proposals to cost-effectively mitigate or limit any significant or severe cumulative transport impacts arising.

Travel plans

Applicants will be required to prepare travel plans for significant trip generating developments. These plans will be required to identify opportunities for the effective promotion and delivery of sustainable transport initiatives and thereby reduce the demand for travel by private car.

Policy T2: Transport and Development

1. Development will only be permitted where:
    a. there is no unacceptable impact on highway safety;
    b. the residual cumulative impact of additional trips on the local and strategic highway network is not severe;
    c. the impacts on the local and strategic highway network arising from the development itself, or the cumulative effects of development on the network, are mitigated through measures prioritised in the following order that would avoid and/or reduce the need to travel by private motor vehicle:
        i. active travel;
        ii. public transport;
        iii. provision of improvements and enhancements to the local network; and
        iv. contributions towards necessary or relevant off-site transport improvement schemes.
    d. it accords with BCP Council's adopted parking standards.
2. Major development must:
    a. be designed so that opportunities for sustainable transport modes are maximised and provide for a variety of forms of transport as alternatives to travel by private motorised vehicle;
    b. give priority, in the following order, to the needs of people walking, wheeling or cycling, users of public transport, car sharers and users of low and ultra-low emission vehicles;
    c. ensure streets are designed for all users, not just vehicles, to create better quality places;
    d. where environmental constraints allow, ensure that sustainable transport modes are provided for within and to/from the development through the provision of high quality, engineered, safe and direct walking and cycling routes with a permeable site layout maximising use of desire lines;
    e. provide electric charging points for E-bikes, electric cars other and micro-mobility vehicles;
    f. contribute to sustainable transport schemes including off-site improvements in the vicinity of the site to cycling and walking routes and public transport facilities; and
    g. ensure the transport infrastructure is visually attractive and functions well for all users.
3. Proposals which are likely to generate significant transport impacts must be supported by:
    a. A transport assessment or transport statement; and
    b. Where requested by the Council, a travel plan to include a range of measures to facilitate increased uptake of walking, cycling, public transport, car sharing or low emission vehicles, with measures ensuring that switching between modes is simple and convenient for all.

Development impacts arising from road access

It is important to enable the safe and efficient use of our primary and major road network. Proposals that involve a new direct vehicle access onto the primary route network will not be permitted, in order to assist with traffic flow and reduce risk. Exceptions will only be made where there is an overriding need for the development and it requires a primary route or major road network location, such as a roadside service facility, facilities for the travelling public, maintenance compounds and exceptional, other major transport interchanges.

On the county distributor network, new accesses will also be resisted where these could harm the function of the road for traffic distribution. Proposals that intensify existing accesses will need to bring the design of the access up to date in line with our crossover guidance.

On other routes, new accesses must be safe and maintain priority for people walking and cycling across the access. In some instances the creation of a new access can result in the loss of existing on street parking. Therefore we will need to carefully consider the impact of new accesses in controlled parking areas, or on heavily parked streets, as defined in appendix C of the BCP Parking Standards SPD.

Policy T3: Creation or alteration of a vehicular access onto a road

1. Primary route network

a) New accesses for private motor vehicles onto the primary route network will be resisted in all cases except where offering improved road safety for all users; and

b) A preliminary road safety audit must be submitted with all major development proposals which abut the primary route network.

2. County distributor roads

a) New accesses on the county distributor network will be resisted where alternative access is available to the side or rear, and turning facilities should be provided on site where possible;

b) Increased use of existing safe access points will be allowed where it does not harm the road's strategic traffic distribution role and particularly that of bus movement; and

c) For existing accesses, the design must be brought up to the current standard to be considered suitable for intensification or continued usage.

3. Other routes

a) Other than on the primary route network, and the county distributor roads applications for the creation of an access to a highway, or where development will result in the increased use of existing access points, will be acceptable where;

i. access would be safe having regard to the council's cross over guidance;

ii. the access, and any off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected);

iii. people cycling will not be negatively impacted by an increase in traffic volumes; and

iv. on heavily parked streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking, does not result in the creation of more off-street spaces than set out in the Parking Standards SPD.

Transport infrastructure

To support the growth set out in this Plan the delivery of new transport measures will be required, particularly to improve sustainable transport measures along important routes and to improve the efficiency, capacity and safety of routes and junctions.

The strategic transport network is made up of the following:

- the national primary route network:
    - primary route network (A35);
    - county distributor network;
- the quality bus corridors; and
- the rail network.

The strategic transport schemes identified encompass a range of projects, including highways improvements, enhancements to the bus and rail network, and the provision and improvement of cycling and walking infrastructure. The schemes have been carefully selected based on their potential to alleviate existing transportation challenges, accommodate future growth, promote sustainable modes of travel and support economic prosperity. The policy emphasises the need to safeguard these schemes to ensure their long-term viability and effectiveness. These schemes will be reflected in the LTP4, and further schemes may be identified.

Work will be undertaken, in conjunction with the Department for Transport, Network Rail, train operating companies and other agencies, to support the opening and improvement of local rail stations and the provision of additional rail services where these primarily facilitate short distance passenger journeys across the conurbation.

In addition to these strategic schemes, the policy ensures existing sustainable infrastructure is protected and that it supports the delivery of other transport infrastructure schemes such as those identified in the LCWIP. The Public Rights of Way network will be maintained and diversions will only be appropriate where an alternative route of equal or improved character, amenity, safety, directness and convenience is provided. Cycling and walking infrastructure should be designed using guidance including LTN1/20 and Manual for Streets to be safe, attractive and accessible to all users.

Policy T4: Transport Infrastructure

Transport schemes

1. Development should not prejudice the opportunity to deliver strategically important transport schemes as listed in the appendix and shown on the policies map, or those set out within LTP4.
2. Development should not encroach upon highway improvement lines along the primary route network and county distributor network for a 16-metre minimum width to protect land required for future highway schemes.

Walking and cycling

Walking and cycling infrastructure should be enhanced and expanded to support greater use by:

a) enhancing and extending existing cycle and walking routes;
b) be designed to be safe, attractive and accessible for all users; and
c) safeguarding the public rights of way network;

Buses

The bus network will be enhanced and expanded to support greater use by:

a) safeguarding existing bus infrastructure, including bus stops and bus land, unless mitigation is secured that leads to an improvement in the bus operation;
b) supporting bus priority measures along quality bus corridors; and

c) safeguarding existing park and ride sites.

Rail

The rail network will be enhanced and expanded to support greater use for passengers and freight by:

a) improvements to rail stations to promote inclusive access and the use of cycle and ride, bus and ride and park and ride;
b) protect existing rail infrastructure and operational railway land from development which would prejudice future rail uses; and
c) identifying opportunities to open new or former stations and freight facilities.

Freight and servicing

The council recognises the need to maintain a sustainable and safe freight transport system to cater for the needs of the local community and provide for the movement of goods. The ability to move freight efficiently to, from and within the BCP area is crucial to the economic prosperity of the area. In managing the movement of goods, the overall impact of freight movement on the local community will need to be minimised by restricting motorised freight traffic where appropriate whilst maintaining adequate access for delivery vehicles.

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. Further advice on service vehicle provision can be found in the Freight Transport Association's publication "Designing for Deliveries".

Loading and servicing can impact the efficiency of on-site operations, road safety, congestion levels on surrounding roads and the amenity of the area. Where on-site loading and servicing provision is required dedicated servicing bays should be provided in accordance with the BCP Parking Standards SPD. Development proposals must make provision for loading and servicing to:

- 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.

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.

Policy T5: Freight and servicing

1. Freight

a. Developments must allow for the efficient movement of goods, whilst the impacts of construction and distribution of freight traffic on the local community and environment are mitigated, using the following principles:
    i. Developments which generate significant volumes of freight traffic, or the movement of bulk materials, should be located close to the strategic transport network and should make use of rail transport wherever practical;
b. Development that would generate significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road;

c. Freight consolidation should be applied through maximising the use of the capacity of vehicles entering and exiting a site, and through the use of more sustainable alternatives, such as rail or last mile delivery e-cargo cycles, to consolidate delivery and construction transport.

2. Servicing

a. The provision of servicing facilities is required in all development in accordance with the BCP Parking Standards SPD;

b. Wherever possible servicing should be provided off the highway; and

c. Loss of existing servicing will be resisted where it is still required to meet operational needs.

Air quality

Road transport is the main source of pollutants in our area with petrol and diesel engine vehicles and vehicle brake and tyre wear emitting a variety of pollutants that have an impact on air quality. However, air quality across our area is well within legal limits and in 2022 there were no locations which exceeded the air quality objectives for nitrogen dioxide or fine particulate matter. There are, however, some locations where the combination of traffic, road layout and geography has resulted in higher levels than others. The monitoring locations with the highest nitrogen dioxide concentrations are located on busy routes across the conurbation in particular Wimborne Road in the Bournemouth area, Fountain Roundabout in the Christchurch area and Commercial Road in the Poole area.

We are addressing air quality issues by (i) locating new development where there is a viable range of transport choices; (ii) providing good quality sustainable transport infrastructure; (iii) ensuring good design of development; and (iv) enhancing the role of sustainable neighbourhoods to enable people to access basic facilities by cycling and walking. Mitigation measures that could be introduced by development may include planting, bunding or separation to increase distance of buildings from highways and junctions; design of buildings; site layout and phasing during and post-construction; ensuring good site connectivity with public transport or active travel routes; and infrastructure for ultra-low emission vehicles and other forms of low or zero emission transport.

Some development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of lower air quality, and these will need to demonstrate that measures can be taken to effectively mitigate air quality impacts. These developments should complete an air quality assessment using the methodology set out in our guidance.

Policy T6: Air Quality

In areas where development is likely to have a significant adverse impact on local air quality, the council will require applicants to produce an air quality assessment, carried out in accordance with the relevant guidance to address:

a) the cumulative impact of the development and other planned developments in the local area on future emissions and air quality; and
b) the proposed mitigation measures, including design and offsetting which would prevent exceedance of national air quality standards, as well as, those to support walking, cycling and public transport use to reduce generation of emissions from future users of the development.

11. Infrastructure and delivery

Managing the impact of development on local communities and the existing built and natural environment involves protecting existing infrastructure and securing the timely investment of new infrastructure.

Infrastructure

The council will continue to work with service providers including health, education, transport, community and leisure to deliver new and improved infrastructure prior to, or in conjunction with, new development. The full list of infrastructure required to support this plan is in the infrastructure delivery plan, with a summary of some of the potential projects in figure 11.1. The infrastructure delivery plan will be regularly updated to ensure that development can contribute to identified infrastructure needs required to support growth, with a focus on the first five years of the plan period.

Figure 11.1 – Potential infrastructure project

Type of infrastructure	Planned projects
Flood Defences	Poole and Christchurch town centres
Heathland Infrastructure Projects (HIPs)	Upton Country Park, Canford, Stour Valley River Meadows, Roeshot Hill, Two Rivers Meet and Cruxton Farm;
Green infrastructure	Stour Valley
Sustainable transport	Various cycling, walking and bus projects through LTP4
Health care	30 additional clinical rooms in doctors surgeries to cater for up to 60,000 new patients with expansion of provision planned for Bournemouth and Poole town centres.
Seafront	Investment in infrastructure, cultural offer and facilities as set out in the Seafront Strategy
Built leisure facilities	Littledown, Poole Dolphin and Two Riversmeet leisure centres, Ashdown Leisure Centre athletics track and Poole Rowing Club
Sports pitches	24 full sized grass pitches or less if 3G artificial pitches are provided
Burial space	Cemeteries north of Poole, north of Bournemouth and around Burton

To encourage the most effective use of existing and new infrastructure, co-location and multi-functional use of land and buildings, for services and facilities, will be supported.

Developers of large strategic sites should prepare site infrastructure delivery plans to show how infrastructure will be delivered to support their development. Considerations include bus corridors, electricity power lines (preferably underground), high pressure gas mains, educational facilities, health facilities, flood protection measures, water treatment infrastructure, wastewater treatment works, waste collection and management services and telecommunications equipment (particularly high-speed broadband infrastructure). These plans should set out the infrastructure to be provided along with details about the funding, phasing and management of the proposed infrastructure.

Developers of all sites should check with the utilities providers that there is adequate capacity, e.g. electricity, wastewater, etc. Development in areas with no mains foul system will need to ensure that there are suitable options available for wastewater disposal.

Digital connectivity

The council supports enhancements to broadband and telecommunication technology (including the roll out of 5G technology) and will work with operators to ensure that the local economy is supported by up to date digital infrastructure. Developers should, as standard, install the necessary ducting to enable future connectivity to high-speed broadband.

Digital infrastructure, including telecommunications masts, should be carefully designed and sited to ensure they respect the character and appearance of the street scene, avoiding unnecessary street clutter and prominent positions within established residential streets.

Strategic Policy ID1: Infrastructure

Development proposals will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Depending on the nature of the proposals, infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development.

All relevant proposals must:

a. demonstrate that full regard has been paid to the council's infrastructure delivery plan and all other relevant policies of this plan;
b. build safeguards into schemes to protect and enhance appropriate services and facilities, including bus corridors, telecommunications equipment (particularly high-speed broadband infrastructure), electricity power lines, high pressure gas mains, educational facilities, health facilities, flood protection measures, water treatment infrastructure, wastewater treatment works and waste collection and management services; and
c. ensure the design and siting of new infrastructure minimises clutter and respects the character and appearance of the street scene.

Large strategic sites should prepare infrastructure delivery plans to support the delivery of the site. These plans should set out the infrastructure to be provided along with details about the funding, phasing and management of the proposed infrastructure.

Viability

The NPPF, planning policy guidance and RICS Financial Viability in Planning places great emphasis on deliverability of development as well as allowing the provision of competitive returns to willing land owners and developers to enable sustainable development to come forward. Deliverable schemes are required to ensure our development needs are met as expected over the plan period. Therefore we will require a 'declaration of deliverability' on the validation checklist for all major planning applications.

Our viability evidence, including real costs of building homes provided by local developers, has informed this local plan. The viability evidence shows that margins are tight in Bournemouth and Poole town centres and across the central part of the BCP area. Viability is much stronger in coastal locations, the suburbs and in

Christchurch area. Figure x illustrates how the value areas are spread, with the darker reds indicating higher values.

Insert Figure 11.2 – Development values for housing

Securing funding from development though CIL and Section 106 Agreements

In the current climate of constrained public finance and high development costs, it is challenging for us to deliver the infrastructure needed to support development. Securing the uplift from development profits is also difficult in large parts of the BCP area.

CIL is a charge levied on new development on a '£ per sq. m' basis to fund the infrastructure required to support the development of the area. The local plan is accompanied by the BCP Draft CIL Charging Schedule, which sets the CIL rates. We set our CIL rates from what remains of the development profit after other local plan policy costs have been deducted. We have purposely minimised our policy requirements in this local plan in order to prioritise securing CIL to deliver essential infrastructure. It also allows local communities to benefit from CIL neighbourhood portion for local infrastructure projects.

Even by maximising our CIL rates it will not pay for all the necessary infrastructure and other sources of funding will be needed. CIL though will help with match funding as we try to secure external funding.

Whilst CIL will be used to fund most infrastructure, in some cases, particularly large strategic sites with more complex infrastructure requirements, Section 106 Agreements will also used to secure infrastructure. Annually we publish our infrastructure funding statement to report on what CIL/S106 we have collected and what it will be or has been spent on.

Viability assessment

The viability evidence demonstrates that this local plan is deliverable. Where policy compliant applications are submitted, they can be determined promptly without a viability assessment.

Where an applicant considers there is a viability issue with delivering a policy compliant scheme, the applicant can submit a viability assessment for independent review, with the costs met by the applicant. The developer's viability assessment should be based upon the key inputs used in the viability assessment that informed this Local Plan and the applicant will have to demonstrate what has changed since. The 'benchmark land value' will be the 'existing use value plus' approach. The 'alternative use value' approach will only be accepted where it can be demonstrated that the alternative use can be implemented and fully comply with development plan policies. We will also require applicants to provide evidence from the financial institution investing in the proposed development.

The outcome of the viability assessment will indicate what policy requirements cannot be met, which is usually the affordable housing policy requirement. As this local plan is not seeking affordable housing on the majority of schemes, the hope is that developers will challenge viability less often, speeding up decision making.

Changes of use

There is often pressure on lower value uses (community uses, hotels and employment land) to be redeveloped for uses that will bring high value to the developer, especially housing. Viability studies demonstrate that land values are generally highest for housing, then retail, then employment and lastly community uses. The 'hope value' that speculative developers can pay for such lower valued sites, in the expectation that their sites could receive planning permission for change of use to housing displaces existing

jobs, as well as outbidding potential investors who would like the site to take on the business or community use. We will therefore expect applicants wishing to change the use of a lower value use to an alternative higher value use, to demonstrate that the existing use is no longer viable or attractive to future occupiers at a price that reflects the existing use.

The required financial and marketing information is set out in conjunction with the relevant policies for community facilities (policy E12), tourism uses (policy E9 and E10), care homes (policy H7) and isolated employment (policy E7). It must be demonstrated that the site is no longer attractive to future occupiers for its existing use through full and proper marketing.

To demonstrate that the applicant has undertaken full and proper marketing, proposals must be accompanied with the following evidence:

Strategic Policy ID2: Viability

The council will expect applicants of major development schemes to demonstrate that major development proposals are deliverable as part of the planning application process.

1. Viability assessments

In circumstances where an applicant wishes to demonstrate to the council that the proposal would not be viable if it were policy compliant, the applicant can submit a residual land value viability assessment at or before the date of making the planning application. The assessment must:

a. use the same key inputs as used for the viability assessment of this local plan;
b. demonstrate what has changed since that has made the proposed scheme unviable;
c. use the 'existing use value plus' approach as the benchmark land value; and
d. provide a letter from the financial institution backing the proposed scheme that clearly sets out why the development in its current form isn't viable and how the scheme can be made viable.

2. Changes of use

Unless specified in another policy, proposals for the change of use from lower value uses to residential must demonstrate that the existing use of the site is not attractive to future occupiers for its existing use or other permitted uses. In order to demonstrate this, the applicant must provide evidence of full and proper marketing of the site that demonstrates that:

- the site has been marketed for its existing use for 6 months;
- all opportunities to re-let the site have been fully explored;
- the site has been marketed using a variety of methods and marketing tools available that are likely to attract future occupiers;
- the site has been marketed at a price which is considered reasonable (i.e. using recent and similar transactions) for the existing use; and
- the details of any interested parties are provided.

Delivering the plan

The Local Plan will be implemented and delivered through a combination of private sector investment, the work of other agencies and bodies and the council's own strategies and initiatives. Much of the new development identified in this Plan, particularly the investment in new housing and jobs, will be delivered by the private sector. We will continue to work with service providers and developers to deliver the infrastructure required to support the Plan. The Local Plan is supported by a viability appraisal (2023) that has found that the Local Plan is deliverable including the draft CIL charging rates.

Monitoring and review

The council will regularly monitor the policies in this Plan to assess whether they are working effectively. The monitoring framework in the Appendix provides indicators for each policy, together with any identified targets. The outcomes will be set out in the council's monitoring report. Where it would appear that targets are not being met it may be necessary for the council to review the policy. Depending on the scale and nature of the target not being met, actions may include:

(i) engagement with developers, landowners, service providers and local organisations;
(ii) the preparation of an interim position statement and/or development brief; and/or
(iii) a partial or full review of the Local Plan.

The council will review the BCP Local Plan by 2030 to ensure that the overall strategy remains up to date.

Part 2 – Ward Policies

Alderney and Bourne Valley

Alderney & Bourne Valley is located between Bournemouth and Poole town centres and predominantly features residential areas, with some areas of retail and employment uses and numerous open spaces and heathland.

Sustainable Neighbourhoods

Alderney & Bourne Valley contains 5 sustainable neighbourhoods:

- **Bourne Valley & Rossmore** and **Wallisdown Sustainable Neighbourhoods**, which are based on the approximate walking catchments of the Alder Road Local Centre and Wallisdown District Centre respectively. These areas benefit from high frequency bus links to Poole and Bournemouth town centres, being within a walkable distance of open space, primary and secondary schools, play areas and doctors surgeries, and local employment opportunities at the Branksome Business Park, Sharps Road and Alder Hills employment areas.

- **Branksome Sustainable Neighbourhood**, which is served by the Branksome Local Centre and benefits from easy access to Branksome Rail Station and high frequency bus routes linking Bournemouth and Poole town centres. The area also benefits from being within a walkable distance of open space, primary and secondary schools, play areas and doctors surgeries, and local employment opportunities at nearby employment areas.

- **Newtown & Foxholes Sustainable Neighbourhood**, which does not fall within the walking catchment of a retail centre or doctors surgery, but does include some small neighbourhood parades and individual convenience stores (off Herbert Avenue and Ringwood Road). Proposals to introduce new local community shops and facilities will be supported within the area where a need is demonstrated. The part of this sustainable neighbourhood that falls within Alderney & Bourne Valley otherwise benefits from being within a walkable distance of primary and secondary schools, play areas and open space, and local employment opportunities at the Mannings Heath/Broom Road and Wallisdown Road employment areas.

- **Upper Parkstone Sustainable Neighbourhood**, which is based on the approximate walking catchment of Upper Parkstone District Centre. The area benefits from high frequency bus links to Bournemouth and Poole town centres, and being within a walkable distance of open space, primary and secondary schools, play areas and doctors surgeries.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and inadequate infrastructure and public realm. We will explore opportunities to enhance the pedestrian and cyclist environment, and enhance our open spaces, recreational facilities and public realm with the ambition of improving the liveability of the areas.

Broad townscape characteristics

The character of the area is a mix of late 19th century and interwar/postwar suburban detached housing or postwar estate housing, typical of many of the BCP area's suburbs. New development should typically incorporate good quality soft landscape and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

The southern parts of the ward (falling within the Upper Parkstone and Branksome sustainable neighbourhoods) contain some period architecture from the Victorian and Edwardian eras. In these areas, new development should typically incorporate good quality boundary treatments to the front, and integrate

with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features.

Retail areas

Four retail centres wholly or partially fall within Alderney & Bourne Valley: Wallisdown District Centre, and Alder Road, Ashley Road (East) and Branksome local centres, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Within the Newtown & Foxholes Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Branksome Business Park, Sharp Road, Mannings Heath/Broom Way, Alder Hills, and Wallisdown Road employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 35 homes to be built in the ward, 5 already have planning permission and we expect around 30 homes to be built in the ward as a result of windfall opportunities, most likely as a result of intensification of existing plots. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. Large parts of the ward are within 400 metres of the Dorset Heathlands where new homes are restricted.

Local opportunity areas

Alderney & Bourne Valley contains four local opportunity areas:

- **Poole Retail Park** local opportunity area is in a highly sustainable location adjacent to a railway station and a high frequency bus route and is in proximity of the Upper Parkstone and Westbourne district centres. However, the current big box and surface parking format represents poor use of land, encourages travel by private vehicle and contributes to congestion problems around nearby junctions, while resulting in a low quality environment for pedestrians and cyclists. The existing townscape quality of the area is poor and the retail park has a poor quality relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping.

  There may be potential for a limited number of taller buildings within the site, but these should be located away from the surrounding streets, and reduced heights will be required on the frontages facing surrounding residential streets given the more domestic scale in these areas. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. Any proposals for retail and other main town centre uses will be subject to a full sequential test and in some cases a retail impact assessment in accordance with Policy E11 Retail and Town Centres as the site is located outside of a retail centre. Given the scale of the site we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function.

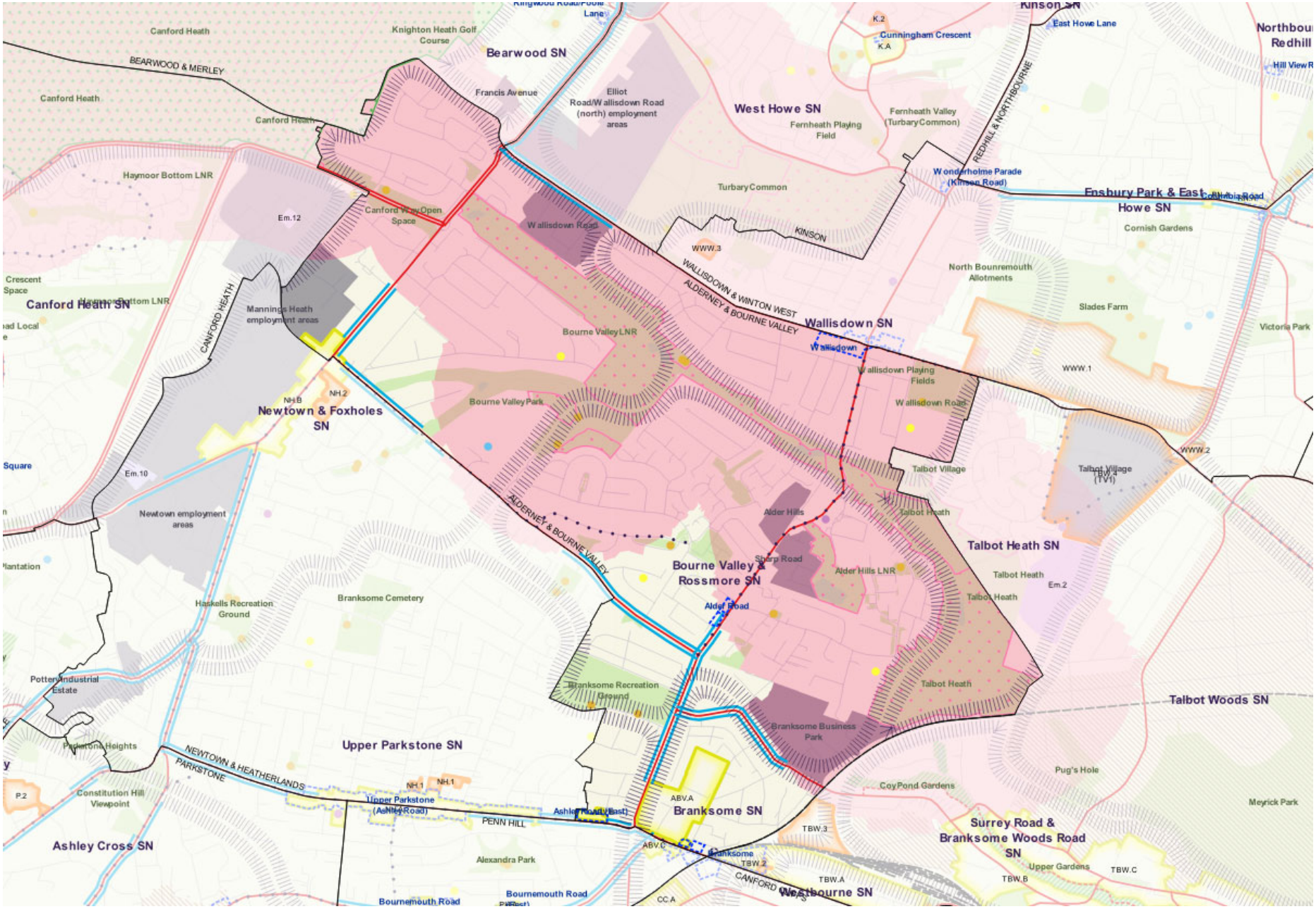
- **Ashley Road (east) and Poole Road (Branksome)** local opportunity areas are focused on the Ashley Road (East) and Branksome local centres, and are located in a highly sustainable location served by high frequency bus route and a rail station. Within these areas there is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive period architecture characteristics within the areas. Development within the local centres should provide enhanced retail or community uses on the ground floors.

- **Ringwood Road/Old Wareham Road** local opportunity area is located on key highway routes that support high volumes of motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large setbacks from the street and is 2 residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area. The type of development (such as mansion blocks, villa blocks or houses) that is appropriate will depend on the characteristics of the site, but all development should introduce a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street. Land assembly will likely be needed to achieve satisfactory design solutions and a cohesive townscape.

Local opportunity streets

Sections of Alder Road, Ashley Road, Herbert Avenue, Ringwood Road, Yarmouth Road and Wallisdown Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P1: Alderney and Bourne Valley

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Alderney & Bourne Valley will be enhanced by:

a) Strengthening the role of Wallisdown District Centre;
b) Supporting provision of local community shops and facilities on key streets within the Newtown & Foxholes Sustainable Neighbourhood where a need is demonstrated;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Ashley Road
   - Alder Road
   - Canford Way
   - Herbert Avenue
   - Pottery Junction
   - Ringwood Road (including between Ringwood Road and Old Wareham Road)
   - Wallisdown Road
   - Yarmouth Road
d) Improving the safety and attractiveness of walking and cycling routes to and around schools including Manorside Academy, St Aldhelm's Academy, Talbot Primary, St Joseph's Primary and Bishops Aldhelm's Primary;
e) Working with Network Rail to improve accessibility to and at Branksome Railway Station, including through exploring opportunities for step free access to trains;
f) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Bourne Valley Community Centre, including the installation of new cycle facilities
   - Bourne Valley Greenway, including enhancements to wayfinding and accessibility, and improvements to its function as a strategic greenway
   - Bourne Valley park, including improvements to play and skate provision
   - Branksome Rec, including the retention and improvement of pitches, drainage enhancements and upgrades to the play area and pavilion
   - Rossmore Leisure Centre, including enhancing the community and sports facilities, and supporting proposals to enhance the sporting offer, including the provision of an all-weather pitch
   - Wallisdown Rec, including the retention and improvement of pitches and upgrades to the play area
g) Exploring opportunities to relieve traffic congestion and improve public transport infrastructure at and around Pottery Junction; and
h) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to improve bus services away from the main roads and within the Newtown & Foxholes Sustainable Neighbourhood.

2. Retail

In the Newtown & Foxholes Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

A minimum of 35 homes will be built in this ward.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Poole Retail Park (ABV.A)

Any redevelopment proposals should be informed by a comprehensive masterplan or design code and make efficient use of land. Development proposals must:

i. Provide improved pedestrian and cyclist connectivity within the site and between the surrounding streets and the site, including a pedestrian and cycle link between Alder Road and Cromer Road;
ii. Introduce a fine grained character and predominantly feature buildings up to 4 storeys (approximately 12-15 metres) in height, with reduced heights on frontages facing surrounding residential streets. There may be potential for a limited amount of built form to be up to and not in excess of 6 storeys (approximately 18-21 metres) informed by a Landscape and Visual Impact Assessment;
iii. Form perimeter blocks, with buildings facing the streets within and around the site; and
iv. Feature enhanced soft landscape and tree planting along key routes within and around the site.

Proposals for retail and other main town centre uses within the area will be subject to a full retail sequential test and in some cases a retail impact assessment. Such proposals must make efficient use of land through a mix of uses with provision of residential uses on upper floors. Contributions towards improving traffic congestion around Branksome roundabouts may be required.

b. Ashley Road (east) (ABV.B) and **Poole Road (Branksome) (ABV.C)**

Development proposals must:

i. integrate with and enhance the area's positive historic characteristics;
ii. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage; and
iii. enhance the retail and community facility offer.

c. Ringwood Road/Old Wareham Road (NH.B)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Introduce a fine-grained character; and
iii. Provide soft landscape and tree planting to the front of plots where development is set back from the street.

5. Local opportunity streets

The local opportunity streets on Alder Road, Ashley Road, Herbert Avenue, Ringwood Road, Yarmouth Road and Wallisdown Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Bearwood and Merley

Bearwood and Merley comprises of two residential areas in the north of Poole. The two residential areas are divided, and surrounded, by areas of heathland and Green Belt. Merley is somewhat isolated from other parts of the BCP area due to the surrounding designations, and is most closely linked to Wimborne. The Castleman Trailway, a disused railway line provides a pedestrian and cycle link between Merley and Broadstone. Bearwood integrates with older housing alongside Ringwood Road, a major A-road in the east of the ward. To the north of Bearwood the Canford SANG provides good access to the Stour Valley river corridor.

Sustainable Neighbourhoods

Bearwood and Merley contains two sustainable neighbourhoods:

- **Bearwood sustainable neighbourhood** is largely based on the walking catchment of the local centre at the junction of King John Avenue and Knights Road, but also includes a small parade of shops in Fulwood Avenue, and a shopping parade along Ringwood Road which is easily accessed along the main road through Bearwood. Both areas provide a range of services for residents. The area also benefits from good access to open spaces, a doctors surgery with a planned expansion, a primary school, play areas, a community centre, and local employment opportunities.

- **Merley and Oakley sustainable neighbourhood** is primarily served by the local centre at Sopwith Crescent, which provides a small number of services and shops and is largely walkable within the neighbourhood. The ward also benefits from a doctors surgery, a first school, access to open space, play areas, and a community centre.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling infrastructure between Merley and Bearwood has had some investment in recent years, however there are some further improvements which could enhance walking and cycling within the individual communities. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The area is characterised by postwar estate housing or interwar/postwar suburban detached housing, typical of many of the BCP area's suburbs. New development should typically incorporate good quality soft landscape and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Potential for new development is limited in some areas of the ward by the heathland 400m consultation zone, and is largely restricted throughout the rest of the ward by Green Belt.

Retail areas

Four retail centres wholly fall within Bearwood and Merley: Merley Local Centre, Bearwood Local Centre, and two smaller parades of shops at Ringwood Road/Poole Lane and Fulwood Avenue, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Employment areas

The Francis Avenue Employment Area, as shown on the policies map, will be safeguarded for employment uses. Churchill Business Park (Provence Drive) forms part of an employment allocation, and is under

construction and will provide new jobs for the increasing local population. The allocation includes an additional 2.5 hectares of land located to the south east of the business park.

Part of the land north of Merley includes some former farm buildings at Cruxton Farm. We are allocating the site for employment use, and a cross subsidy from the adjacent housing development has been secured to help deliver this use.

Housing

We expect around 1,545 homes to be built in the ward, 1,364 homes have planning permission (including the urban extensions north of Merley and Bearwood), with 120 homes on other allocated sites and 30 homes coming forward as windfall opportunities, mostly through intensification of existing plots. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets (outside employment areas) where there is potential for regeneration and/or enhancements to townscape character. This ward contains two strategic urban extensions at land north of Merley and land north of Bearwood, as both sites have outline planning permission they are included in in the figure for the number of homes with planning permission.

The ward contains part of Canford Heath, one of the largest remnants of the Dorset Heathlands. Parts of the ward are therefore within 400 metres of the Dorset Heathlands where a net increase in residential development is not suitable. The north of the ward contains the River Stour and areas at risk of flooding. The Green Belt wraps around the residential areas limiting further housing development potential.

Site allocations

Two strategic residential developments at land north of Merley and land north of Bearwood, both benefit from planning permissions, including outline consent for both schemes. The sites will continue to be allocated to ensure new phases deliver high quality development. The sites need to create a strong sense of place, and respect the character of the surrounding area, with particular focus on landscape, heritage assets and their settings and the transition between the urban area and open countryside beyond. Appropriate buffers will be necessary to physically separate and provide a natural setting between the heritage assets and the proposed built form. Permanent boundaries will need to be considered and provided for the new Green Belt boundary. These sites will provide a mix of homes, with a focus on family housing including affordable housing. Both schemes will provide some plots to enable opportunities for self-build, and care homes to meet the needs of the ageing population.

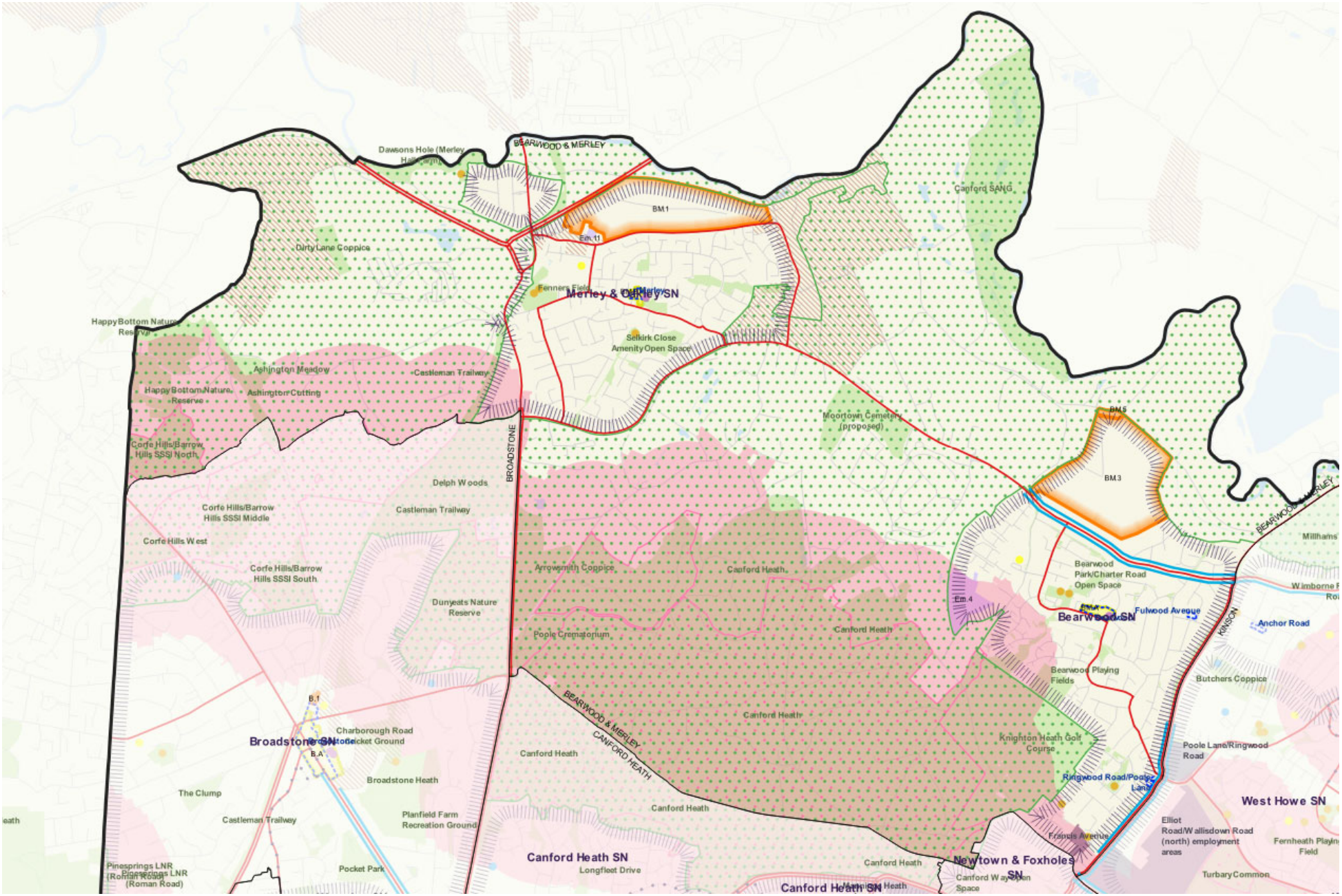
Local opportunity areas

Bearwood and Merley contains two local opportunity areas, both located at the local centres within each of the two main estates. These local opportunity areas are similar, in that both could benefit from improvements to layout, appearance and commercial/community offer of the local centres. Development in these areas should be mixed use incorporating commercial and community uses, with some residential, to strengthen the offer of the local centres. Development in these areas should enhance the character and appearance of the local centres with good quality architecture and soft landscaping.

Local opportunity streets

Sections of Magna Road and Ringwood Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P2: Bearwood and Merley

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Bearwood & Merley will be enhanced by:

a. Strengthening the retail and community facility offer, and townscape quality of the Bearwood and Merley local centres;
b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Between Magna Road and King John Avenue to improve accessibility to Bearwood Primary School and the Bearwood Local Centre
   - Oakley Lane
   - Oakley Hill
c. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Bearwood Primary School, and Merley First School: supporting expansion
   - Doctors surgeries: supporting expansion
   - Hamworthy Club and Cobham Sports: retaining and enhancing the community and sports facilities
   - King Richard Drive Playing fields: including new play and fitness equipment.
   - Fenners Field: including the retention and improvement of pitches, upgrades to the play area
   - Selkirk Close Park: retention of pitch area and upgrades to the play area
   - Castleman Trailway: enhanced surfacing, way-finding and accessibility to improve its function as a strategic greenway
   - Charter Road Park: including upgrades to the play area
   - Provision of a skate park / wheeled play opportunity linking to new youth facilities within the ward
   - Enhancing links and connectivity for people and nature to the Stour Valley
d. Improving the safety and attractiveness of walking and cycling routes to and around schools; and
e. Working with public transport operators to deliver a high frequency bus corridor between Bearwood and Merley and Poole, Bournemouth and Wimborne town centres.

2. Housing

A minimum of 1,545 homes will be built in the ward. The allocated sites will provide 546 new affordable homes.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Land north of Merley (BM.1)

The site is allocated for up to 550 homes and a care home or extra care home within the region of 60 bed spaces. Development must:

i. Provide 40% affordable housing and a mix of housing types with a focus on housing suitable for families;
ii. Be informed by a design code to be agreed by the Local Planning Authority;
iii. Incorporate at least 8 hectares of public open space, including a range of play spaces and green corridors;
iv. Incorporate structural landscaping to create a strong permanent and defensible Green Belt boundary;

v. Preserve or enhance surrounding heritage assets and their settings, including Canford Magna and Oakley Lane conservation areas, adjacent listed buildings and the carriage drive, with a landscaped buffer to heritage assets;
vi. Provide a SANG that forms part of the Stour Valley river corridor including the former railway land, designed in accordance with the Dorset Heathlands SPD;
vii. Prioritise cycling and walking facilities for shorter trips within the new community and to existing facilities in Merley and Wimborne;
viii. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access;
ix. Make a financial contribution towards the implementation of a sustainable transport corridor between the site and Poole and Wimborne, including bus services;
x. Provide mitigation to address any unacceptable impacts on the highway network with highway improvements to Oakley Lane, including the junction with the B3073 at the Willett Arms Public House and the junction with Magna Road;
xi. Provide a public car park to serve the local community facilities at Canford Magna and the SANG;
xii. Provide at least five self-build plots; and
xiii. Make financial contributions to additional school capacity and upgrading the local doctors surgery.

b. Cruxton Farm buildings (Em.11)

The site is allocated for business, commercial and service uses (Use Classes B2, B8, E(b)), E(c), E(e) and E(g)). Development proposals must:

i. Provide a pedestrian and cycle connection in the north of the site which connects with the proposed road network within the Land North of Merley allocation;
ii. Reuse and convert existing buildings wherever possible;
iii. Preserve or enhance heritage assets and their settings including the Oakley Lane Conservation area and the listed buildings at 2-12 (evens), 17 and 19 Oakley Lane; and
iv. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access.

c. Land north of Bearwood (BM.2)

The site is allocated for a minimum of 800 homes, a minimum of a 60 bed care or extra care home and a local centre incorporating provides space for business start-ups/incubator units, shopping and community facilities (Use Classes E and F). Development must:

i. Provide 40% affordable housing and a mix of housing types with a focus on housing suitable for families;
ii. Be informed by a design code to be agreed by the Local Planning Authority;
iii. Incorporate at least 11 hectares of public open space, including a range of play spaces and green corridors;
iv. Incorporate structural landscaping to create a strong permanent and defensible Green Belt boundary;
i. Preserve or enhance nearby heritage assets and their settings;
ii. Provide a SANG that forms part of the Stour Valley river corridor, designed in accordance with the Dorset Heathlands SPD;
iii. Provide at least five self-build plots;
iv. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access;
v. Prioritises sustainable transport measures to facilitate cycling and walking for shorter trips within the new community and to existing facilities in Bearwood and Merley;

vi. Make a financial contribution towards the implementation of a sustainable transport corridor between the site and Poole/Bournemouth town centres, including bus services;
vii. Provide mitigation to address any unacceptable impacts on the highway network;
viii. Create a second vehicular access from Magna Road, to the east of Knighton Lane; and
ix. Make financial contributions to additional school capacity and upgrading the local doctors surgery.

d. Churchill Business Park and adjacent land (Em.4)

The site is allocated for 5.4ha of employment uses (Use Classes E(g), B2 and B8). Development proposals must:

i. Ensure compatibility with adjacent housing;
ii. Be designed in such a way to ensure that residents of the housing development and users of the employment site are prevented from direct access onto Canford Heath;
iii. suitable mitigation is provided including replacement foraging habitat to ensure protection of bird species such as nightjar;
iv. the site provides suitable transition between the urban edge of Poole and the countryside, with strong landscaping to provide a permanent Green Belt boundary; and
v. Make a contribution towards the implementation of a sustainable transport corridor including bus services, between the site and Poole/Bournemouth town centres.

e. Land opposite Knighton House, Knighton Lane (BM.3)

The site is allocated for in the region of 15 homes. Development must deliver a 40% affordable housing and provide a mix of housing types with a focus on housing suitable for families. Development must:

i. Provide a pedestrian and cycle link that connect with pedestrian and cycle routes in the Land north of Bearwood allocation;
ii. Be predominantly two storey (6-9 metres) in height; and
iii. Preserve or enhance nearby heritage assets and their settings, including the Listed Granary north-west of Knighton House

4. Local opportunity areas

Within the **Bearwood Centre (BM.A)** and **Merley Centre (BM.B)** local opportunity areas, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres);
ii. Enhance the retail and community facility offer;
iii. Introduce a fine-grained character and vertical rhythm;
iv. Form perimeter blocks, with buildings facing the streets within and around the site; and
v. Provide enhanced tree planting and landscaping along key routes within the area.

5. Local opportunity streets

The local opportunity streets on Ringwood Road and Magna Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Infrastructure

Land off Magna Road adjacent to Canford Park Arena, as shown on the policies map, will be safeguarded for potential cemetery provision.

Boscombe East and Pokesdown

Boscombe East and Pokesdown ward is located east of Boscombe District centre and extends down from Kings Park to the coast. The commercial streets of Christchurch Road and Seabourne Road are key features of the ward which are surrounded by residential properties mainly dating from the Victorian period.

The western part of Christchurch Road is linked to the main Boscombe District Centre and provides a good range of shops and services. The eastern section, closest to Pokesdown Station is more unique with generally smaller traders providing a mix of antique stores, vintage clothing shops, record shops and cafes. Seabourne Road extends down from Pokesdown Station to the vibrant shopping district of Southbourne.

Sustainable Neighbourhoods

Boscombe East and Pokesdown contains two sustainable neighbourhoods:

- **Boscombe and Pokesdown Sustainable Neighbourhood** is focused around Boscombe District Centre which provides a good range of facilities and amenities. Christchurch Road links Boscombe District Centre with Pokesdown Station and includes a range of different shops and other commercial uses at ground floor level with a mix of residential, offices and storage to the rear and on upper floors. Pokesdown station provides a link to the wider rail network and is an arrival point to this part of the conurbation. However, pedestrian links from the station to Boscombe District Centre, Southbourne and the beaches could be improved.

- **Southbourne Sustainable Neighbourhood** is focused on Southbourne District Centre which also has a good range of facilities and amenities. Southbourne Grove is a vibrant centre featuring a number of independent restaurants, cafes, and shops. It's location close to Southbourne beach, means it is popular with residents and visitors alike. Buses travel between Boscombe and Southbourne, but pedestrian links from Boscombe and Pokesdown station could be improved.

Active travel infrastructure, open space and recreational facility enhancements

There are many opportunities within the ward to enhance pedestrian and cycle infrastructure, particularly the links from Pokesdown Station to Southbourne Grove District Centre and the beach beyond. Within the area some streets would benefit from public realm improvements, which could include tree planting along with schemes to enhance safety for pedestrians and cyclists. Opportunities to improve links to the wider cycle network, including the overcliff and Kings Park will be explored.

Residents have access to open space along the cliff top and at Kings Park which lies to the north, just outside the ward boundary. Woodland Walk and Fisherman's Walk provide quiet wooded pedestrian routes linking the main shopping streets to the sea. We will explore opportunities to improve the safety and enjoyment of these routes.

Improvements to seafront facilities such as beach huts, public toilets, water sports facilities and public realm will be encouraged. Existing children's play facilities on the east overcliff and at St James Square will be enhanced, and we will explore opportunities for additional play provision.

Broad townscape characteristics

The area comprises a mix of architectural design dating from the Victorian period to more modern development. The area to the north and east of Parkwood Road has a very urban feel with a mix of terraced, semi-detached and detached properties dating from the Victorian era, set within a tight-knit, grid iron network of streets.

To the south and west of Parkwood Road properties are generally detached and set within more generous plots. Many retain good levels of soft landscaping and tree provision, although there have been significant

losses to forecourt parking provision. Any future development should seek to retain existing and provide new soft landscape.

Future development should take opportunities to reuse existing buildings wherever possible and embrace the role that Boscombe and Pokesdown's heritage can play in driving sensitive regeneration.

Retail areas

Two main retail areas fall within Boscombe East and Pokesdown Southbourne Grove and Christchurch Road, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Employment areas

The Ashley Road (Coal Yard) employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 445 homes to be built in the ward, 70 homes have planning permission, 25 new homes are allocated and around 350 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Land at 41-47 Seabourne Road has been allocated for residential development delivering in the region of 25 homes. The site can accommodate buildings up to four storeys on Seabourne Road and should provide domestic scale two storey properties to the rear, incorporating houses suitable for families.

Local opportunity areas

Three local opportunity areas fall wholly or partially within the ward: Christchurch Road (east of centre of Boscombe) and Ashley Road, Christchurch Road (west of Pokesdown Station) and Seabourne Road. They are located in highly sustainable locations served by high frequency bus routes, a railway station and three district centres. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas.

Historic buildings and frontages that make a positive contribution to the area's townscape, such as 729 – 747 (odds) Christchurch Road, 775 – 797 (odds) Christchurch Road, 896 Christchurch Road and 83 & 85 Seabourne Road, should be retained and restored.

Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. Development within the district centres should improve the quality of their retail and cultural offer to enhance their vibrancy and vitality. The significance of designated heritage assets, such as the Grade II Listed Portman Lodge on Christchurch Road, must be preserved or enhanced.



729 – 747 (odds) Christchurch Road



775 – 797 (odds) Christchurch Road



896 Christchurch Road



83 & 85 Seabourne Road



Portman Lodge

Local opportunity streets

Sections of Ashley Road and Christchurch Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title.



Strategic Policy P3: Boscombe East and Pokesdown

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Boscombe East & Pokesdown will be enhanced by:

a. Strengthening the role of Boscombe and Southbourne District Centres;
b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Between Pokesdown Station and the seafront
   - Between Pokesdown Station and the Vitality Stadium
   - Christchurch Road, including to better draw pedestrians from Pokesdown Station to the centre of Boscombe
   - Seabourne Road, including to better draw pedestrians from Pokesdown Station to the centre of Southbourne District Centre
c. Improving the safety and attractiveness of walking and cycling routes to and around schools.
d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Seafront, including through designation of the coastline as a Coastal Nature Park and associated enhancements, investment in public toilets, beach huts, public realm, cafes, water sports provision, and improvements to safety and lighting, in accordance with the Seafront Strategy;
   - Woodland Walk, including improvements to enhance lighting, security and surveillance, information boards, planting, public art, seating and informal play;
   - Fishermans Walk improvements as a high quality green corridor including opportunities for natural play;
   - East Overcliff/Fishermans Walk, including playground improvements;
   - St James' Square play area improvements; and
   - Supporting proposals for local healthcare improvements.
e. Working with public transport operators to maintain high frequency bus routes within the area and implement bus priority measures.

2. Housing

A minimum of 440 homes will be built in the ward.

3. Site allocations

41-47 Seabourne Road (BEP.1), as shown on the policies map, is allocated for residential development within the region of 25 homes. Development proposals must:

a. Be a maximum of four storeys (approximately 12 to 15 metres) on the site frontage and two storeys (6 to 9 metres) at the rear; and
b. Be set back to facilitate a footway of at least 2 metres wide and accommodate an area of defensible space for any ground floor residential units.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Christchurch Road (east of centre of Boscombe) and Ashley Road (BEP.A)

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) on the road frontage;
ii. integrate with and enhance the area's positive historic characteristics; and

iii. Enhance the district centre's retail, cultural and community facility offer.

b. Christchurch Road (west of Pokesdown Station) (BEP.B)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) on the road frontage;
ii. integrate with and enhance the area's positive historic characteristics; and
iii. Enhance the district centre's retail, cultural and community facility offer.

c. Seabourne Road (BEP.C)

Development proposals must:

i. be up to and not in excess of 4 storeys (approximately 12 to 15 metres) on the road frontage; and
ii. integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity streets on Ashley Road and Christchurch Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Boscombe West

Like Bournemouth town centre Boscombe was founded as a Victorian health resort and has its own pleasure gardens, pier and beach. It contains many historic assets including the Royal Arcade and conservation areas containing Victorian and Edwardian villas. The centre offers a variety of shops and evening economy uses.

Parts of Boscombe are some of the most deprived areas in the country and there are high concentrations of HMOs. There have been projects to enhance Boscombe Chine Gardens and regenerate the seafront area. The recent £22 million Town Deal for Boscombe aims to make a positive difference for Boscombe residents, supporting the creation of new jobs and a vibrant high street, delivering quality new homes and developing a green and healthy place that enhances Boscombe's Victorian heritage. The project also includes the provision of a new community centre, a small park and improving the connectivity throughout the area.

Sustainable Neighbourhoods

Boscombe and Pokesdown sustainable neighbourhood covers the whole of the ward. Boscombe District Centre forms the main focus for the ward, which offers a range of services and facilities for residents, and benefits from regular bus services into Bournemouth town centre. This centre forms the focal point of the sustainable neighbourhood.

Active travel infrastructure, open space and recreational facility enhancements

To support regeneration and improvement in the area proposals to make better use of existing community facilities and built resources will be supported, particularly where these uses are of benefit to the wider community and incorporate activities and opportunities for young people. In addition, proposals to enhance the green spaces within the ward including Churchill Gardens and Shelley Park, and those immediately adjacent to the ward at Boscombe Chine Gardens and Kings Park will be supported.

Boscombe Cliff Gardens provide a pleasant walk with formal gardens linking the cliff top to the approach to Boscombe Pier. We will explore opportunities to enhance the existing public realm, safety and provide better connections to the existing cycling and pedestrian network.

Broad townscape characteristics

The Boscombe area has largely developed around its establishment as a spa resort in the late 19th century. The area has a number of listed buildings from this era including the pier, Royal Arcade and Boscombe Hippodrome (now the O2 Academy), and architecture of the area comprises a mix of Victorian, Edwardian and Art Deco designs, reflecting the period of time that the settlement expanded. Development is mixed in character with a predominance of large villa houses set within spacious plots, particularly to the southern part of the ward, close to the sea. The soft landscape and trees are a particular characteristic of these areas and should be provided as part of new development.

Development closer to the district centre by contrast generally follows a more tight-knit pattern comprising streets of terraced and semi-detached properties. Historically there were a number of hotels and guesthouses in the area, although the number has reduced over time. Recent development has replaced larger hotels and villas with blocks of flats providing a mix of traditional and modern designs.

The ward includes three conservation areas at Boscombe Spa, Boscombe Manor and Churchill Gardens. These areas include many buildings with high quality architectural detailing and features from their period. Unfortunately, the character has been somewhat eroded by unsympathetic development and additions to some of these properties over time. However, there is still much to be celebrated in the area and any future

development should take opportunities to retain and reuse existing buildings wherever possible, embracing the role that Boscombe's heritage can play in driving sensitive regeneration.

Retail areas

Boscombe District Centre, as shown on the policies map, will be the focal point of the Boscombe & Pokesdown Sustainable Neighbourhood and proposals within the district centre. Development should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.

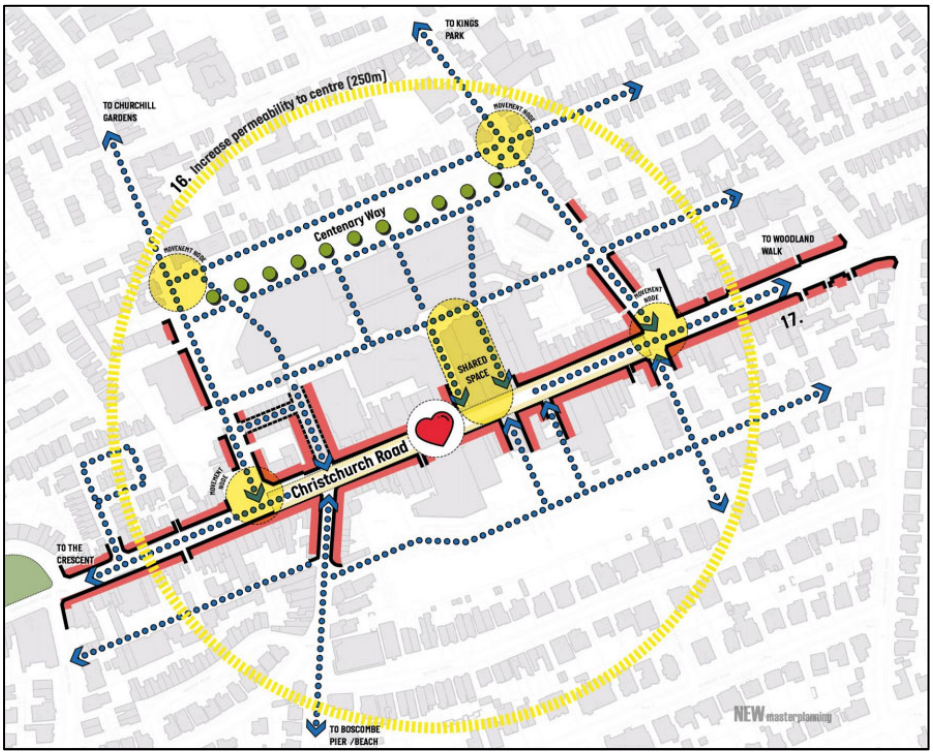
The Boscombe primary shopping area will continue to be focused along Christchurch Road and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages along these streets through the provision of retail, leisure or cultural uses (Use Classes E, F1 and F2). Improvements to the quality of the environment and the shopping experience within this area will be supported.

Housing

We expect around 1,080 homes to be built in the ward, 110 homes already have planning permission, 670 new homes are allocated and around 300 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity street where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Hawkwood Road and the Sovereign Centre and surrounds, will together deliver a mix of commercial and residential uses, provide employment and training opportunities, and improve public realm and connectivity throughout the area and beyond (see below diagram). The NHS have also identified an opportunity to potentially rationalise their estate around Shelley Road which may provide further development opportunities. A former care home at 103 Watkin Road which has now closed also provides scope for residential development.



Sovereign Centre development key connections and permeability improvements

Local opportunity areas

Two local opportunity areas wholly or partially fall within Boscombe West: Christchurch Road (east of centre of Boscombe) & Ashley Road, and Christchurch Road (west of centre of Boscombe). They are located in highly sustainable locations served by high frequency bus routes and Boscombe District Centre. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 661 – 689 (odds) Christchurch Road and 709 Christchurch Road, should be retained and restored in accordance with Strategic Policy S2: Spatial strategy and levels of growth. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. Development within the district centre and neighbourhood parade should improve the quality of their offer to enhance their vibrancy and vitality. Development must preserve or enhance the significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II* Listed) and 443-451 (odds) Christchurch Road (Grade II Listed), and the character and appearance of nearby conservation areas and their settings.







Local opportunity streets

A section of Ashley Road has been designated as a local opportunity street where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title and with clearer depiction of pier



Strategic Policy P4: Boscombe West

1. Sustainable neighbourhoods

The Boscombe and Pokesdown sustainable neighbourhood will be enhanced by:

a. Strengthening the role of Boscombe District Centre;
b. Supporting proposals that would achieve heritage-led regeneration and better reveal the positive characteristics of the area;
c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Ashley Road
   - Christchurch Road, including to better draw pedestrians from Pokesdown Station to the centre of Boscombe
   - Palmerston Road/Walpole Road and St Clement's Road
   - Sea Road, including to better draw pedestrians from seafront to the centre of Boscombe
d. Improving the safety and attractiveness of walking and cycling routes to and around schools.
e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
f. The Seafront, including through designation of the coastline east of Boscombe Pier as a Coastal Nature Park and associated enhancements, improving the quality and range of leisure and cultural offer at Boscombe Pier, and investment in public toilets, beach huts, public realm, cafes, water sports provision and improvements to safety and lighting, in accordance with the Seafront Strategy;
   - Shelley Park, including a new play area, art and sculpture trail and improvements to access, tree planting and safety;
   - Churchill Gardens, including through retention of the café facility, the addition of CCTV and lighting, improved play equipment and an improved pedestrian and cycle link according to the site masterplan.
   - Boscombe Cliff Gardens
g. Working with public transport operators to maintain high frequency bus routes within the area and implement bus priority measures; and
h. Exploring options to manage visitor traffic accessing the seafront.

2. Retail areas

a. Development within Boscombe District Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.
b. The Boscombe primary shopping area will continue to be focused along Christchurch Road and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages along these streets through the provision of retail, leisure or cultural uses (Use Classes E, F1 and F2). Improvements to the quality of the environment and the shopping experience within this area will be supported.

3. Housing

A minimum of 1,080 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Hawkwood Road car park and surrounds (BW.1)

The site is allocated for in the region of 70 homes, a community centre, public park and play area, along with the retention of at least 50 public car park spaces. Development proposals must:

i. Provide active frontages that overlook Hawkwood Road and public spaces;
ii. Be predominantly between 4 to 5 storeys (approximately 12 and 18 metres) in height; and
iii. Provide a direct, high quality pedestrian and cycle connection to Christchurch Road.

b. Sovereign Centre and surrounds (BW.2)

The site is allocated for a mixed use development with in the region of 550 homes, retail, commercial and community uses (Use Classes E(a-f), F1 and F2), replacement art studios and sufficient public car parking spaces to serve the district centre. Development proposals must:

i. Reconfigure and reduce the width of Centenary Way to enable the efficient use of land;
ii. Front onto and overlook the reconfigured Centenary Way;
iii. Open Haviland Road West between Palmerston Road and Ashley Road for bus, cycle and servicing only, with a series of north south links between Centenary Way and the High Street;
iv. Create a new public space, preferably on the high street;
v. Be predominantly between 3 and 6 storeys (approximately 9 and 21 metres) in height;
vi. Ensure that heights do not have an overbearing impact on the surrounding residential streets;
vii. Be informed by a Landscape and Visual Impact Analysis;
viii. Preserve or enhance heritage assets and their settings, including the Listed Royal Arcade;
ix. Contribute towards junction improvements on the A35 surrounding the District Centre to improve provision for pedestrians, cyclists and public transport;
x. Contribute towards high quality cycle routes on access routes to the site, including segregated cycle facilities on Palmerston Road, A35 Centenary Way, and Ashley Road, a continuous cycle route between Bournemouth town centre, Boscombe District Centre and Iford Roundabout; and
xi. Provide replacement bus stops to enable the redevelopment of Boscombe Bus Station.

Any future use of the Royal Arcade must preserve or enhance the heritage asset, retain commercial ground floor uses (Use Classes E, F1 or F2) and make effective use of the upper floors for in the region of 20 homes or commercial space (Use Classes E, F1 or F2).

c. 11 Shelley Road (BW.3)

The site is allocated for a mix of uses with in the region of 30 homes and commercial, community or health care uses (Use classes E(c-f), F1 and F2). Development must:

i. Address surrounding streets and Shelley Gardens with active frontages;

ii. Be predominantly between 2 and 4 storeys (approximately 6 and 15 metres) in height;
iii. Provide a pedestrian and cycle access into the adjacent green space within Shelley Gardens; and
iv. Preserve or enhance heritage assets and their setting including the Listed Water Tower.

d. Shalden Grange Care Home, 1-3 Watkin Rd (BW.4)

The site is allocated for residential development providing in the region of 20 homes, which should include some houses suitable for families. Development must:

i. Be predominantly between 2 and 4 storey (6 to 15 metres) in height; and
ii. Preserve or enhance heritage assets and their setting including Boscombe Manor Conservation Area and the listed Church of St. Andrew.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Christchurch Road (east of centre of Boscombe) and Ashley Road (BEP.A)

Development proposals must:

i. be up to and not in excess of 4 storeys (approximately 12 to 15 metres) on the road frontage;
ii. integrate with and enhance the area's positive historic characteristics; and
iii. enhance the district centre's retail, cultural and community facility offer.

b. Christchurch Road (west of centre of Boscombe) (BW.A)

Development proposals must:

i. Be up to and not in excess of 6 storeys (approximately 18-21 metres) on the road frontage;
ii. integrate with and enhance the area's positive historic characteristics;
iii. Enhance the neighbourhood parade's retail and community facility offer;
iv. Respond to the topography of the area; and
v. Provide or enhance soft landscape and tree planting to the front of plots where development is set back from the street.

6. Local opportunity streets

The local opportunity street on Ashley Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Bournemouth Central

Bournemouth town centre was founded as a Victorian health resort and remains a key tourist destination today, with many natural and historic assets including the historic gardens, beach and fine examples of Victorian and Edwardian buildings. The centre offers a variety of shops, leisure and cultural attractions, including Bournemouth International Centre (BIC), Russell Cotes Museum and the Pavilion Theatre which attract residents and visitors into the town throughout the year. The centre has a lively evening economy based on its restaurants, hotels, bars and cultural venues. The seafront acts as a hub for tourism and many people are employed in this sector.

The centre has seen many changes in recent years. New homes and student accommodation blocks have been built on sites across the town centre, a new modern cinema and restaurant has been built adjacent to the Lower Gardens and former car park sites have been transformed to deliver new luxury hotels and residential accommodation. There have been a number of schemes to enhance the public realm at Pier Approach, the station and within the Lansdowne area. However, like many other centres, Bournemouth town centre has experienced a significant shift away from traditional retail and competition from out of town retail parks. As a result, there are relatively high numbers of vacant units including some large former department stores. Other challenges related to homelessness and maintenance have led to a poor perception of the area.

To encourage investment and to improve the overall offer the town centre will need to evolve and diversify in response to changing consumer behaviours and social trends. Enhancing the cultural and leisure experience will be central to town centre regeneration. There is a particular opportunity to invest in the BIC as a premier event, conference, exhibition, entertainment and touring venue, acting as a catalyst for regeneration and positive change. The seafront is already a huge attraction for residents and visitors but significant opportunities exist to enhance the destination offer and improve its quality.

Sustainable neighbourhoods

Bournemouth central ward contains the main town centre and Dean Park sustainable neighbourhood:

- Within the **Bournemouth town centre** sustainable neighbourhood the primary shopping area provides many shops, facilities and services. The area is the focal point of many high frequency bus routes and also contains the town's main train station in the northeast of the area. The area benefits from numerous employment opportunities with the Lansdowne acting as an office and higher education hub for the BCP area. The central and lower gardens, Horseshoe Common and the seafront provide attractive areas of open space within the town centre. There are primary and secondary schools in the town centre.

- **Dean Park sustainable neighbourhood** is situated north of the A338 (The Wessex Way) and has a close functional relationship with the main town centre which provides a range of facilities within easy walking and cycling distance. A number of high frequency bus routes also pass through the area and the main train station is easily accessible. The neighbourhood includes Meyrick Park a large area of open space that includes sports pitches, a gold course, a gym and woodland walks.

Active travel infrastructure, open space and recreational facility requirements

Bournemouth Town Centre currently offers a varied experience for pedestrians, cyclists and public transport users. The Upper and Lower Gardens, Pier Approach and Commercial Road are attractive pedestrianised leisure and retail areas and national cycle network routes run along the promenade and

through the Gardens. There are public transport hubs at Bournemouth Railway Station, Gervis Place and Westover Road which provide good connections, although the user experience offers scope for improvement. In places the public realm offers considerable scope for enhancement not only to improve walking and cycling infrastructure but to also add to vibrancy and attractiveness of the town centre. A number of key areas and routes have been identified for improvement within the policy below.

The overall transport strategy for the town centre is to focus on improving sustainable transport options and removing unnecessary vehicular trips made by general through traffic. The location and amounts of car parking need to be reviewed to support a shift to sustainable modes of transport while continuing to support town centre businesses. A town centre parking review is being prepared and this will inform a parking strategy for the town centre. This may involve the removal of some existing car parks but the increase of parking provision in other locations. Some existing car parks have scope for development; this will depend on whether or not public car parking needs to be retained. The policy therefore outlines the potential development requirements for some sites subject to the agreement of a town centre parking strategy.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas. The ward does not contain a public sports centre or pool but there are a number of private gyms available along with swimming pools located within hotels, many of which have public access.

Broad townscape characteristics

The ward contains a large variety of townscape characteristics. North of the A338 the Dean Park sustainable neighbourhood is predominantly residential with buildings, including many Victorian villas, set within relatively spaciously and well landscaped plots. The trees and soft landscaping are a particular characteristic of this area and should be provided as part of new development.

The town centre area itself includes a mix of architecture from the traditional Victorian villas and terraces, to modern tall buildings within the Lansdowne area. The ward has a high concentration of heritage assets with numerous listed buildings, conservation areas and the gardens which are a registered park and garden. These heritage assets are an important component of Bournemouth’s character and the regeneration opportunities must seek to embrace the role Bournemouth’s heritage can play in driving sensitive regeneration.

Retail areas

The primary shopping area encompasses Commercial Road, Westover Road and part of Old Christchurch Road. New retail development should be principally concentrated within the primary shopping area but, in accordance with the NPPF, ‘edge of centre’ locations which are well connected to and within walking distance of the primary shopping area may be acceptable. Beyond the primary shopping area shopping frontages extend up Commercial Road through the Triangle area and up Old Christchurch Road and parts of Holdenhurst Road and Lansdowne Road. While there is a national shift away from some types of retail floor space, such as comparison goods which includes clothing and household goods, retail floorspace can be used for a variety of other purposes such as food and drink uses, services, medical and some community uses. We will therefore support diversification of ground floor retail frontages and in future we may need to review our retail strategy for the town centre.

Employment areas

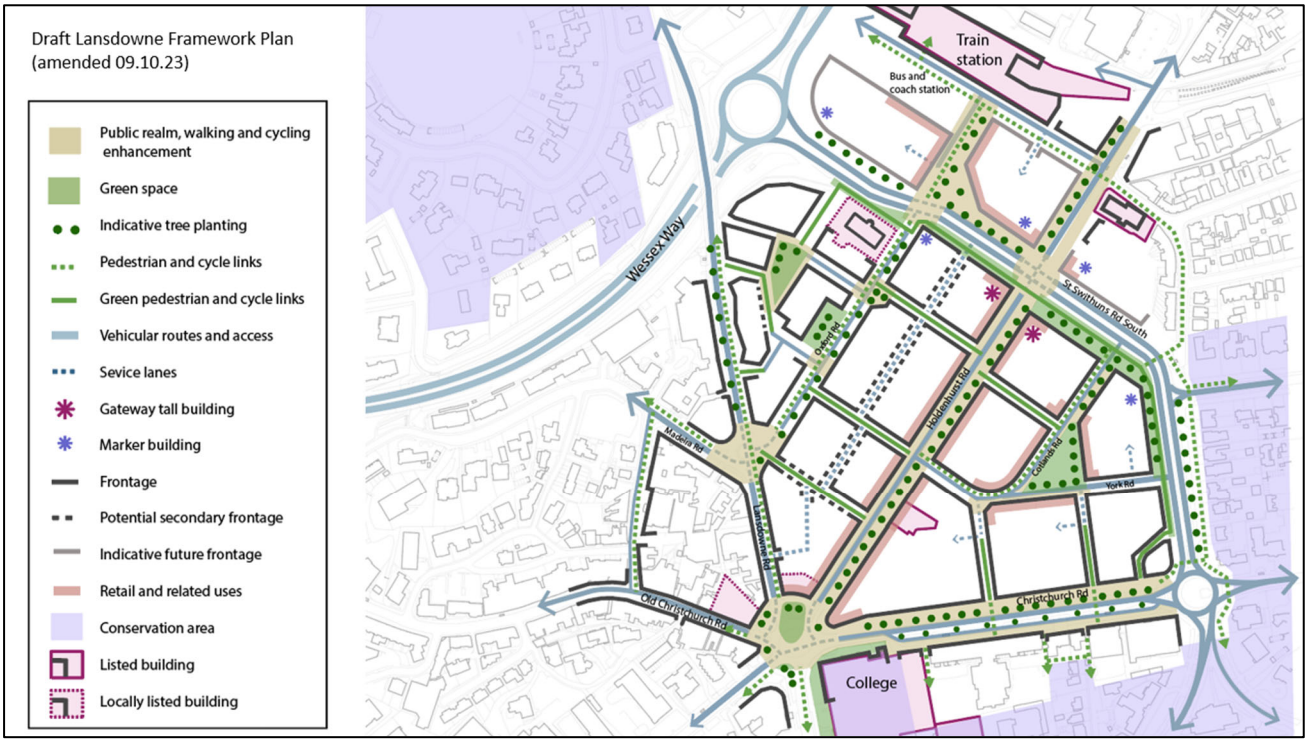
The town centre contains numerous office building and the Lansdowne area is the main office district in the BCP area. The Lansdowne also a strong presence from the universities and Bournemouth and Poole College, which have all recently provided significant investment in the area. There is a strong commercial character with tall buildings accommodating high density office space, higher education uses and student

accommodation. Together these uses contribute to the vitality and vibrancy of the area and co-exist well. The area is well served by rail, bus and road links being in close proximity to Bournemouth station.

There has been significant re-development in the Lansdowne area and across the town centre there is interest to redevelop outdated office buildings, typically to residential uses. While residential uses are important in the town centre the area, particularly the Lansdowne, continues to have an ongoing role to provide a centre for high quality office space. This office space is very important in providing better paid employment opportunities and support spending within the town centre retail areas and can easily be accessed by rail, bus, cycling and walking.

As a result of the covid pandemic there has been a rise in the numbers of people working from home but equally with hybrid working many businesses are still requiring high quality grade A office space from which to operate hub sites, and high quality office space remains in demand in the area. Due to relatively low office rental values compared to high construction costs it is a difficult market to construct single use, speculative office development, but where high quality office space has been provided, it lets well. Given the town centre is a highly sustainable location and we have identified development needs for office we will continue to support office development. Proposals within the town centre on existing employment sites or sites last used as such, will therefore be required to provide a minimum of 20% of floorspace within either the office (Use Class E(g)(i)), research and development (Use Class E(g)ii) or education (Use Class F1(a)) use class as part of new development preferably at ground floor level.

The Lansdowne has a particularly important function as an office/business district. We are preparing a design code for the Lansdowne area and this will set a number of design requirements to improve the overall function and appearance of the area, helping to attract businesses and investment. The design code will include an urban design framework plan that identifies important connections and opportunities for greening the area which is currently large devoid of soft landscape and trees. An extract of the emerging urban design framework is set out below and the intention is that the Design Code will become a Supplementary Planning Document to inform decision making.



Housing

The Bournemouth Central area offers opportunities for further residential development as part of a wider mix of uses. The additional footfall would contribute towards the vitality of the town centre, supporting retail, leisure and community uses. We expect around 7,135 homes to be built in the ward, 2,045 homes already have planning permission (including the Winter Gardens, Richmond Gardens and some sites within the Lansdown), 2,720 new homes on other sites are allocated and around 2,370 homes are expected to come forward as windfall opportunities, most likely as a result of intensification of existing plots. Provision of new homes is encouraged within the local opportunity areas where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Bournemouth town centre includes a large number of site allocations. The sites mainly represent buildings that are at the end of their operational life and car park sites. The ability to bring forward development on the identified car park sites depends upon the findings of a town centre parking study we are currently working on and the formation of a resulting strategy. This will aim to balance encouraging sustainable transport and limiting through traffic by private vehicles with the need to support town centre businesses and tourism.

Many of the sites are Council owned and some of these are being considered for development by Bournemouth Development Company, a joint venture between the Council and a development partner. These sites will be important for the construction of new homes along with leisure and cultural uses that would add to the offer of the site.

Local opportunity areas

The central ward contains two local opportunity areas:

- **Madeira Road and surrounds** is a predominantly residential area located between Bournemouth's retail core and the Lansdowne area. Development within the area features a variety of architecture styles ranging from original Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the area are the larger, verdant plots featuring high quality Victorian villas. In many cases these characteristics have been eroded due to the introduction of hard-surfaced forecourts and unsympathetic development that fails to integrate with the historic townscape.

- **Crescent Road and surrounds** is located between Bournemouth's retail core and the Cambridge Road dual carriageway, like the Madeira Road and surrounds local opportunity area the strongest characteristics of this area are the larger, verdant plots featuring high quality Victorian villas. However, within this area a greater number of villas are still present. Despite this, hard-surfaced forecourts, unsympathetic alterations and extensions to villas and unsympathetic development from later eras have eroded the character of the area.

Within both of the local opportunity areas new development that enhances the character of the area by integrating with its positive historic characteristics is encouraged. Development should retain and restore Victorian villas that make a positive contribution to the townscape, such as 6 & 8 Crescent Road, and must preserve or enhance the setting of nearby listed buildings, conservation areas and the registered Bournemouth Central Gardens. Plots on Cumnor Road, Lorne Park Road and Christchurch Road provide opportunities for development with a more urban character, but this should still integrate with the historic character of the streets and incorporate good quality boundary treatments and landscaping.

Ward key diagram (below) to be replaced with updated pdf version with legend, title and clearer depiction of pier



Strategic Policy P5: Bournemouth Central

1. Town centre and Sustainable neighbourhoods

Bournemouth town centre will be a thriving and competitive destination that plays a key role in our economy. Bournemouth town centre and the Dean Park sustainable neighbourhood will be enhanced by:

a. Encouraging heritage-led regeneration that preserves or enhances the area's heritage;
b. Supporting proposals that would increase footfall within the primary shopping area;
c. Seeking to improve the leisure and cultural offer;
d. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Across the Lansdowne area
    - Avenue Road
    - Between the town centre and Bournemouth Rail Station
    - Commercial Road
    - Exeter Road
    - Old Christchurch Road
    - St Peters Road, including the creation of a footway adjacent to the cemetery
    - The seafront promenade
    - Westover Road
e. Requiring proposals to enhance connectivity for pedestrians, cyclists and public transport;
f. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Livingstone Academy and St Michael's Church of England Primary School;
g. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - Lower Gardens, consideration of addition of play area provision
    - Central Gardens, including the replacement of the tennis air dome and play area improvements
    - Bourne Valley Greenway
    - The seafront, including the Coastal Nature Park and the investment in utilities, cafes, public toilets and infrastructure
    - Horseshoe Common
    - The provision of food stores to serve town centre residents
    - Pavilion forecourt on Westover Road, exploration of the provision of a public open space
    - The provision of additional community space
    - A new doctors surgery

2. Retail

a. Development in Bournemouth Town Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.
b. The Bournemouth town centre primary shopping area will be focused along Commercial Road, Old Christchurch Road and Westover Road and will be applied in undertaking the sequential test for retail uses. Development within this area should contribute to the vitality of the town centre, providing active frontages with ground floor retail, commercial, leisure or cultural uses.

3. Employment

a. Development within Bournemouth town centre will deliver a minimum of 15,400 sqm of new high quality office space.

b. Proposals for the re-development of existing offices, including conversions, must re-provide at least 20% of the new internal floorspace as high quality office or research and development floorspace (Use Class E(g)(i-ii)) for sale or let on the open market.
c. The educational activities of our universities and higher education providers within the town centre, including the provision of additional teaching space and studio spaces, will be supported.

4. Tourism

Bournemouth town centre is a major tourist destination and proposals to broaden the offer through the development of new tourist attractions, leisure facilities, event, conference, exhibition, entertainment and cultural venues.

5. Housing

a. A minimum of 7,135 homes will be built in the ward.
b. Build to rent and co-living schemes will be suitable in the Lansdowne. They may be suitable elsewhere in the town centre provided they do not result in an over concentration of similar uses, including student accommodation and HMOs, which may be detrimental to the overall balance and mix of uses within the town centre.

6. Site allocations

The following sites are allocated for development and are shown on the policies map. Temporary, meanwhile uses that enhance the cultural and leisure offer of the town centre will supported on vacant sites provided these do not compromise the delivery of the allocated site and are consistent with other policies within this Plan. The Council will work with service providers to secure the required sustainable transport infrastructure, additional school capacity and medical provision.

a) **Bournemouth Arc (BC.1)** Sites that make up the Bournemouth Arc must be planned comprehensively as part of a masterplan to deliver a high-quality leisure and cultural offer which contributes to the role of the town centre as a major destination for tourists and local residents. Development must:
   i. Ensure the delivery of leisure and cultural uses (Use Classes F1(b-e), F2(c-d), theatres, venues for live music performance, concert halls and conferencing facilities);
   ii. Include hotels, residential, community and commercial, business and service uses (Use classes C1,C3, F2(b) and E) to support and enable the delivery of leisure and cultural uses;
   iii. Together sites within Bournemouth Arc will provide a minimum of 400 homes;
   iv. Enhance the natural qualities of the area by retaining and providing high quality soft landscaping within sites, along with preserving or revealing public views of the sea;
   v. Provide public car parking in accordance with a strategy agreed to by the Council;
   vi. Ensure building heights are informed by Landscape and Visual Impact Assessment and be predominantly between 4 - 7 storeys (12 - 24m) in height;
   vii. Preserve or enhance nearby heritage assets and their settings including the Registered Gardens, the Pavilion and the Royal Exeter Hotel; and
   viii. Work with topography, ensuring building forms step gradually up sloping sites.

b) **Westover Road (BC.2):** Development in the Westover Road area must:
   i. Provide a mix of uses with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2, theatres, venues for live music performance, concert halls and conferencing facilities);
   ii. Together sites on Westover Road will provide in the region of 130 new homes;
   iii. Ensure the historic building facades are retained and, where relevant, better revealed;

iv. Preserve or enhance nearby heritage assets and their settings including the listed Pavilion, registered gardens, the Old Christchurch Road Conservation Area and the East Cliff Conservation Area;
v. Be predominantly between 4 - 6 storeys (12 – 21 metres) in height; and
vi. Not compromise public realm, walking and cycling improvements on Westover Road.

c) **Avenue Road/Commercial Road quarter (BC.3):** Development in the Avenue Road/Commercial Road area must:
i. Provide for mixed use development which includes active ground floor retail, commercial, leisure or cultural uses addressing Commercial Road (Use Classes E, F1 and F2, theatres, venues for live music performance, concert halls and conferencing facilities);
ii. Provide an active street frontage on Terrace Road and Avenue Road;
iii. Together ensure sites within the quarter will provide in the region of 500 new homes including around 150 homes on the former M&S site and around 100 homes on the Avenue Centre Site;
iv. Create an attractive, landscaped, public pedestrian route lined by building frontages connecting Commercial Road, Avenue Road and the Gardens;
v. Preserve or enhance the heritage assets and their settings including, the Registered Gardens, listed War Memorial, listed former St. Andrew's Church, 1-9 Upper Terrace Road, the West Cliff and Poole Hill conservation area and locally listed buildings;
vi. Work with the topography, ensuring building forms step gradually up the slope;
vii. Not have an overbearing impact on views from within and across the Gardens; and
viii. Predominantly range from 4 - 8 storeys (12 – 27 metres) in height. There may be potential for a small area of built form to extend up to 10 storeys (approximately 30 - 33 metres) in height if this is set back from the street frontages and located towards the north-west of the site.

d) **Lansdowne area (BC.4/Em.7):** The Lansdowne area is appropriate for mixed use development and will continue to act as a major office hub and area for higher education uses. Together sites within the Lansdowne will provide a minimum of 900 homes. Development within the Lansdowne must:
i. Support economic growth through the provision of high quality office, research and development or educational space (Use Classes E(g)(i-ii) and F1(a));
ii. Ensure major development on existing employment sites re-provides at least 20% of the proposed gross internal floor space is for high quality office use, research and development for sale or let on the open market, teaching space or medical/health care space (Use Classes E(e), E(g)(i-ii), and F1(a));
iii. Ensure that development on the Cotlands Road car park and York Road site provide in the region of 12,000 sqm of high quality office space and secure the provision of replacement public car parking spaces in the Lansdowne area in accordance with a parking strategy agreed to by the Council. If medical/health care premises to meet the needs of the local people has not been secured on an alternative site in the Lansdowne then space should be provided on the Cotlands Road site;
iv. Ensure varied buildings building heights, with building heights up to in the region of 30 storeys (approximately 90 metres) on the north east ends of Holdenhurst Road and Oxford Road, with heights dropping down significantly to lower scale townscape with buildings in the region of 9 storeys (approximately 30 metres) on the eastern edge of the area opposite 2-20 St Swithun's Road South and adjacent to 1-44 Holdenhurst Road;
v. Provide active ground floor uses (Use Classes E, F1 and F2) along Holdenhurst Road;
vi. Take available opportunities to provide and enhance soft landscape and trees;
vii. Preserve or enhance heritage assets and their settings including, the East Cliff Conservation Area, the listed fire station, listed Bournemouth and Poole College, listed

East Cliff United Reformed Church, locally listed buildings and the terrace at 1-44 Holdenhurst Road; and

viii. Not compromise proposals to enhance the public realm and improve walking and cycling infrastructure.

e) **Glen Fern Road (BC.5):** Development on Glen Fern Road must:

i. Provide a mixed use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2);
ii. Provide in the region of 300 new homes;
iii. Secure public car parking within the town centre in accordance with a strategy agreed to by the Council;
iv. Create attractive, active frontages to Glen Fern Road and Fir Vale Road;
v. Enable footway widening and public realm improvements on Glen Fern Road and Fir Vale Road;
vi. Be predominantly between 4 - 9 storeys (12 - 30 metres) in height;
vii. Preserve or enhance heritage assets and their settings, including the listed St Peter's Church, The Shul, Bournemouth Hebrew Congregational Synagogue, and the Old Christchurch Road Conservation Area; and
viii. A drainage strategy will be needed for the site, with SuDS and permeable surfaces must be provided along Glen Fern Road.

f) **Richmond Gardens (BC.6):** Development on Richmond Gardens must:

i. Provide a residential development within the region of 200 new homes;
ii. Retain the multistorey public car park;
iii. Be predominantly between 9 – 12 storeys (29 - 38 metres) in height; and
iv. Preserve or enhance nearby heritage assets and their settings, including the Old Christchurch Road Conservation Area and the listed Dalkeith Building

g) **Former Buzz Bingo, 13 Lansdowne House, Christchurch Road (BC.7):** Development on the former Buzz Bingo site must:

i. Provide a residential development within the region of 35 new homes;
ii. Be predominantly between 3 - 5 storeys (9 – 18 metres) in height;
iii. Provide walking and cycling links to Christchurch Road at both ends of the site and connect to the public right of way to the east;
iv. Preserve or enhance nearby heritage assets and their setting including East Cliff Conservation Area and the listed Bournemouth and Poole College; and
v. Retain the frontage building to Christchurch Road.

h) **Former Highway Depot, Cambridge Road (BC.8):** Development on Cambridge Road must:

i. Provide a residential development within the region of 100 new homes;
ii. Be predominantly between 4 - 13 storeys (12 – 41 metres) in height;
iii. Preserve or enhance nearby heritage assets and their settings including the listed St Michael's Church and the registered gardens;
iv. Allow sufficient room to the north and western boundaries for the retaining wall of the Wessex Way to be inspected and maintained; and
v. Provide additional tree planting on the land to the south of the site.

i) **Former Beales, 36 Old Christchurch Road (BC.9):** Development on the former Beales site must:

i. Provide a mixed use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2) and within the region of 90 homes;

ii. Preserve or enhance nearby heritage assets and their settings including the Old Christchurch Road Conservation Area and the adjacent listed St Peter's Church; and
iii. Provide servicing and accessing arrangements that do not compromise the pedestrianised area at Beale Place and Gervis Place.

j) **Brandon, Clifton and Streate Place, St Peters Road (BC.10)**: Development must:
i. Provide residential development within the region of 30 homes;
ii. Be predominantly between 4 - 6 storeys (12- 21 metres) in height; and
iii. Retain a soft landscaped frontage.

k) **Former Belvedere Hotel and surrounds (BC.11):** Development must:
i. Provide replacement tourist accommodation with a minimum of 80 beds, alongside in the region of 60 homes;
ii. Be predominantly between 3 - 7 storeys (9 - 24 metres) in height; and
iii. Provide a soft landscaped frontage to Bath Road.

Subject to Council agreement of a car parking strategy for the town centre Central, Richmond Hill, Park Road, Eden Glen and the Town Hall Annexe may become available for residential development.

l) **Central car park (BC.12)**: Any development of Central car park must:
i. Deliver in the region of 100 homes;
ii. Preserve or enhance surrounding heritage assets and their settings, including the role of the spire of the listed St Peter's Church as a prominent feature on the sky line; and
iii. Be predominantly between 5 - 7 storeys (15 – 24 metres) in height and should not exceed the height of neighbouring Bath Hill Court.

k) **Richmond Hill car park (BC.13)**: Any development of Richmond Hill car park must:
i. Deliver in the region of 70 homes;
ii. Be predominantly between 7 -10 storeys (24 to 33 metres) in height.

l) **Park Road car park (BC.14):** Any development of Park Road car park must:
i. Deliver in the region of 60 homes; and
ii. Be predominantly be between 2 - 5 storeys (6 - 18 metres) in height.

m) **Eden Glen car park (BC.15):** And development of Eden Glen must:
i. Deliver in the region of 20 homes; and
ii. Be predominantly five storeys (15-18 metres) in height.

n) **Town Hall Annexe: (BC.16)** Any development of the annexe must:
i. Provide mixed use scheme that could incorporate high quality office or research and development space (Use Class E(g)(i-ii), education (Use Class F1(a), medical/healthcare (Use Class E(e)) alongside residential uses delivering in the region of 50 homes;
ii. Preserve or enhance surrounding heritage assets and their settings, including St Stephen's Church, Town Hall and Meyrick Park and Talbot Woods Conservation Area;
iii. Provide a strong and attractive frontage to Braidley Road and St Stephen's Road; and
iv. Be predominantly four storey (12-15 metres) in height when viewed from Braidley Road.

If the following sites become available for development, they would contribute positively to regeneration.

o) **Telephone exchange, Bath Road (BC.17):** Any development must:
i. Provide a mixed use development incorporating within the region of 150 homes and commercial or community floorspace (Use Classes E(e), E(f), E(gi-ii), F(1) or F(2));

ii. Be predominantly between 4 - 7 storeys (12- 24 metres) in height;
iii. Retain soft landscape and trees along the site frontage; and
iv. Explore the retention of the brick mural on the front of the building.

p) **ASDA, St Pauls Road and surrounds (BC.18)**: Any development must:
i. Provide a mixed use scheme with a minimum of 100 homes, hotel, retail, commercial, leisure or cultural uses (Use Classes C1, E, F1 and F2);
ii. Explore opportunities to work with the Council to deliver a comprehensive scheme that includes the reconfiguration of adjoining highway land at St Paul's Road and Bournemouth Station Roundabout;
iii. Provide a direct pedestrian route between the station entrance and Holdenhurst Road and between the station and Oxford Road;
iv. Provide public car parking in accordance with a strategy agreed to by the Council;
v. Be predominantly between 5 - 9 storeys (15-30 metres) in height;
vi. Preserve or enhance nearby heritage assets and their settings including the listed station and the listed East Cliff United Reformed Church;
vii. Reconfigure the access onto St Paul's Road and work with the Local Highway Authority to ensure the scheme supports the reconfiguration of the Bournemouth Station Roundabout, the Station Approach/Southcote Road junction and Holdenhurst Road; and
viii. Unless the surface water flood risk area is avoided, undertake a sequential test and prepare a flood risk assessment.

7. Local opportunity areas

Within the **Madeira Road and surrounds (BC.A)** and **Crescent Road and surrounds (BC.B)** local opportunity areas, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. be up to and not in excess of 4.5 storeys (approximately 15 metres) in height;
ii. integrate with and enhance the area's positive historic characteristics;
iii. respond to the topography of the area; and
iv. provide or enhance soft landscape and tree planting to the front of plots where development is set back from the street.

Broadstone

Broadstone is located towards the northwest of the BCP area bounded by Bearwood & Merley to the east, Canford Heath and Creekmoor to the south. Its western edge is defined by an old Roman Road which also marks the boundary between BCP Council and Dorset Council. Parts of Broadstone fall within 400 metres of a Dorset heathland.

Sustainable Neighbourhood

The **Broadstone sustainable neighbourhood** covers most of the ward and is based on the approximate walking catchment of Broadstone District Centre, a busy vibrant hub with a strong retail core offering a wide range of shops, services, facilities and offices. Much of the area is residential and is well-connected to strategic and local open spaces, benefitting from direct bus routes to Poole town centre and Wimborne. There are primary, middle and upper schools, play areas, GP surgeries, five churches and a sports centre.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling opportunities within this area are good with green links to strategic open space at Upton Country Park from Pinesprings and to Wimborne via Castleman Trailway, as well as high quality cycling and walking infrastructure which supports active travel along Dunyeats Road towards Bearwood and Merley, Wimborne, Poole, and Bournemouth. There are a number of open spaces at Springdale Park and Broadstone Recreation Ground and many informal additional greenspaces and pleasant wooded areas including Delph Woods. We have identified opportunities to enhance the open spaces and recreational facilities to improve liveability in the area.

The area does not benefit from a high frequency bus route and is more than 15 mins away from Poole Railway station and the Poole town centre primary shopping area, it is therefore likely that people will use private vehicle transport to access these sites. Public transport to other parts of the BCP area is also quite limited, and there are areas on the fringes of the ward which have poorer access to amenities overall. The area would benefit from opportunities to improve the choice and frequency of bus routes to encourage sustainable travel options.

Broad townscape characteristics

In the retail core and beyond, the sustainable neighbourhood predominantly consists of residential uses. The settlement was developed on former heathland following the expansion of the railway network with Broadstone Junction forming an important intersection of the local and regional transport network in the 19th century. Although large tracts have been built over, significant remnants survive, notably at Corfe Hills, including Broadstone golf course, to the north, Broadstone Heath recreation area to the south-east and Upton Heath to the west. Broadstone was a Victorian and Edwardian creation and whilst some houses of this period remain and continue to define some parts of the character of the settlement, much of the area is characterised by bungalows and detached housing dating from 1930 onwards with significant post-war development taking place on what was part of the Upton Heath and Broadstone Heath. Part of the sustainable neighbourhood is constrained by the 400-metre heathland exclusion zone and at the northern edge it is adjacent to green belt.

Retail areas

Broadstone District Centre is the retail area shown on the policies map. This centre is the focal point of the sustainable neighbourhood. Proposals within the district centre should maintain or enhance its vitality, viability and diversity.

Employment areas

The Broadstone Business Centre in Moor Road provides a range of commercial space for small businesses and start-ups and is safeguarded for employment as shown on the policies map.

Housing

We expect around 150 homes to be built in the ward, 90 homes already have permission (including the former Broadstone Hotel/Goods Yard Public House) and around 60 homes are expected to come forward as windfall opportunities. Provision of new homes is encouraged within the local opportunity area and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Broadstone is constrained by the 400-metre heathland exclusion area and at the northern edge is adjacent to green belt land. Other constraints include two conservation areas taking in Tudor Road/Golf Links Road and the Ridgeway/Broadstone Park – these areas reflect the special architectural quality of the buildings, their setting and prominence, the landscaping and views. It is important that new development in these areas is sensitively managed to preserve the overall character or appearance.

Site allocations

Land at the former Broadstone Hotel/Goods Yard Public House car park on Station Approach will provide in the region of 30 new homes and has secured planning permission. Development must retain the adjacent public house.

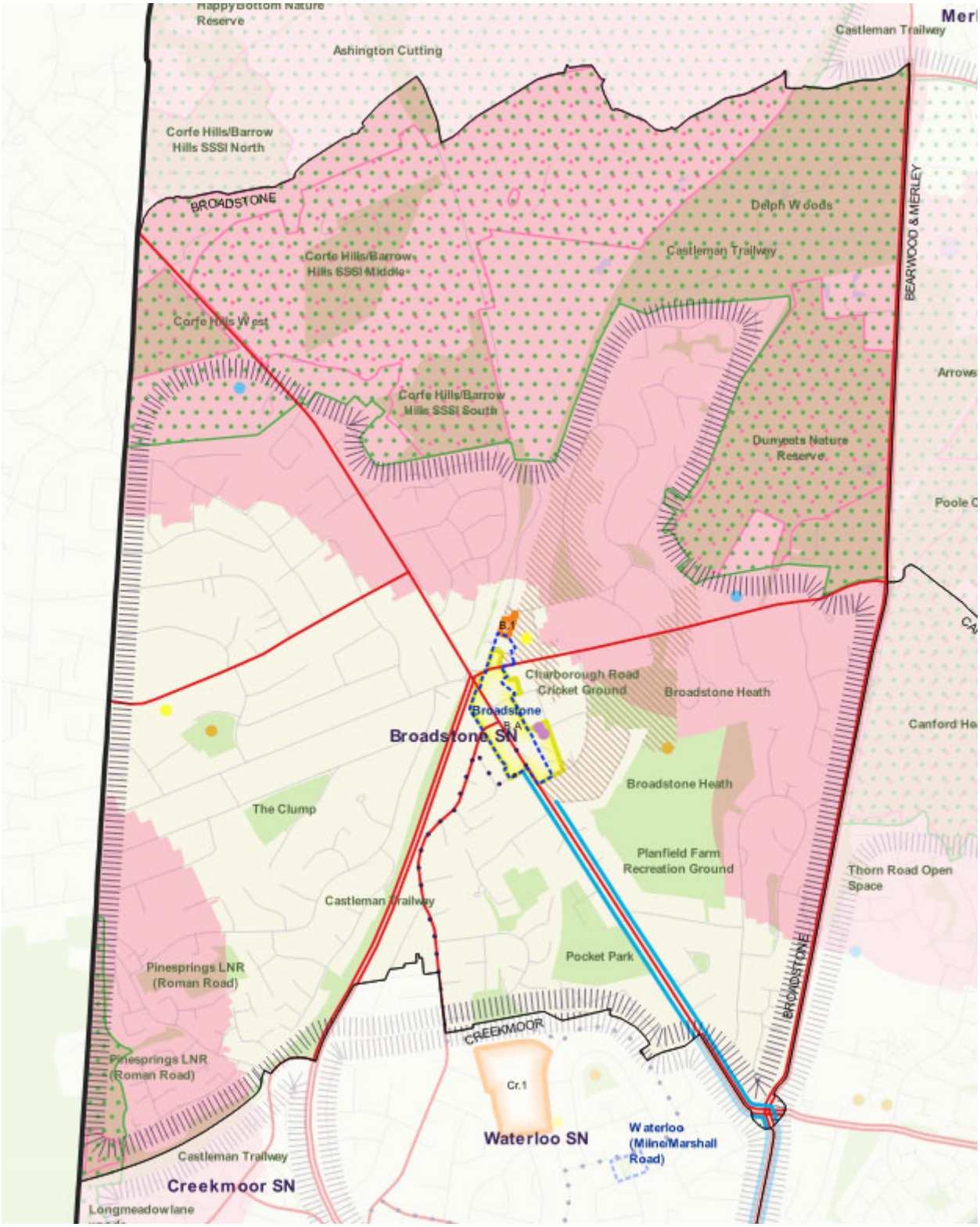
Local opportunity area

Broadway and surrounds' local opportunity area is focused on the Broadway District Centre, a sustainable location served by high frequency bus route. Within the area there is potential for new development to enhance the area's townscape character and strengthen local distinctiveness. Development should take design cues from positive characteristics of period architecture within the area and preserve or enhance the character or appearance of the conservation areas. Development within the district centre should improve the quality of its retail, community, and cultural offer to enhance its vibrancy and vitality. On other streets within the local opportunity area there are some infill/redevelopment opportunities, but a more sympathetic scale of development is required.

Local opportunity streets

Part of Lower Blandford Road has been designated as a local opportunity street where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine-grained character, provide soft landscaping, and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P6: Broadstone

1. Sustainable neighbourhoods

The Broadstone Sustainable Neighbourhood will be enhanced by:

a. Strengthening the role of Broadstone District Centre;
b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Broadway
   - Lower Blandford Road
   - Higher Blandford Road
c. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Broadstone Leisure Centre, retention and further enhancement of its sporting offer
   - Broadstone Recreation ground, retention of pitches and upgrades to play area including new skate park
   - Plainfield Farm, pavilion and pitch improvements
   - Charborough Road, cricket pavilion improvements
   - Castleman Trailway, upgrades to improve its function as a strategic greenway including improving surfacing and access points
   - Opportunities for natural play in woodland and natural spaces
   - Springdale Park, upgrades to play area
   - Lytchett Drive, consideration of natural play
   - Exploring opportunities to provide a sustainable mobility hub
d. Improving the safety and attractiveness of walking and cycling routes to and around schools; and
e. Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to improve bus journey times to Bournemouth town centre and provide local routes.

2. Housing

A minimum of 150 homes will be built in the ward.

3. Site allocations

a. **Goods Yard Car Park, Station Approach (B.1)**, as shown on the policies map, is allocated for in the region of 30 homes on the former car park. Development must:
   i. Retain the Broadstone Hotel/former Goods Yard public house building;
   ii. Provide an active frontage to Station Approach;
   iii. Be predominantly 3 to 4 storeys (approximately 9 -15 metres) in height, stepping down to the public house; and
   iv. Preserve or enhance heritage assets and their settings including the Tudor Road/Golf Links Road Conservation Area and the locally listed Goods Yard public house.

4. Local opportunity areas

Within the **Broadway and surrounds' local opportunity area (B.A),** as shown on the policies map, development is encouraged that enhances the area's quality and character. Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the Broadway frontage and of a sympathetic scale on other frontages;
ii. Integrate with and enhance the area's positive historic characteristics; and
iii. Enhance the district centre's retail, cultural and community facility offer.

5. Local opportunity streets

The local opportunity street on Lower Blandford Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Burton and Grange

Burton & Grange Ward is located to the east of Christchurch Town and west of Highcliffe. The ward contains two built up areas – the Somerford area to the south which forms part of the wider Christchurch built-up area, and the village of Burton, which is separated from the rest of Christchurch by the railway line.

Sustainable Neighbourhoods

Burton and Grange contains 3 sustainable neighbourhoods:

- **Somerford Sustainable Neighbourhood** is served by a network of shops and community facilities within local centres. These form the focal points of the sustainable neighbourhood and provide amenities and facilities to meet residents' day-to-day needs, although their offering could be improved in some cases. The area also benefits from a high frequency bus service which provides access to Christchurch Town Centre for a greater variety of amenities and facilities, employment areas at Somerford Road and Airfields Way which provide local employment opportunities, and easy access to primary and secondary schools, open spaces, play areas and doctors surgeries.

- **Burton Sustainable Neighbourhood** is one of the less sustainable locations within the BCP area given the relatively limited facilities. However, the village is served by some local community shops (one including a post office), a community centre and several churches (with church halls), and a primary school which help to meet residents' day-to-day needs and provide focal points for the village. There is scope for these facilities to be improved where there is a need. Sustainable transport options for access to employment opportunities and locations that provide a wider range of facilities and amenities are available, although bus routes are not high frequency. Pedestrian and cycle routes to surrounding places could also be improved. The nearest doctors surgery is in Somerford.

- **Roeshot Hill Sustainable Neighbourhood** is a strategic housing allocation providing a minimum of 875 homes and facilities to help meet the daily needs of new residents. As the site is separated from the existing built-up area by roads that support fast-moving traffic, careful design is required to ensure the new community is well integrated into the wider Christchurch area, including through high quality connectivity for pedestrians and cyclists to and from the Somerford & North Mudeford Sustainable Neighbourhood. A new open space with play facilities and sports pitches will be provided whilst green corridors will improve biodiversity. Pedestrian and cycle routes will be required to link with Burton and Somerford.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within the sustainable neighbourhoods is relatively good, but there are opportunities to enhance the pedestrian and cyclist environment between Burton, Winkton, Roeshot Hill and Somerford. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The inner parts of Burton are characterised by postwar housing estates, typical suburban housing and bungalows whilst on the outskirts there remains clusters of properties which form the 18th and 19th century parts of Burton. Somerford is characterised by postwar housing estates, typical suburban housing.

Retail areas

The centres at Somerford Road (West) and Somerford Road (East), as shown on the policies map, and the local community shop at Burton will be the focal point of sustainable neighbourhoods, and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Within the Burton Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Burton and Grange; Somerford Road and (collectively) Airfields Way employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 130 homes to be built in the ward, 20 homes already have permission, 40 new homes are allocated and around 70 homes are expected to come forward as windfall opportunities. Provision of homes is encouraged within the local opportunity area where there is potential for regeneration and enhancements to townscape character.

Part of the ward include the Roeshot Hill strategic urban extension the detail of this site are provided within the Mudeford, Stanpit and West High Cliff Ward.

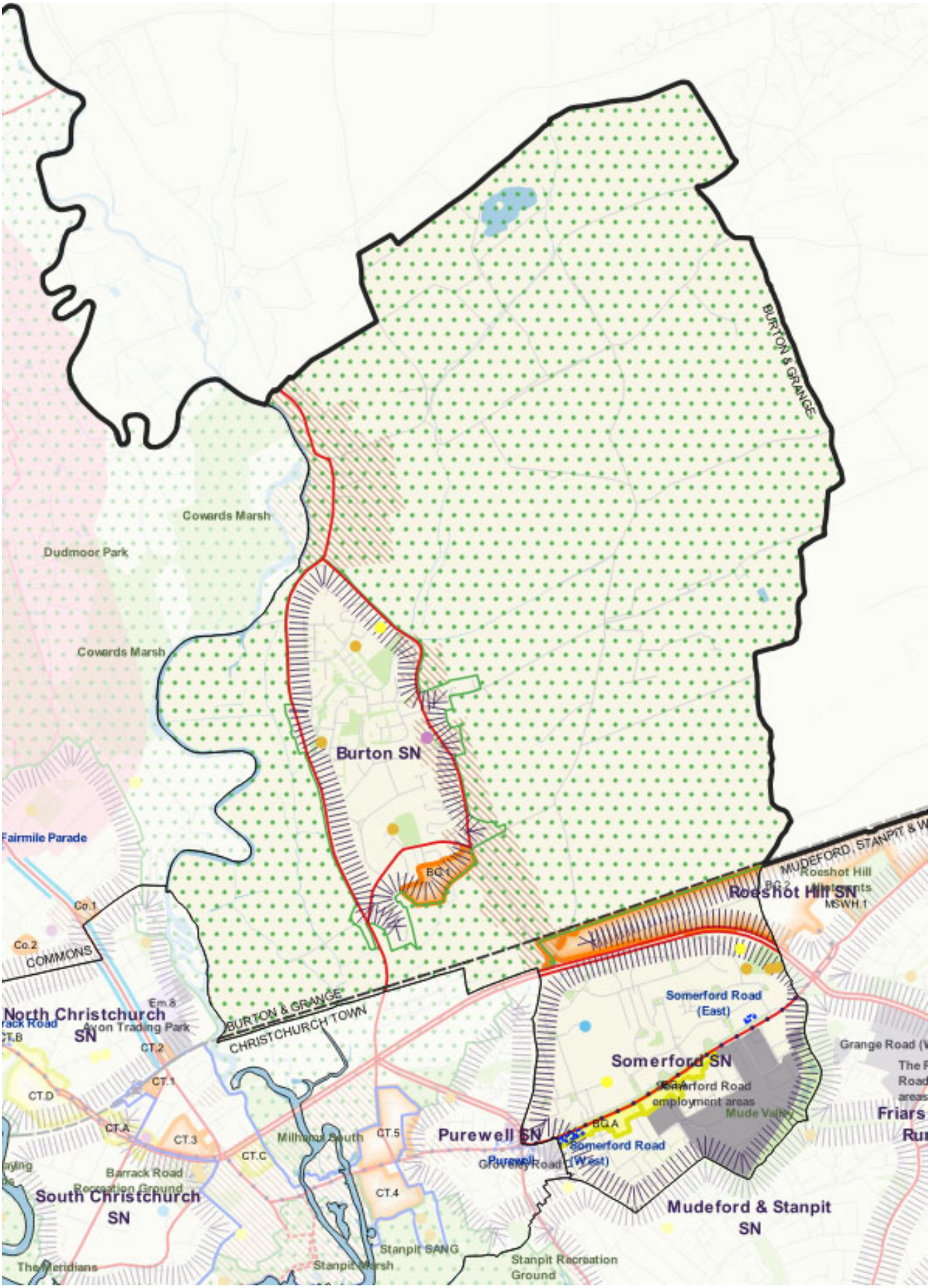
Allocations

Land South of Burton has been allocated for in the region of 40 new homes. The development is in a sensitive location partly falling within the Burton Village Conservation Area and contains a listed barn on site. Development proposals will need to preserve or enhance these heritage assets and their settings considering the scale, layout and appearance of new development. It is also important the new development creates a robust Green Belt boundary to the south of the site.

Local opportunity areas

The Somerford Road local opportunity area is located on a sustainable location within a walkable distance of local centres and being on a high frequency bus route and adjacent to existing employment areas. However, it is also located on a key highway route that supports fast moving motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large setbacks from the street and is two residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area’s townscape quality will therefore be supported in this area. Development should provide enhanced retail or community uses on the ground floors within the retail centre.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P7: Burton and Grange

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Burton and Grange will be enhanced by:

a) Strengthening the retail and community facility offer and enhancing the townscape quality of the Somerford local centres;
b) Supporting provision of local community shops and facilities within Burton where a need is demonstrated;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Between Burton and Winkton (enhancement of pedestrian route)
   - Somerford Road
   - Stony Lane
d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Enhancements to the retail and community facility offer within the Burton Sustainable Neighbourhood;
   - Avon Valley Path, exploring opportunities to enhance wayfinding and accessibility to improve its function as a strategic greenway;
   - Recreational paths over water meadows to the east of River Avon;
   - Mude Valley Nature Reserve and the Mude Valley path, including to improve accessibility, enhancing the nature in the area and environmental management;
   - Martin's Hill Recreation Ground;
   - Winkton Fields and Adjacent School Field; and
   - Waterman's Park (Green Heart Park), realising the agreed masterplan for the area
e) Improving the safety and attractiveness of walking and cycling routes to and around schools; and
f) Working with public transport operators to maintain high frequency bus routes within the area, improve other bus services within the area and explore opportunities for evening services.

2. Retail areas

In the Burton Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

A minimum of 130 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Land south of Burton (BG.1)

The site is allocated for in the region of 40 homes and commercial and/or community uses (Use classes E, F2(a) and F2(b)). Development must:

i. Provide 40% affordable housing and focus on delivering housing suitable for families;
ii. Reflect the scale and character of properties within Burton Village Conservation Area;

iii. Preserve and enhance heritage assets and their settings including Burton Village Conservation Area and the listed Barn on site;
iv. Create a separation distance between the heritage assets and new buildings using a suitable landscaped buffer;
v. Retain and sympathetically convert the listed barn on site;
vi. Provide a footpath link to the proposed Roeshot Hill SANG;
vii. Contribute towards community facilities to enhance the sustainability of Burton;
viii. Ensure good permeability and accessibility within the site;
ix. Provide pedestrian and cycle access which integrates with the surrounding neighbourhoods;
x. Provide vehicular access from Salisbury Road;
xi. Create a sympathetic edge to the adjacent countryside with a robust Green Belt boundary;
xii. Demonstrate that flood risk has been sufficiently mitigated through the exceptions test; and
xiii. Provide an archaeological assessment to accompany any planning application.

Developer contributions may be required towards sustainable transport infrastructure.

b) Roeshot Hill (BG.2) (see Mudeford, Stanpit and West Highcliffe Ward Policy)

5. Local Opportunity Areas

Within the **Somerford Road local opportunity area (BG.A)**, as shown on the policies map, development is encouraged that enhances the area's quality and character. Development proposals must:

a) Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
b) Enhance the local centre's retail and community facility offer;
c) Introduce a fine-grained character and vertical rhythm; and
d) Provide soft landscape and tree planting to the front of plots where development is set back from the street.

Canford Cliffs

Canford Cliffs is located in the south of the BCP area and includes the Sandbanks peninsula, which is a popular beach destination. The ward has large areas of trees on both public and private land, and is one of the most heavily treed wards within the conurbation. A large proportion of the ward is covered by conservation areas, and it also contains numerous listed and locally listed buildings.

Sustainable Neighbourhoods

Canford Cliffs contains seven sustainable neighbourhoods:

- **Canford Cliffs Sustainable Neighbourhood** is based around the local centre at Haven Road, which provides a number of services and shops. This area benefits from good access to open space, including the beach promenade. There is potential for the commercial and services offering to be improved, particularly with the provision of improved medical and healthcare services, and improvements to the public realm.

- **Sandbanks Sustainable Neighbourhood** covers the Sandbanks peninsula. There are some limited facilities and shops, however it would be beneficial to provide additions to this to serve local residents as well as tourists. Due to its geography and limited facilities the area is not particularly sustainable, however it does have bus services running regularly throughout the summer. Bus connectivity could be better improved here to allow access up to the Canford Cliffs village local centre, and to provide a better all-year-round service for residents.

- **Branksome Park and Alum Chine Gardens Sustainable Neighbourhood** is an area which provides multiple sustainable access routes to the coastline, however these would benefit from some improvement. There are very few facilities and shops for residents, with what is available being focused on tourism along the seafront, therefore it would be a benefit to the area to provide more local shops and services to encourage sustainable travel, and less journeys by private vehicle. Bus connectivity could be better improved here to allow easier access to Westbourne District Centre.

- **Lilliput Sustainable Neighbourhood** falls partially within Canford Cliffs ward, and includes residents south of Lilliput Road and to the east of Luscombe Valley. There is access to a retail centre at Lilliput. Walking and cycling infrastructure could be improved here to facilitate sustainable travel to Lilliput Church of England Infant School.

- **Westbourne Sustainable Neighbourhood** falls partially within Canford Cliffs ward, with its southern boundary along Leicester Road and part of Western Road. The area is within walking distance of Westbourne District Centre, however there are several parts of this area where significant walking and cycling improvements are required to make this a more attractive and viable option, including the provision of a footpath along Wilderton Road and Wilderton Road West, a key north-south route through the sustainable neighbourhood, and along The Avenue, including improvements to the junction with Western Road and Tower Road.

- **Branksome Sustainable Neighbourhood** falls partially within Canford Cliffs ward. There is good access to Branksome Local centre, and also Branksome Train Station, and high frequency bus routes. Improvements to walking and cycling in this area to encourage sustainable travel would be beneficial.

- **Penn Hill Sustainable Neighbourhood** falls partially within Canford Cliffs ward, and has easy access to the retail centre at Penn Hill along Canford Cliffs Road and Leicester Road.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience in Canford Cliffs could be enhanced along main roads and at key junctions, especially in the north of the ward. There are also opportunities to improve open spaces, e.g. Branksome Chine Woods and the walking and cycling experience within them. The provision of increased bus services to serve residents all year round would be beneficial to enhance sustainable travel within the ward. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The ward is mostly contains large detached residential dwellings and purpose-built flats, on spacious plots with a sylvan character, although dwellings on Sandbanks peninsula are of a higher density. Most properties in the area were constructed from the 1950's onwards. Some properties date back to pre-1900's and are of a Victorian Arts and Crafts style. New development should typically incorporate good quality soft landscaping and boundary treatments, and retain trees (and enhance provision where possible or required). Development should be high quality, but not be more dominant than the sylvan character, where applicable, and should integrate with the positive characteristics of existing development, taking in to account any heritage assets, which may impact upon the architectural features.

Flood risk

Sandbanks has particular issues with regard to tidal flood risk. As a peninsula, access and egress by land is via Shore Road and Banks Road (other than pedestrian access along the beach). The access onto the peninsula is at high risk of flooding due to predicted sea level rise, therefore in view of national guidance regarding flooding and access and egress and advice from the Environment Agency, the Sandbanks peninsula is at significant flood risk and needs to be subject to an area specific flood risk policy.

Whilst the SMP proposal for the Sandbanks peninsula is to hold the line and defend property from flood risk and coastal erosion, this protection will require public funding and intervention to raise/replace sea walls. We are currently undertaking feasibility work for sea defences in this area to protect the Sandbanks peninsula, however, there is unlikely to be sufficient benefit (in terms of number of homes it would protect) to apply for Flood Defence Grant in Aid before 2028 when the Poole Bay, Poole Harbour & Wareham FCERM Strategy (adopted in 2014) is reviewed and updated. Therefore, currently there is no agreed long-term funding to deliver a strategy to defend Sandbanks from sea level rise and wave overtopping. In view of national guidance and policy, the local plan policy position is to allow no further intensification of residential development and no additional hotel bedspaces along the Sandbanks peninsula as defined on the policies map. Some small scale commercial development such as convenience shops selling food and/or other essential goods, will be supported where a need is identified and subject to flood risk policies including the sequential test: these uses are less vulnerable than residential/hotel uses and could help ensure necessary facilities are available on Sandbanks should access and egress to Sandbanks not be possible in a flood event.

In future, if an updated strategy and funding to deliver it is agreed, then further development at Sandbanks could be supported. However, developer contributions would be required towards flood defences. The level of contribution will be subject of further work. In the meantime, replacement dwellings will be allowed subject to an appropriate financial contribution towards the strategic flood defence of Banks Road, to be agreed with the Environment Agency and the Council.

Retail areas

The ward contains Canford Cliffs Local Centre on Haven Road and part of Lilliput Local Centre and Branksome Local Centre, as shown on the policies map, which offer a number of shops, services and facilities for residents. Proposals within these areas should maintain or enhance their vitality, viability and diversity. Proposals to introduce new community shops and facilities will be supported along key streets within the area (as shown on the key diagram) where a need is demonstrated.

Housing

We expect around 865 homes to be built in the ward, 375 homes already have planning permission, 80 new homes are allocated and around 410 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development and intensification of sites. Provision of new homes is encouraged within the local opportunity area.

Site allocations

Two sites within Canford Cliffs have been allocated for residential development. Part of the existing Beach Road car park is allocated for around 60 homes. The site is surrounded by trees which form and important characteristic of the site, with the vast majority of views into the site screened by trees and soft landscaping. It is therefore important that these features still remain dominant, with built form being subservient, and below the tree canopy. Penn Hill car park is allocated for around 20 homes. The site is constrained by protected trees, and is a prominent corner plot on Canford Cliffs Road and Leicester Road. The site also falls within Branksome Park and Chine Gardens Conservation Area, so the design and form of development needs to preserve or enhance the character and appearance of the conservation area, retain trees and provide a form of development subservient to them.

Local opportunity areas

The **7-23 Lindsay Road** local opportunity area is located in a sustainable location just south of Poole Road, which supports high frequency bus routes. It currently contains small single storey residential properties on large plots which, whilst not typical of the surrounding character, is pleasant in appearance. Well-designed residential development that enhances the area's townscape quality will be supported in this area, subject to preserving or enhancing the character of Branksome Park and Chine Gardens Conservation Area. Development could be in the form of upward extensions to the existing dwellings, or redevelopment through land assembly, and should seek to retain and enhance existing tree planting and soft landscaping, and retain a set back from the street to maintain a balance between landscaping and the built form.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P8: Canford Cliffs

1. Sustainable neighbourhoods

The sustainable neighbourhoods in Canford Cliffs will be enhanced by:

a. Strengthening the role of Canford Cliffs Local Centre;

b. Supporting provision of local community shops and facilities on key streets within the Branksome Park & Alum Chine Sustainable Neighbourhood where a need is demonstrated

c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
- County Gates roundabout, including the underpass
- Canford Cliffs Road
- Shore Road and Banks Road, including improvements to drainage
- The promenade between Sandbanks and Bournemouth
- Western Road/The Avenue, including the associated junction
- Wilderton Road and Wilderton Road West (provision of pavements)

d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Lilliput Church of England Infant School;

e. Exploring opportunities to reconfigure parking bays on Banks Road, opposite Sandbanks car park adjacent to the shops and restaurants, and along Haven Road within the local centre to allow for outdoor seating and pavement widening, subject to sufficient parking to support local businesses;

f. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
- Sandbanks Pavilion;
- Branksome Dene Chine Community Room;
- Canford Cliffs Chine, improvements to play and adult fitness equipment
- Branksome Chine;
- Luscombe Valley;
- Sandbanks Open Space;
- Branksome Dene Chine, improvements to infrastructure and woodland management
- Branksome Chine Woods, infrastructure improvements to the woodland walks, paths, stream and pond areas, including walls and natural features
- Branksome Park bowls club;
- Branksome Park tennis;
- The Seafront;
- Poole Harbour Trail, including way-finding and accessibility to improve its function as a strategic greenway;
- Enabling infrastructure for the provision of a water taxi service along the seafront;
- Coach/bus pick up and drop off areas for the seafront.

g. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the Branksome Park & Alum Chine Sustainable Neighbourhood, and (subject to flood risk policies) Sandbanks Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and

b) Local community facilities.

3. Housing

A minimum of 865 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Beach Road car park (CC.1)

The site is allocated for in the region of 60 homes. Development must:

i. Be accessed via Western Road and have a separate access from the remaining car park area;
ii. Retain mature trees on site;
iii. Preserve or enhance the character and appearance of nearby heritage assets including the Branksome Park and Chine Gardens Conservation Area; and
iv. Demonstrate it is subservient to the surrounding trees, being predominantly 6 storeys (approximately 18-21 metres) in height.

b. Penn Hill car park (CC.2)

The site is allocated for in the region of 20 homes. Development must:

i. Retain mature trees on site;
ii. Preserve or enhance the character and appearance of nearby heritage assets including the Branksome Park and Chine Gardens Conservation Area; and
iii. Demonstrate it is subservient to the surrounding trees, being predominantly between 2 and 3 storeys (approximately 6 to 12 metres) in height.

5. Local opportunity areas

Within the **7-23 Lindsay Road local opportunity area (CC.A),** as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

a. Be up to and not in excess of 2.5 storeys (approximately 9 metres) in height; and
b. Be of a high quality of design that integrates with and preserves or enhances the character and appearance with the Branksome Park and Chine Gardens Conservation Area, including with regards to bulk and massing of buildings and preservation or reinforcement of the dominance of planting and landscaping.

6. Approach to flood risk along Sandbanks peninsula

Until there is an updated, adopted and funded strategy to protect Sandbanks and its access from tidal flood risk, the following proposals will not be permitted:

i) Applications with a net increase in the number of residential units;

ii) Applications for hotel/holiday accommodation with a net increase in bed spaces; and

iii) Conversions of, or replacement of hotel bed spaces to permanent residential use as permanent occupancy would increase the vulnerability.

If an updated strategy and funding are confirmed, these uses may be permitted subject to flood risk policy C6 and financial contributions towards flood defences.

Replacement of existing dwellings will be permitted in advance of an adopted and funded flood defence strategy for Banks Road, subject to an appropriate financial contribution towards the strategic flood defence of Banks Road, to be agreed with the Environment Agency and the Council.

Canford Heath

Canford Heath is located on the outer edge of Poole, with the Canford Heath SPA located to the north and Oakdale to the south. The area primarily consists of a housing estate constructed from the 1960s onwards, prior to its development the area was heathland.

Sustainable Neighbourhoods

The built up area of Canford Heath wholly falls within the Canford Heath Sustainable Neighbourhood. The sustainable neighbourhood has many strengths, including very good access to primary and secondary schools, many play areas and open spaces and high frequency bus services to Poole Town Centre. The area also contains the Nuffield and Mannings Heath employment areas which offer local employment opportunities, and strategically important leisure facilities at Tower Park. These characteristics mean the area is a notably sustainable location for family households. The area also benefits from local centres at Adastral Square and Culliford Crescent which provide focal points for the neighbourhood. Alongside large supermarkets at Tower Park and on Waterloo Road, they provide a reasonable range of facilities and amenities to meet the day to day needs of residents.

Active travel infrastructure, open space and recreational facility enhancements

Canford Heath benefits from a comprehensive network of traffic free paths and cycle routes. However, the number of facilities and amenities within the ward can lead to traffic congestion at peak times, particularly on Adastral Road and Canford Heath Road. The Council will therefore explore opportunities improve the attractiveness of walking and cycling on and/or around these routes through improvements to infrastructure, and will review opportunities to address highway issues at the junction between Learoyd Road and Adastral Road and enhance pedestrian crossing points on Hatch Pond Road. Where development within the Learoyd Road would result in highway impacts it should contribute to the redesign of the Adastral Road/Learoyd Road junction. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is predominantly a mix of postwar and contemporary suburban detached or postwar estate housing. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Development should also take any opportunities to improve housing layouts to create clear permitter blocks to overlook streets and public spaces.

Retail areas

Two retail centres wholly fall within Canford Heath: Adastral Square and Canford Heath (Culliford Crescent) local centres, as shown on the policies map. These centres are the focal points of the

sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Employment areas

The Nuffield Industrial Estate and Mannings Heath employment area, as shown on the policies map, will be safeguarded for employment uses.

The site at Vantage Way (Em.12) has been allocated for employment uses within which only the following acceptable use classes will be permitted: E(g), B2, B8. These use classes will allow for the development of General Industrial, Storage, Offices, research and development, and Industrial processes uses on the site.

Housing

We expect around 140 homes to be built in the ward, 10 homes already have planning permission and we expect 130 to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. Large parts of the ward are therefore located within 400 metres of the Dorset Heathlands where new residential development is not suitable.

Local opportunity areas

Canford Heath contains three local opportunity areas:

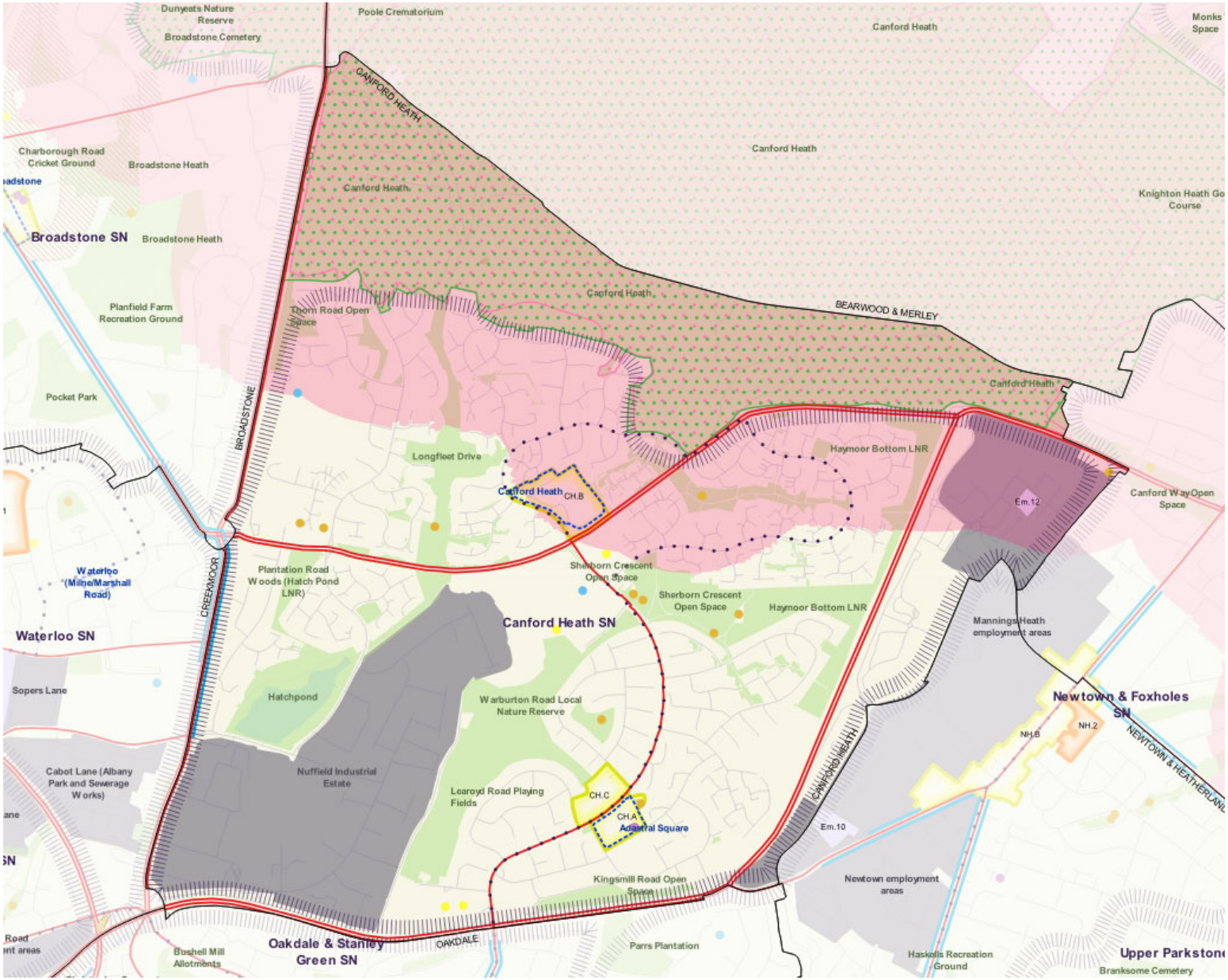
- **Adastral Square Centre and Culliford Crescent Centre:** These local opportunity areas cover the local centres within the ward, and are located in sustainable locations served by high frequency bus routes. However, their current layouts, including the prevalence of surface car parking, represent poor use of land. The centres have a poor quality relationship with the surrounding streets and their townscape quality could be improved. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the sites, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the sites, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the sites' complexity and likely need for phasing. Given the important role these centres play in Canford Heath's identity we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function. Development should provide enhanced retail or community uses on the ground floors. As the Culliford Crescent Local Centre is within 400m of the Dorset Heathlands any residential development would need to be in the form of residential care for those with advanced physical needs or dementia.

- **Downland Place:** Located opposite Adastral Square, this local opportunity area is also sustainably located. Within the area there is potential for redevelopment to improve townscape quality and increase the provision of homes. Regeneration of Downland Place should result in a stronger relationship with Adastral Square, provide high quality public and private spaces that are likely to be used, and contribute to strengthening the distinctiveness and attractiveness of this key focal point within Canford Heath. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents.

Local opportunity streets

Sections of Waterloo Road have been designated as a local opportunity street where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P9: Canford Heath

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Canford Heath will be enhanced by:

a) Strengthening the retail and community facility offer, and townscape quality of the Adastral Square and Culliford Crescent local centres;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Adastral Road (including Adastral Square), including replacement of subways with street level crossings where appropriate
   - Canford Heath Road
   - Culliford Crescent, including replacement of subways with street level crossings where appropriate
   - Dorset Way
   - Hatch Pond/Lidl junction
   - Waterloo Road

c) Improving the safety and attractiveness of walking and cycling routes to and around schools;

d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Ashdown Leisure Centre, retention and enhancement of community and sports facilities, including the provision of a 3G pitch and upgrades to athletics track and facilities.
   - Provision of an upgraded multiuse games area and the provision of a sports pavilion with associated car parking at Learoyd Road.
   - Improvements to play areas within the ward, particularly at Hasler Road and Sherborn Crescent play areas.
   - Urban Greening within Nuffield estate
   - Creation of accessible green corridor through plantation wood to Hatch Pond

e) Mitigating surface water flooding around the Nuffield Estate and Fleetsbridge roundabout, exploring the provision of SuDS and works to Hatch Pond water levels; and

f) Working with public transport operators to maintain high frequency bus routes within the area to Poole Town Centre, and to explore opportunities to better serve other areas within the ward and improve services to Bournemouth Town Centre and other destinations.

2. Housing

A minimum of 140 homes will be built in the ward.

3. Site allocations

The **Vantage Way** site **(Em.12)** is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Adastral Square Centre (CH.A)

Any redevelopment proposals should be informed by a comprehensive masterplan or Design Code and make efficient use of land. Development proposals must:

i. Enhance the retail and community facility offer;

ii. Introduce a fine grained character and vertical rhythm;
iii. Feature buildings up to 4 storeys (approximately 12-15 metres) in height on the Adastral Road frontage and 3.5 storeys (approximately 9-12 metres) in height on other frontages;
iv. Enhance the public realm within and around the site, and retain or replace the public square;
v. Form perimeter blocks, with buildings facing the streets within and around the site; and
vi. Feature enhanced tree planting and landscaping along key routes within and around the site.

b) Culliford Crescent Centre (CH.B)

Any redevelopment proposals should be informed by a comprehensive masterplan or Design Code and make efficient use of land. Development proposals must:

i. Enhance the retail and community facility offer;
ii. Introduce a fine grained character and vertical rhythm;
iii. Feature buildings up to 4 storeys (approximately 12-15 metres) in height;
iv. Enhance the public realm within and around the site, and incorporate a new public square;
v. Form perimeter blocks, with buildings facing the streets within and around the site;
vi. Feature enhanced tree planting and landscaping along key routes within and around the site; and
vii. Explore opportunities to relocate some of the community facilities located at Learoyd Road into the centre.

Due to the location of the area within 400m of a Dorset Heathland any residential development would be restricted to residential care for those with advanced physical needs or dementia.

c) Downland Place (CH.C)

Any redevelopment proposals should be informed by a comprehensive masterplan or Design Code and make efficient use of land. Development proposals must:

i. Introduce a fine grained character and vertical rhythm;
ii. Feature buildings up to 4 storeys (approximately 12-15 metres) in height, with reduced heights on Bader Road and Warburton Road frontages;
iii. Strengthen relationship between buildings, streets, spaces and Adastral Square and make efficient use of land; and
iv. Feature enhanced tree planting and landscaping along key routes within and around the site.

5. Local opportunity streets

The local opportunity street on Waterloo Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Infrastructure

The existing car park and multi use games area at Learoyd Road will be safeguarded for the provision of an upgraded multiuse games area and the provision of a sports pavilion with associated car parking. Any additional highway impacts should contribute to the redesign of the Adastral Road/Learoyd Road junction.

Christchurch Town

Christchurch town includes the historic town centre of Christchurch. The area is rich in history and contains many heritage assets which particularly cluster around the Priory and castle. The high street is the main shopping area. The main residential areas lie north and west of the town centre and to the east at Purewell. The towns rich heritage and attractive riverside setting are a key draw for residents and visitors to the area. The Green Belt areas to the south include part of the Stanpit Marsh SSSI, an important wildlife habitat, the Riversmeet greenspace, the marina, boatyard and the Quomps.

Like many other centres, Christchurch town centre has experienced a shift away from traditional retail uses and the town centre includes a number of cafes and restaurants. North of the railway line is the Avon Trading Park employment area and the Christchurch Retail Park. To the east is Purewell Local centre and Groveley Road employment area.

Given the historic pattern of development, the scope for regeneration in Christchurch town is more limited than Bournemouth or Poole town centres and future development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, and access key facilities and services.

Sustainable Neighbourhoods

There are three sustainable neighbourhoods in the ward:

- **North Christchurch and South Christchurch Sustainable Neighbourhoods** are based on the 15 minute walking catchment to the primary shopping centre. They are two of the most sustainable areas within the BCP area, with good access to the railway station, a high frequency bus route and walking access to a good range of shops and services in the town centre. Both sustainable neighbourhoods are within 15 minute walk from primary schools and doctors surgeries, and are within 30 min bus or walk to secondary schools. The North Christchurch neighbourhood also has the benefit of access to shops and facilities at Barrack Road and the employment area at Avon Trading Park. Whilst the South Christchurch neighbourhood also has good access to open spaces, the North Christchurch neighbourhood lacks this. The natural coastal environment and harbour are key to the tourism draw to this area, and important for residents.

- **Purewell Sustainable Neighbourhood** is focussed on the local centre of Purewell. The neighbourhood has good access to shops and services with some areas within a 15 minute walk of the primary shopping area and some areas within a 15 minute walk of the local centre. The ward has a primary school and play areas with 15 minutes' walk and is within 30 mins bus/walk to a secondary school. The neighbourhood benefits from a high frequency bus route running east-west through the ward. All but the northern most tip of the neighbourhood have good access to large open spaces. The natural coastal environment and harbour are key to the tourism draw to this area, and important for residents.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within the ward is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations, particularly around the Fountain Roundabout and the Christchurch bypass. We have identified opportunities to

enhance the pedestrian and cyclist environment and infrastructure, and to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The historic town centre focused on the conservation area is characterised by narrow streets, attractive older buildings, many of which are listed with key heritage features including The Priory and Castle ruins. The area to the north between Barrack Road and Fairmile road is largely residential comprising detached and semi-detached two storey homes with some bungalows and flats, most of the two storey properties were built between the wars and into the 1950's, in the 90's onwards there has been some back building and infill development.

To the East of Fairmile road there is a large industrial and business area. The residential area in the north eastern corner of the ward comprises mostly detached and semi-detached two storey homes built in the 1990s. This area also contains Knapp Mill waterworks.

Most of the homes in the west of the South Christchurch sustainable neighbourhood were developed between the two wars and into the early 1950's, with the exception of the areas closest to the River Stour, where there is a development of retirement flats and a number of more modern homes and a private marina.

Within the Purewell Sustainable Neighbourhood, development along the main road and on some streets north of this is predominantly of Victorian origin and an urban character, and forms an extension to the town centre's historic character. The remaining development was predominantly developed in more recent years and has the character of contemporary suburban housing estates with the prevalent use of cul-de-sacs.

Retail Centres

The town centre and centres at Barrack Road and Purewell, as shown on the policies map, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment

The Avon Trading Park and Groveley Road employment areas, as shown on the policies map, will be safeguarded for uses which generate employment.

Reid Steel is allocated for employment use classes consisting of Class E(g) and B2 uses enabling the site to only provide uses which are either general industrial uses or light industrial or office uses to enable expansion of the existing site in this area.

Housing

We expect around 950 homes to be built in the ward, 405 homes already have planning permission (Including the former Magistrates Court), 40 new homes are allocated on other sites and around 505 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there

is potential for regeneration and/or enhancements to townscape character. The provision on windfall properties in some areas and further homes being delivered is subject to resolution of flood risk issues.

Local opportunity areas

Christchurch Town contains three local opportunity areas:

- **Barrack Road (south of railway):** While sustainably located on a high frequency bus route and in proximity to Christchurch Rail Station and Town Centre, this local opportunity area is located on a key highway route that supports fast moving motorised traffic and presents an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and provides a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area.

- **Barrack Road (north of railway):** This local opportunity area is focused on the Barrack Road Local Centre, and located in a highly sustainable location served by a high frequency bus route. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture characteristics within the area, such as through use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. Development within the local centre should provide enhanced retail or community uses on the ground floors.

- **Christchurch Retail Park:** This local opportunity area is in a highly sustainable location adjacent to a high frequency bus route and is in proximity of Christchurch Town Centre and Rail Station. However, the current big box and surface parking format represents poor use of land, encourages travel by private vehicle and likely contributes to congestion problems within the area, while resulting in a low quality environment for pedestrians and cyclists. The existing townscape quality of the area is poor, and the retail park has a poor quality relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. Furthermore, proposals for retail and other main town centre uses will be subject to a full retail sequential test and in some cases a retail impact assessment as the site is located outside of a retail centre. Given the scale of the site we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function.

Local opportunity streets

Sections of Fairmile Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Flood risk

Areas of Christchurch Town Centre, Purewell, Stanpit & Mudeford are at risk from both sea level rise, and fluvial flooding from the River Stour and Avon. There are some strategic sites centred on Stony Lane and Stony Lane South that could make a significant contribution to meeting housing and other development needs if the flood risk issues could be resolved including safe access and egress. However, at this stage, and in view of new evidence provided by the SFRA Level 1 these sites are in the Very High Flood Risk Area (future functional flood plain) and cannot be developed for residential and commercial uses. We are working with the Environment Agency to identify a strategic approach to defences that would protect property from flood risk.

Whilst there are existing flood defences in Christchurch, there are significant shortfalls in funding for necessary future upgrading of existing defences required in view of future climate change (sea level rise and increased rainfall events). In view of this funding shortfall, and consequent uncertainty in deliverability of future defence improvements, large areas of Christchurch now fall within the Very High Risk Flood Area.

We are working with the Environment Agency to address how this funding gap can be met. If we can secure the funding to improve the defences, we will, through Christchurch SFRA level 2 review the extent of the Very High Risk Area. However, until that point the SFRA level 1 Very High Risk Flood Area extent applies.

To deliver flood defences and provide for development needs, in principle, we will support residential and commercial development within areas at risk of flooding in the Christchurch Sequential Test Area, as defined on the policies map subject to:

(i) Adoption of an FCERM and agreed funding strategy to deliver flood defences;
(ii) An updated Christchurch SFRA level 2 which demonstrates that sites do not fall within the Very High Flood Area; and
(iii) Demonstration by the applicant that the development, can be made safe for its lifetime in accordance with national policy.

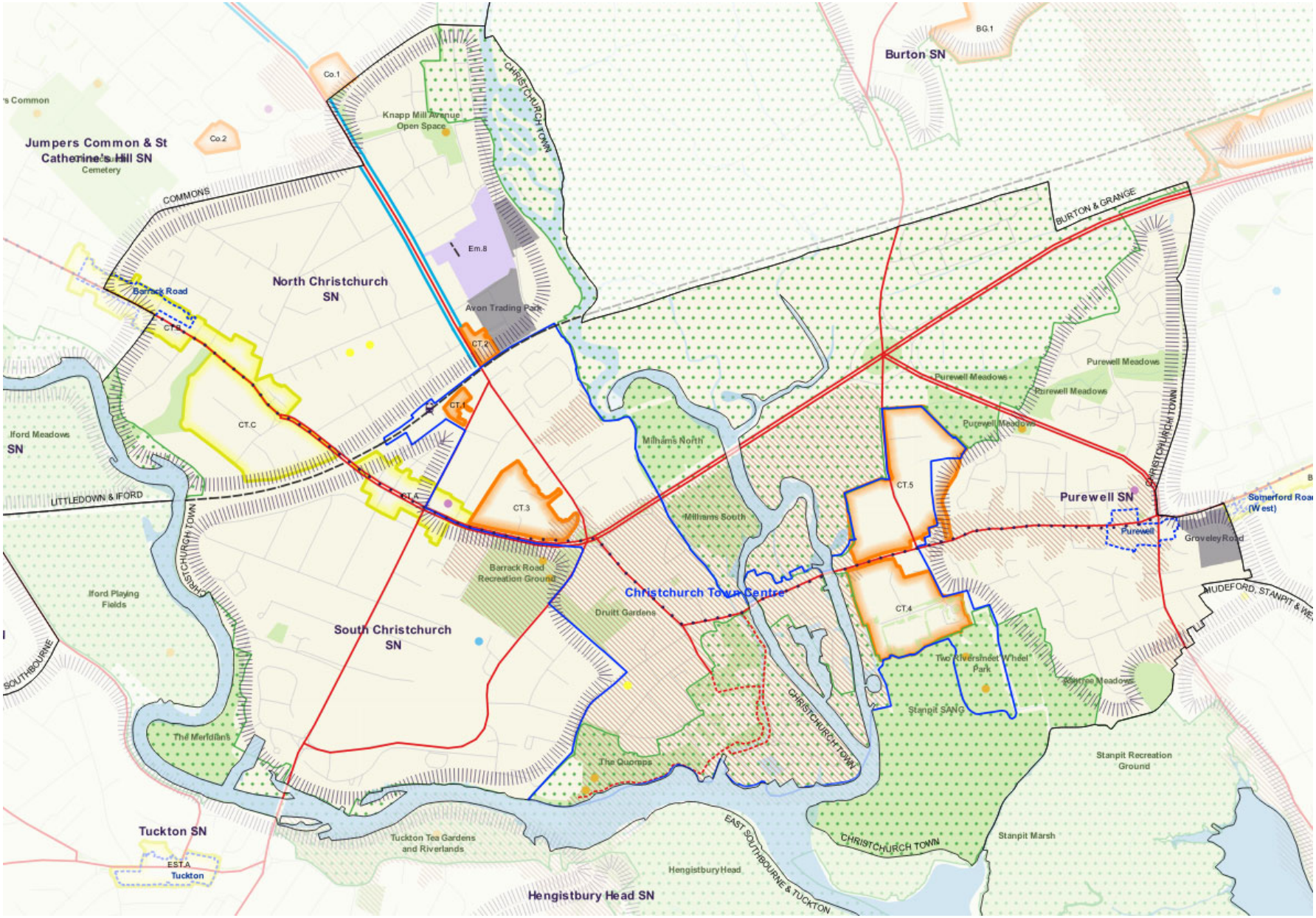
For residential and commercial development within the Christchurch Flood Risk Sequential Test Area, we have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs for the Christchurch area. Therefore, development for these uses within the Christchurch Sequential Test Area will not be required to undertake the sequential test at planning application stage but will still need to demonstrate that the exception test is passed. A comprehensive masterplan approach will be required to cover the Sequential Test Area.

Development on land subject to flood risk outside the Christchurch Sequential Test Area, or within the Christchurch Sequential Test Area for uses other than housing or commercial, will be required to undertake the sequential test at planning application stage.

Town Centre Archaeology

Many historic buildings, structures and old burgage plots within the Town Centre Heritage Conservation Area contain earlier structures and materials. Where a site is considered to have archaeological interest (a site holds, or potentially holds, evidence of past human activity worthy of excerpt investigation) the site should be assessed using appropriate expertise where necessary. The council will require the developer to submit an appropriate desk-based assessments and where necessary a field evaluation.

Ward key diagram (below) to be replaced with updated pdf version with legend and title.



Strategic Policy P10: Christchurch Town

1. Town centre and sustainable neighbourhoods

Christchurch town centre will continue to be a key destination for visitors and residents, a place rich in history and character. Christchurch town centre and the sustainable neighbourhoods within Christchurch will be enhanced by:

a) Encouraging heritage-led regeneration that preserves or enhances the area's heritage;
b) Supporting proposals that would increase the footfall within the primary shopping area;
c) Strengthening the retail and community facility offer, and townscape quality of the Barrack Road and Purewell local centres;
d) Seeking to improve the leisure and cultural offer;
e) Continuing to work with the Environment Agency and other external partners to develop the Christchurch Bay and Harbour Flood and Coastal Erosion Risk Management Strategy.
f) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Around Fountain Roundabout and Stony Lane Roundabout
    - Across River Avon in the northern part of the ward (provision of pedestrian and cyclist bridge) to provide access to the water meadows
    - Barrack Road
    - Bargates and Fairmile Road
    - Bridge Street and Purewell
    - Stour Road
    - Stony Lane and Stony Lane South.
    - Willow Drive and Sopers Lane
    - Additional pedestrian and cycling bridges over the railway
g) Improving the safety and attractiveness of walking and cycling routes to and around schools;
h) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - The Stour Valley River Corridor Project
    - Christchurch Harbour Trail and Avon Valley Path, enhancements to wayfinding and accessibility to improve their function as a strategic greenways.
    - Two Riversmeet Leisure Centre
    - Stanpit and Riversmeet SANG, continued enhancements
    - Barrack Road Recreation Ground, including the children's hub and options for wider use for recreation use, play area improvements and use as a strategic green space
    - Mill Stream
    - Quay/Quomps, improvements such as native planting near rowing club, successive willow planting, pathway and quay wall improvements
    - East Dorset Bowls Club
    - Portfield Community Hall
    - Druitt Hall.

2. Retail

a. Development in Christchurch Town Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.

b. The Christchurch primary shopping area will continue to be focused along High Street, Bargates and Castle Street, and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages through the provision of retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2).

3. Housing

It is expected that around 950 homes will be built in the ward, further homes and windfall on some sites will be built subject to resolution of flood risk issues.

Residential development will be supported in the town centre where it complements the retail, leisure/tourism and employment function of the town centre, and where it provides well-designed high quality living environments that include a mix of unit sizes and the provision of outside amenity space for residents.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Land at Stour Road (CT.1)

The site is allocated for residential uses within the region of 20 homes, development must:

i. Overlook the station car park; and
ii. Be predominantly between 2 and 4 storeys (6 to 15 metres) in height.

b. Avon trading park frontage (CT.2)

The site is allocated for residential uses within the region of 20 homes, development must:

i. Overlook Fairmile Road; and
ii. Be predominantly 3.5 storeys (9 to 12 metres) in height;

c. Former Magistrates Court and surrounds (CT.3)

This site is allocated for in the region for 200 homes, development must:

i. Provide 40% affordable housing;
ii. Address Barrack Road;
iii. Incorporate retail, commercial and/or community uses (Use Classes E and F1) fronting onto Fountain Roundabout and part of Barrack Road;
iv. Create a new vehicular, pedestrian and cycle access from Barrack Road;
v. Provide a good quality pedestrian and cycle connection between Barrack Road and Bargates;
vi. Incorporate footway widening to provide a shared pavement of a minimum of 4m along Barrack Road and linking around into Bargates;
vii. Preserve and enhance heritage assets and their settings, including Christchurch Central Conservation Area; and
viii. Be predominantly between 2 and 4 storeys (6 to 12 metres) in height.

d. Reid Steel, Reid Street (Em.8)

This site is allocated and safeguarded for development which generates employment and only development which falls within use class E(g) and B2 will be permitted on this site.

Sites subject to SFRA Level 2 assessment

The following sites will be brought forward subject to ongoing work on the Christchurch Bay and Harbour FCERM Strategy and a corresponding funding plan to resolve the flood risk issues; and completion of an updated SFRA Level 2 for Christchurch Harbour. It is not anticipated that this will be until later in the plan period. These sites are required to deliver strategic housing requirements and have passed the sequential test.

d) Stony Lane South (south of Bridge Street) (CT.4): Development in the Stony Lane South area must:

i. Together provide a minimum of 240 homes including in the region of 150 homes on the former gas works site and in the region of 25 homes on the two Rivers Meet car park to the west of the leisure centre;
ii. Retain the Two Rivers Meet Leisure centre with sufficient parking to support its operation;
iii. Be predominantly between 2 – 4 storeys (6 – 15 metres) in height;
iv. Preserve or enhance heritage assets and their settings including the Christchurch Central Conservation Area, Purewell Conservation Area, the Listed Buildings on Bridge Street and Purewell, and the Locally Listed Gas Works building fronting Bridge Street;
v. Provide an active frontage to Bridge Street; and
vi. Provide permeable site layouts with pedestrian and cycle links between Bridge Street and Two Rivers Meet Leisure Centre.

e) Stony Lane (north of Bridge Street) (CT.5): Development in the Stony Lane area must:

i. Together provide a minimum of 300 homes including in the region of 85 homes on the Beagle site;
ii. Be predominantly between 2-4 storey (6-15 metres) in height;
iii. Preserve of enhance heritage assets and their settings including the Christchurch Central Conservation Area, Purewell Conservation Area and the Listed Buildings on Bridge Street and Purewell; and
iv. Provide active frontages to Bridge Street and Stony Lane;

Development of these sites will be supported in principle for residential and commercial development, subject to:

i. Further evidence from the Christchurch Bay and Harbour FCERM Strategy;
ii. An associated, realistic and substantiated funding strategy;
iii. An updated SFRA level 2 that confirms the sites can be considered to fall outside the Very High Flood Risk Area (Future Flood Zone 3b – Functional Flood Plain);
iv. That an updated SFRA Level 2 and / or site specific flood risk assessments confirms that the sites can be made safe for their lifetime; and the exception test is passed. In all cases a financial contribution of £x,000 per home will need to be secured through a Section 106 Agreement towards the delivery of the strategic flood defences.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Barrack Road (south of railway) (CT.A)

Development proposals must:

iii. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage; and

iv. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

b) Barrack Road (north of railway) (CT.B)

Development proposals must:

i. Be up to and not in excess of 3 storeys (approximately 9-12 metres) in height on the road frontage;
ii. Enhance the local centre's retail and community facility offer; and
iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

c) Christchurch Retail Park, Barrack Road (CT.C)

Any redevelopment proposals should be informed by a comprehensive masterplan or design code, make efficient use of land and enhance the area's townscape character. Development proposals must:

i. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;
ii. Provide a fine grained character and feature building heights up to and not in excess of 3.5 storeys (approximately 12 metres);
iii. Form perimeter blocks, with buildings facing the streets within and around the site; and
iv. Enhanced tree planting and landscaping along key routes within and around the site.

Proposals for retail and main town centre uses will be subject to a full sequential test and in some cases a retail impact assessment. Such proposals should make efficient use of land through a mix of uses with provision of residential uses on upper floors.

6. Local opportunity streets

The local opportunity street on Fairmile Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Commons

Commons is a large ward to the north west of Christchurch. It includes the historic village of Hurn which was listed in the Domesday Book. The other parts of the ward historically contained little development but did include the main town cemetery serving Christchurch.
Today the majority of ward is heathland and woodland, the settlement at Hurn remains and the arrival and expansion of Bournemouth airport is a notable feature of the ward. In the south east of the ward the built up area has a character of relatively typical twentieth century suburb with main properties dating from the 1930s as Christchurch expanded outwards.

Sustainable Neighbourhoods

The built up part of the ward across Jumpers Common is identified as a the Jumpers Common sustainable neighbourhood. This area contains a number of facilities and local shopping opportunities that provide the potential for the area to operate as a sustainable neighbourhood. While there is not one central focal point the shops within the local centres provide a range of facilities for local residents. The neighbourhood also benefits from schools, a scout hut, allotments, Christchurch hospital, open spaces and is in relatively close proximity of Churchtown Town Centre.

Hurn is a much smaller settlement but along with the community shop contains a sports and social club. Other facilities and attractions also exist in the north of the ward including a theme park, Aviation museum, ski centre and sports ground at Chapel Gate.

Active travel infrastructure, open space and recreational facility enhancements

Barrack Road and Fairmile Road both suffer from traffic congestion, particularly at peak times. We will review opportunities to enhance/improve the environment on Barrack Road for all users. Opportunities will also be explored to calm streets around schools and enhance existing public open spaces. Chapel Gate provides a range of sports pitches and facilities and is currently operated by Bournemouth University. Retaining community use of the facilities is important to the overall supply of pitches across the BCP area. We will continue to work with BU to support community use and the improvement of existing facilities. The site is situated in the Green Belt any proposals need to be appropriate given that designation. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The sustainable neighbourhood predominantly consists of residential uses. Residential development within the area is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Hurn has its own unique village character and is within a conservation area.

Retail areas

The centres at The Grove, Marlow Drive, St Catherine's Parade, Barrack Road and Fairmile Parade, as shown on the policies map, and the community shop at Hurn are important retail areas within the ward. Proposals should maintain or enhance the vitality, viability and diversity of these retail areas in line with Policy E12 Retail and town centres.

Employment areas

The Bournemouth Airport employment area, as shown on the policies map, will be safeguarded for employment uses, in accordance with Policy E3 Bournemouth Airport.

Housing

We expect around 270 homes to be built in the ward, 130 homes already have planning permission, 70 new homes are allocated and around 70 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes such as Barrack Road and Fairmile Road. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. Large parts of the ward are covered by the Avon Valley, the Dorset Heathlands and the South East Dorset Green Belt which limit the amount of development that can take place.

Site allocations

There are two site allocations within the ward. The former Queensmead care home which has reached the end of its operational life can be repurposed. As a Council owned site we will look to use the site for uses not delivered by the market. The site has potential to be used as a school providing education for children with Special Educational Needs and Disabilities but if this provides not to be feasible the site would be appropriate for residential uses. As a Council owned site, it has a role to play in providing uses not always readily delivered by the market such as affordable housing or extra care.

Christchurch hospital also represents a development opportunity, while this is an important site for health care, making more efficient use of the site could free up land for improved health facilities and residential uses. There is a strong opportunity to provide key worker housing or homes which may benefit from the proximity to health facilities such as care or extra care.

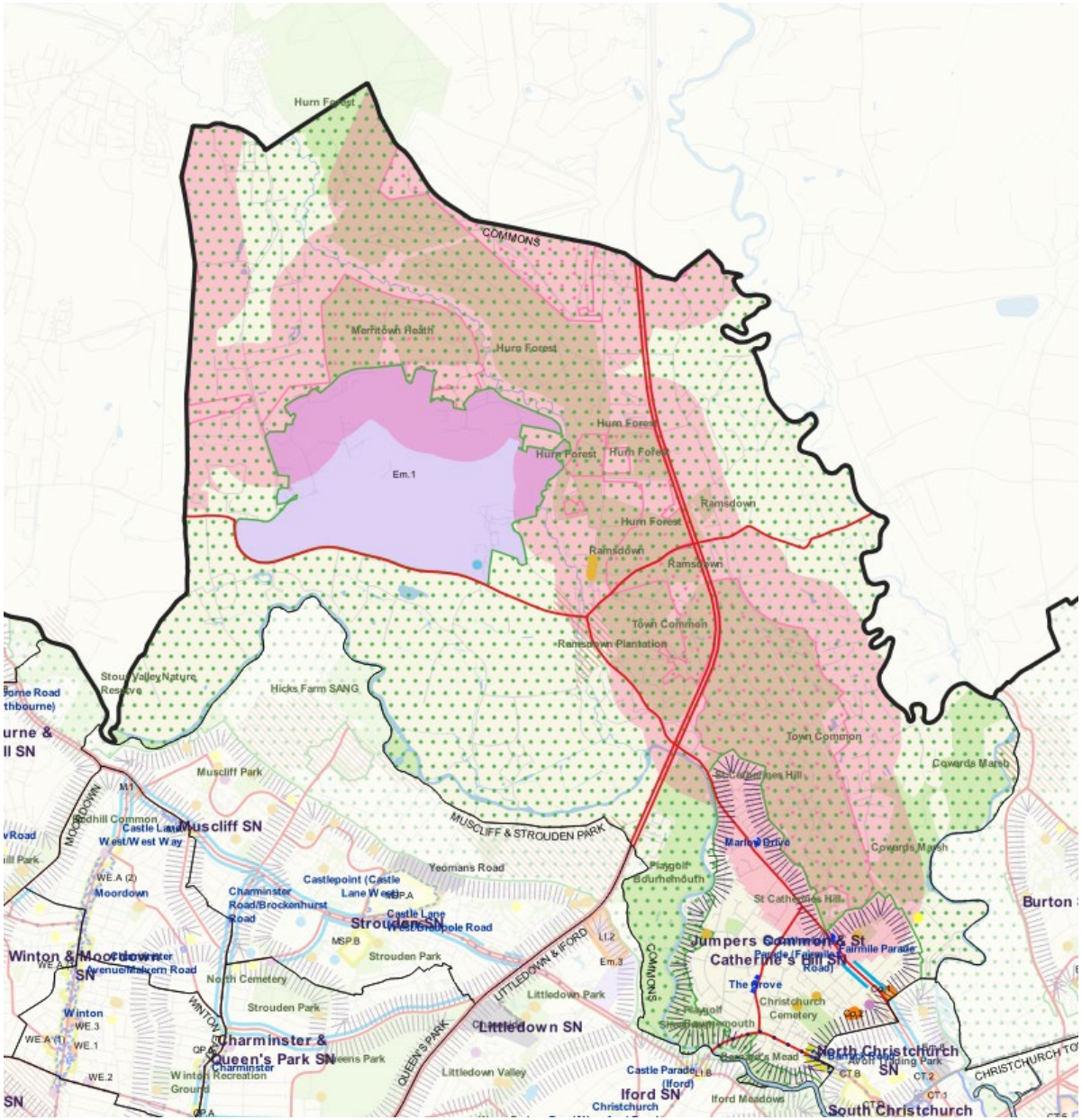
Local opportunity areas

Barrack Road (north of railway) local opportunity area is focused on the Barrack Road Local Centre, and located in a highly sustainable location served by high frequency bus route. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture characteristics within the area, such as through use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. Development within the local centre should provide enhanced retail or community uses on the ground floors.

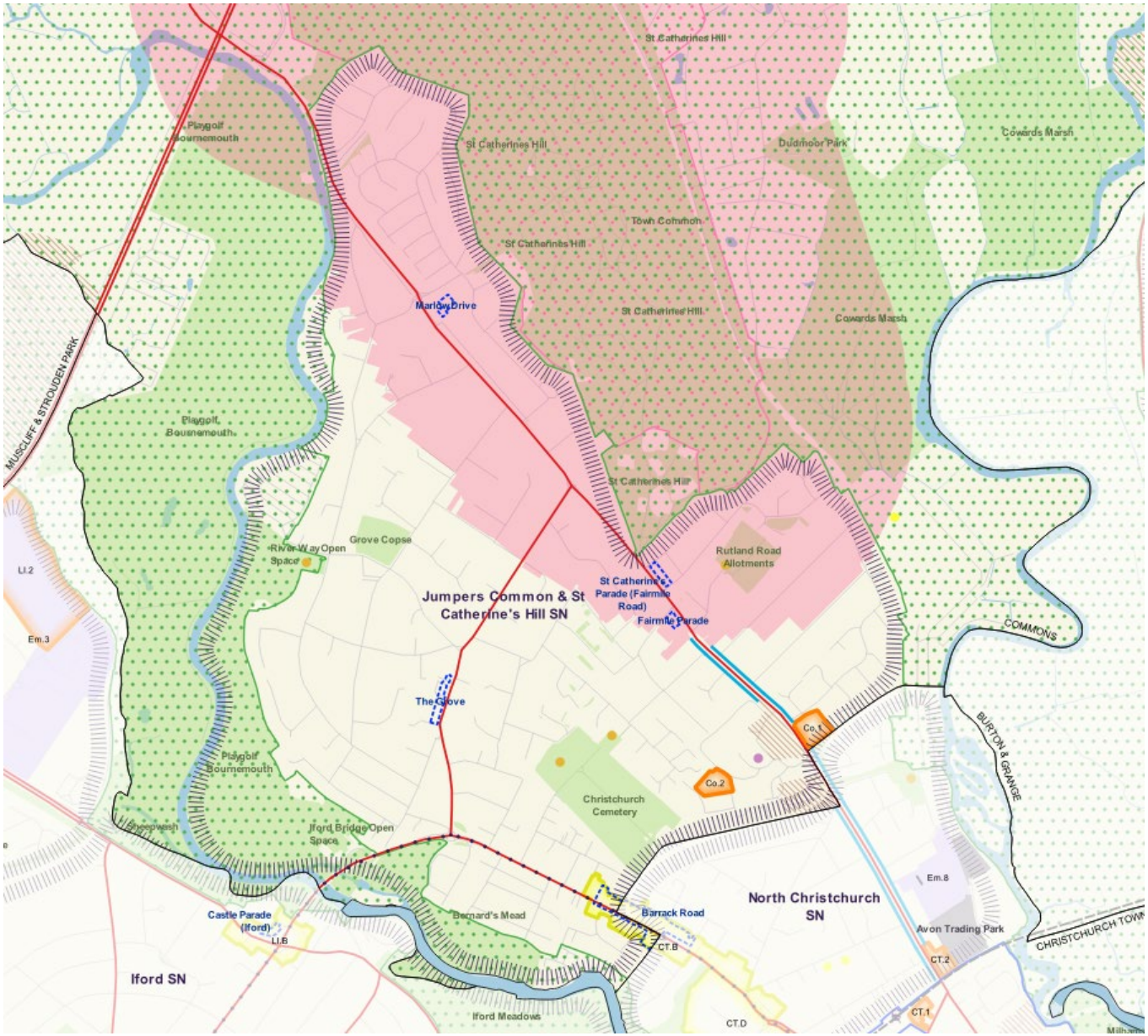
Local opportunity streets

Sections of Fairmile Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Ward key diagram inset map (below) to be replaced with updated pdf version with legend and title


St Catherines Hill
Playgolf Bournemouth
St Catherines Hill
Dudmoor Park
Cowards Marsh
Town Common
St Catherines Hill
Marlow Drive
St Catherines Hill
Cowards Marsh
MUSCLIFF & STROUDEN PARK
Playgolf Bournemouth
St Catherines Hill
Grove Copse
River Way Open Space
Rutland Road Allotments
LI.2
Jumpers Common & St Catherine's Hill SN
St Catherine's Parade (Fairmile Road)
Fairmile Parade
Em.3
COMMONS
The Grove
Co.1
BURTON & GRANGE
Playgolf Bournemouth
Co.2
Christchurch Cemetery
Iford Bridge Open Space
Em.8
North Christchurch SN
Castle Parade (Iford)
LI.B
Bernard's Mead
Barrack Road
CT.B
Avon Trading Park
CHRISTCHURCH TOWN
CT.2
Iford SN
Iford Meadows
CT.D
CT.1

Strategic Policy P11: Commons

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Commons will be enhanced by:

a) Strengthening the retail and community facility offer, and townscape quality of the Barrack Road Local Centre;
b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Barrack Road
   - Fairmile Road
   - The Grove
c) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Twynham Primary School;
d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Jumpers Common Recreation Ground, including the retention of playing pitches and upgrades to play area
   - River Way, including upgrades to play area
   - Bernard's Mead
   - Littledown Greenway
   - Links to the Stour Valley River Corridor, including the Stour Valley Way
   - Sheepwash, including improved pedestrian and cycle links to neighbouring wards.
   - St Catherine's Hill
e) Supporting retention and improvement of existing sporting facilities at Chapel Gate; and
f) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to improve other bus services.

2. Housing

A minimum of 270 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Queensmead, Fairmile Road (Co.1)

The site is allocated for education purposes (Use Class F1(a)) or residential uses. It is anticipated the site will deliver in the region of 20 homes, which should include some housing suitable for families or in the region of 30 extra care bed spaces. Development proposals must:

i. Provide access off Bronte Avenue;
ii. Retain mature trees on site: and
iii. Be predominantly 2-3 storey (6-12 metres) in height.

b) Christchurch Hospital (Co.2)

The site is allocated for health care uses (Use Class E(e)), proposals to expand and improve these facilities will be supported. Where existing health uses are consolidated residential uses which could include key worker homes, care or extra care uses, would be suitable on any surplus land providing in the region of 50 homes. Development proposals must:

i. Be predominantly 2-3 storeys (6-12 metres) in height.

4. Local opportunity areas

In **Barrack Road (north of railway line) local opportunity area (CT.B)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. Up to and not in excess of 3 storeys (approximately 9-12 metres) in height on the road frontage;
ii. Enhances the local centre's retail and community facility offer; and
iii. Provides soft landscaping and tree planting to the front of plots where development is set back from the street.

5. Local opportunity streets

The local opportunity street on Fairmile Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Creekmoor

The ward contains local centres on Northmead Drive and Milne Road which offer some services and facilities for residents, with a large supermarket at Fleets Bridge in the south east corner of the ward. The industrial estates on Sopers Lane, Creekmoor Lane, Cabot Lane and at Fleetsbridge are also located within the ward.

Sustainable Neighbourhoods

Creekmoor contains two sustainable neighbourhoods:

- **Creekmoor Sustainable Neighbourhood,** located to the west of Broadstone Way and to the North of the A350. The neighbourhood benefits from access to minor local centres throughout, good access to secondary schools and play facilities, healthcare services, and open spaces (particularly in the western side of the neighbourhood).

- **Waterloo Sustainable Neighbourhood,** located in the north east of the ward to the east of Broadstone Way. The neighbourhood has good access to local centres, with Milne/Marshall Road local centre located within the neighbourhood, as well as schools located within 15 minutes' walk or 30 minutes' walk/bus for almost all who live within the neighbourhood.

Active travel infrastructure, open space and recreational facility enhancements

Opportunities to improve active travel infrastructure include enhancing the access to Upton Country Park from Northmead Drive, improving the availability of cycle infrastructure and storage at Creekmoor Local Centre, and other walking and cycling infrastructure on key roads and at key points such as Parkstone Grammar School.

In addition to these active travel measures, the Creekmoor Park and Ride site will be safeguarded to enable the future provision of park and ride services from this location into the rest of the conurbation.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas these include the land north of the A35 which has potential for sports pitches and other community uses, as well as opportunities at Upton Country Park where there is potential for the further expansion of the SANG.

Broad Townscape Characteristics

The ward mainly consists of suburban housing estates built throughout the 1960s up to the 1980's. The ward is adjacent to Upton Heath, one of the largest remnants of the Dorset Heathland, parts of the ward are therefore contained within 400 metres of the heath where new residential development is not suitable.

Retail areas

The centres at Creekmoor and Waterloo, as shown on the policies map, and the local shops at Creekmoor Lane, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity in accordance with Policy E11: Retail and town centres.

Employment areas

The Creekmoor Industrial Estate, Cabot Lane, Albany Park, Alpha Centre Fleetsbridge Industrial Centre, Marshes End and Sopers Lane Estate employment areas, as shown on the policies map, will be safeguarded for employment uses.

The former Siemens site at Sopers Lane has been allocated for employment uses within which only the following acceptable use classes; E(g), B2, and B8 will be permitted. These use classes will allow for the development of General Industrial, Storage, Offices, research and development, and Industrial processes uses on the site.

Housing

We expect around 220 homes to be built in the ward, 50 homes have planning permission, 110 new homes are allocated and around 60 homes expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Allocations

There are two allocations explicitly for the provision of housing within the ward at Hillbourne School and Roberts Lane. Roberts Lane has planning permission but has not yet been built, it is therefore counted under the homes with planning permission in the figures above. Land at Hillbourne school has also obtained planning permission, although this was after our annual monitoring of housing took place and therefore in the figures above it is recognised as an allocation.

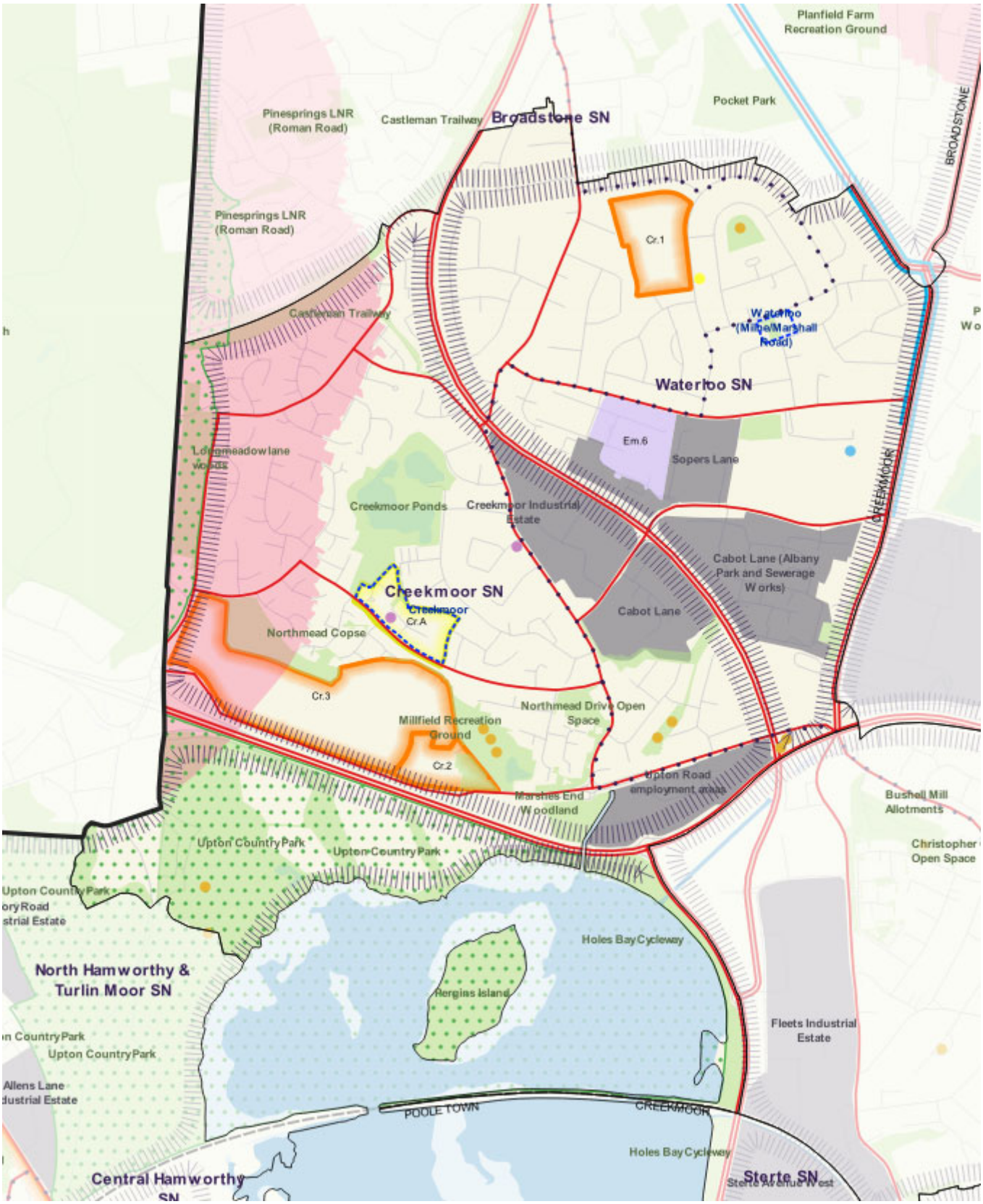
Local opportunity areas

Creekmoor Centre local opportunity area is focused on the Creekmoor Local Centre. The existing townscape quality could be enhanced and the centre has a poor quality relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the sites, and enhanced tree planting and landscaping.

Local opportunity streets

Sections of Waterloo Road and Lower Blandford Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P12: Creekmoor

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Creekmoor will be enhanced by:

a) Strengthening the retail and community facility offer, and townscape quality of the Creekmoor and Milne Road local centres;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Between Northmead Drive and Upton Country Park, including improved pedestrian and cycle links from Northmead Drive to Upton Country Park, that should explore a bridge over the A350, providing opportunities for onward travel to Poole Town Centre and Poole Rail Station.
   - Broadstone Way, specifically providing safe pedestrian and cycle crossing points
   - Creekmoor Local Centre
   - Longmeadow Lane and Beechbank Avenue
   - Northmead Drive
   - Upton Road
   - Waterloo Road

c) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Parkstone Grammar School;

d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Millfield Recreation ground, improvements to play and youth facilities, potential for local nature recovery projects
   - Gough Crescent Recreation Ground, improvements to play and youth facilities
   - Creekmoor Ponds Nature Reserve, including access improvements
   - Castleman Trailway, improvements to its function and quality as a strategic greenway
   - Poole Harbour Trail, to enhance wayfinding and accessibility and improve its function as a strategic greenway
   - Upton Country Park, enhancements to its quality and offer, including the expansion of SANG and the diversification of the visitor and recreational offer
   - Provision of new facilities for young people

e) Working with public transport operators to maintain existing bus routes and explore opportunities for enhancements.

2. Housing

A minimum of 220 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Hillbourne School (Cr.1)

The land either side of Hillbourne school is allocated for residential development providing with in the region of 110 homes. Development must deliver 40% affordable housing and be focused on the provision of houses suitable for families. Development proposals must:

i. Retain existing mature trees on site;
ii. Be predominantly 2 storey (6 to 9 metres) in height; and
iii. Provide 0.2 hectares of public open space that includes play provision.

A Flood Risk Assessment is required at planning application stage. Surface Water storage areas should be maintained and surface water flow paths avoided.

b) Land at Roberts Lane (Cr.2)

The site is allocated for residential uses and providing within the region of 40 homes. Development must deliver 40% affordable housing and be focused on the provision of houses suitable for families. Development proposals must:

i. Provide a pedestrian and cycle link from the site to Roberts Lane and Millfield recreation ground;
ii. Retain existing mature trees on site; and
iii. Be predominantly two storey (6-9 metres) In height.

c) Land north of the A35 (Cr.3)

The land north of the A35 is allocated for sports, recreational, education and/or community uses (Use Classes E(d), F1(a), F2(c)). Any residual land would be appropriate for residential development that must deliver 40% affordable housing and be focused on the provision of houses suitable for families or specialist forms of housing. Proposals must provide pedestrian and cycle connections to Creekmoor Local Centre and improved connections between Northmead Drive and Upton County Park, which should include the exploration of a bridge over the A350.

d) Siemens, Sopers Lane (Em.6)

The former Siemens site at Sopers Lane is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.

5. Local opportunity areas

In **Creekmoor Centre local opportunity area (Cr.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height;
ii. Strengthen the retail and community facility offer;
iii. Enhance the public realm within and around the site;
iv. Introduce a fine-grained character and vertical rhythm;
v. Form perimeter blocks, with buildings facing the streets within and around the site;
vi. Provide enhanced tree planting and landscaping along key routes within the area; and
vii. Provide adequate car parking to support the role of the Local Centre.

6. Local opportunity streets

The local opportunity streets on Waterloo Road and Lower Blandford Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

East Cliff and Springbourne

East Cliff and Springbourne Ward is located in the centre of Bournemouth just to the east of Bournemouth Town Centre encompassing a wide range of residential and commercial areas, bordered by the clifftop and beaches to the south. The area around Southcote Road and St Swithuns Road was once a thriving tourist area with hotels and guest houses, although many of these are now operating as HMOs or emergency housing providers.

Sustainable Neighbourhoods

East Cliff and Springbourne contains three sustainable neighbourhoods wholly or partially within the ward:

- **Springbourne Sustainable Neighbourhood,** which encompasses the majority of the area within the ward located between the Wessex Way and the Railway line and bordered on the east end by the Primary School Kings Park Academy and the west by the train station and an ASDA supermarket. The area has ready access to the minor district centre of Holdenhurst Road which benefits from a library, a post office, community facilities, supermarkets, cafes and other businesses. Although the neighbourhood does not have any schools within its area it does have good access to both primary and secondary schools. There is a small play area within the neighbourhood boundaries at Springbourne Gardens and a wider range of facilities north east of the ward within Kings Park.

- **East Cliff Sustainable Neighbourhood,** represents most of the ward south of railway line down to the beach. The neighbourhood have good access to the shopping opportunities offered by both Holdenhurst Road and Boscombe shopping area, however, those residents located in southwest of the sustainable neighbourhood are not within easy walking distance of many of these amenities. Good access to primary and secondary schools is present throughout the neighbourhood as well as some access to a small play facility in the north of the ward. There are doctors surgeries to the north, east, and west of the neighbourhood and of high frequency bus routes which run along Christchurch Road, increasing the range for access to these facilities.

- **Charminster and Queens Park Sustainable Neighbourhood,** the section of the Charminster and Queens Park sustainable neighbourhood which is located within the ward has good access to retail and amenity due to its proximity to Charminster Road district centre. It also possesses good access to play as well as primary and secondary schools.

Active Transport Infrastructure, Open Space, and Recreational Facility enhancements

Improvements to active travel infrastructure within the ward could help to capitalise on the ward's proximity to Bournemouth train station and the key attractions such as the beach, as well as provide greater access to schools and public open spaces within the ward whilst also improving safety. Proposals for the improvement of community facilities and public open spaces within the ward such as Boscombe Chine Gardens which is an important open space within the ward, and other such community facilities within the ward including those which are free at the point of use will be supported. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad Townscape Characteristics

The ward is predominantly an urban neighbourhood with examples of Victorian villas, with narrow streets of terraced and semi-detached cottages and increasing numbers of flats as you progress towards the East Cliff side of the ward. In recent years some large student halls have also been built. The area is situated immediately adjacent to Bournemouth Train Station, with some industrial areas such as those on Southcote

Road. East Cliff is designated as a conservation area, developed in the Victorian era with wide streets lined by pine trees and substantial villas set in large grounds. It is also home art deco blocks as well as some more modern buildings.

Retail areas

The Holdenhurst Road District Centre, as shown on the policies map, will be the focal point the Springbourne Sustainable Neighbourhood and proposals within the centre should maintain or enhance its vitality, viability and diversity in accordance with Policy E11: Retail and town centres.

Employment areas

The Southcote Road employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 710 homes to be built in the ward, 160 homes already have planning permission, 90 new homes are allocated and around 460 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Two sites are allocated to help deliver housing within the ward, these consist of Southcote Road Depot providing approximately 50 homes and the Former Travis Perkins and surrounds providing approximately 40 homes.

Local opportunity areas

The Holdenhurst Road and surrounds local opportunity area is focused on the Springbourne District Centre and surrounding areas. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area’s townscape, such as 177 Holdenhurst Road, Springbourne Library (293 Holdenhurst Road and associated garden), 316 Holdenhurst Road and 403 – 406 (evens) Holdenhurst Road, should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Gentleman’s Public Convenience, Church of St Mary and 224 Holdenhurst Road (all Grade II Listed), must be preserved or enhanced. Development within Springbourne District Centre should also improve the quality of the area’s retail, community and leisure/cultural offer .







Local opportunity streets

Sections of Wellington Road and Cleveland Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

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Strategic Policy P14: East Cliff and Springbourne

1. Sustainable neighbourhoods

The sustainable neighbourhoods within East Cliff & Springbourne will be enhanced by:

a) Strengthening the role of Holdenhurst Road District Centre;

b) Supporting proposals that would achieve heritage-led regeneration within the East Cliff Conservation Area and better reveal the positive characteristics of the area, including maintaining the distinctive wooded character of the area with tree lined streets and well landscaped plots;

c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Holdenhurst Road
   - At and around Bournemouth Station
   - Between the Springbourne Sustainable Neighbourhood and Chaminster & Queen's Park Sustainable Neighbourhood (across Wessex Way), including at Springbourne Roundabout
   - Between Springbourne Sustainable Neighbourhood and the seafront.
   - Improving pedestrian and cycle access to green space from within the Springbourne Sustainable Neighbourhood.
   - Christchurch Road
   - Cleveland Road
   - Ashley Road
   - East Overcliff Drive

d) Improving the safety and attractiveness of walking and cycling routes to and around schools;

e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - New healthcare and youth facilities and public toilets on Holdenhurst Road
   - Provision of leisure facilities
   - Seafront: enhancements in accordance with the Seafront Strategy, through investment in public toilets, beach huts, public realm, cafes, water sports provision and improvements to accessibility, safety and lighting
   - Spencer Road Gardens
   - Boscombe Chine Gardens (Green Heart Park), including improvements to public toilets and to improve safety.
   - Knyveton Gardens, including nature improvements and exploring potential to improve public access.
   - East Cliff

f) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to provide higher frequency bus services within parts of the area that are less well served.

2. Housing

A minimum of 710 homes will be built in the ward.

3. Site allocations

a) **Southcote Road Depot (ECS.1)**, as shown on the policies map, is allocated for development. Subject to an alternative depot location being secured, and the land becoming surplus to Council operational requirements, the site is allocated for a mixed-use development that could include in the region of 50 homes, which should include some houses suitable for families and commercial, education or community space (Use Classes E(c-g), F1(a) or F2(b)). Development must;

i. Provide a built frontage to Southcote Road following the existing building line;
ii. Be between two and three storeys in height (approximately 6-12 metres); and
iii. Incorporate a well overlooked communal amenity area for all residents, which includes play provision.

b) **Former Travis Perkins and surrounds, Windham Road (ECS.2),** as shown on the policies map, is allocated for residential development within the region of 40 homes, which should include some housing suitable for families. Development must:

i. Front onto Windham Road; and
ii. Be predominantly 2-3 storey (approximately 6 -12 metres) in height.

4. Local opportunity areas

In **Holdenhurst Road and surrounds local opportunity area (ECS.A)**, as shown on the policies map, development is encouraged that enhances its quality and character. Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage;
ii. Enhance the district centre's retail, cultural and community facility offer; and
iii. integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity street on Wellington Road and Cleveland Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

East Southbourne and Tuckton

East Southbourne and Tuckton is the most easterly coastal ward in the Bournemouth area and covers the eastern area of Southbourne, the suburb of Tuckton, and stretches eastwards to include Hengistbury Head, an open space of international importance for its ecology and archaeology which attracts a significant number of visitors. Southbourne's cliff top and seafront makes a strong contribution to the BCP area's overall leisure offer and is a key focal point for the area.

Sustainable Neighbourhoods

East Southbourne & Tuckton contains 3 sustainable neighbourhoods. Tuckton and Hengistbury Head Sustainable Neighbourhoods fall wholly within the ward along with the majority of the Southbourne Crossroads Sustainable Neighbourhood which has a small area to the east falling within neighbouring West Southbourne ward.

- **Tuckton Sustainable Neighbourhood** which is based on the approximate walking catchment of the Tuckton district centre. This area has bus links to Bournemouth and Christchurch town centres but these are not high frequency. There is good access to open space and play areas. Only the southern part of the area has good access to healthcare, the rest of the area has none within 15 minutes bus / walk. There is good access to retail at Tuckton district centre. There is good access to primary schools within the ward at St Katherine's Primary and to the west at Stourfield Schools in neighbouring West Southbourne ward. The area also benefits from Tuckton Library and a purpose built community centre at the edge of Tuckton district centre.

- **Southbourne Crossroads Sustainable Neighbourhood** which is based on the approximate walking catchment of the Southbourne Crossroads local centre. A small part of the area is within 5 minutes walk to a bus stop served by a high frequency route. There is good access to open space at the seafront and play park. There is good access to retail facilities at Southbourne Crossroads and part of area is within walking distance to Tuckton district centre. All of the area has good access to primary and secondary schools.

- **Hengistbury Head Sustainable Neighbourhood** which is based on the approximate walking catchment of the Broadway shopping parade. The area does not have good access to public transport or healthcare. Most of the area is within walking distance to the Broadway parade,but is more remote from the better retail and service facilities at Tuckton and Southbourne Crossroads. All of the area has good access to primary and secondary schools. The area benefits from very good access to open space and play areas within walking distance to Hengistbury Head and the seafront, as well as the play park at Tuckton.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, speeding traffic and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets within the areas have therefore been identified and will be explored. We have also identified opportunities to enhance the seafront, open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The majority of the built-up area of the ward comprises suburban housing. Beyond the retail areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. The number of guest houses has declined over recent years and there has been an increase in in the number of new apartments being constructed near the cliff top.

Retail areas

Three retail areas wholly fall within East Southbourne & Tuckton: the Tuckton district centre, which offers a wide range of facilities and services, a local centre at Southbourne Crossroads and a shopping parade at The Broadway as shown on the policies map. Proposals within these areas should maintain or enhance their vitality, viability and diversity. Given the remoteness from the district and local centres within the Hengistbury Head Sustainable Neighbourhood, proposals to incorporate or increase ground floor shopping or service uses within the existing parade will be supported.

Housing

We expect around 320 homes to be built in the ward, 50 homes already have planning permission (Including Southbourne Crossroads Car Park), with around 270 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Southbourne Crossroads Car Park site has planning permission for 27 flats but the scheme has not been built yet. Reflecting the permission, the site is allocated for in the region of 25 homes. The site allocation policy includes criteria to retain or replace the community garden and improve or enhance the existing Public Right of Way network. There could be opportunities to create new pedestrian paths between St Catherine's Terrace, St Catherine's Road, Southbourne Overcliff Drive and Southbourne Coast Road increasing permeability in the vicinity of site.

Local opportunity areas

East Southbourne & Tuckton contains two local opportunity areas:

- **Tuckton Road:** This local opportunity area is focused on the Tuckton District Centre, a thriving district centre offering a wide range of shops and services to meet the needs of local residents, alongside a couple of bars and restaurants open in the evenings which provide an element of night time economy. The Tuckton Social Club is situated at the edge of the shopping area and Tuckton Library is nearby in Wick Lane. There is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive period architecture characteristics within the area. Development should provide enhanced retail, cultural or community uses on the ground floors.

- **Southbourne Crossroads:** This local opportunity area is focussed on the local shopping centre along Belle Vue and St Catherine's Road. This was once a vibrant shopping area but has declined

over recent years, and many of the ground floor commercial units have converted to residential. There is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive period architecture characteristics within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 107 – 127 Belle Vue Road (odds) and 129 – 141 (odds) Belle Vue Road/2 – 6 (evens) St Catherine's Road should be retained and restored. Solutions that incorporate the garage frontage at 6 St Catherine's Road in new development should be explored. Development should provide enhanced retail, cultural or community uses on the ground floors.



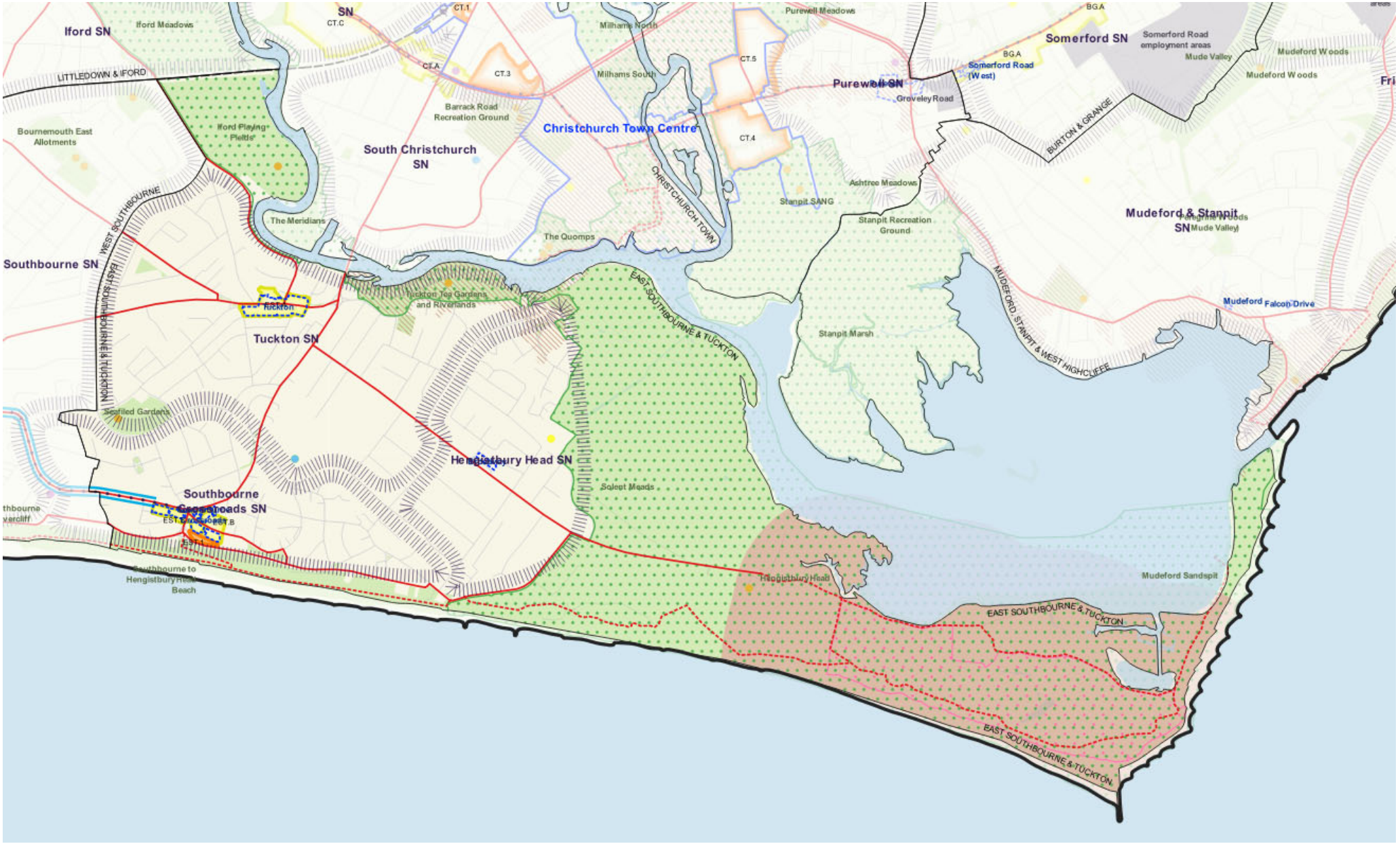




Local opportunity streets

Sections of Belle Vue Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P13: East Southbourne and Tuckton

1. Sustainable neighbourhoods

The sustainable neighbourhoods within East Southbourne & Tuckton will be enhanced by:

a) Strengthening the vitality of Tuckton High Street, and supporting enhancements to the retail and community facility offer and townscape quality of the Southbourne Crossroads and Broadway local centres;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
- Tuckton Road
- Belle Vue Road
- Broadway
- Cranleigh Road
- Tuckton Bridge, including improved pedestrian / cycling infrastructure
- Seafront promenade

c) Improving the safety and attractiveness of walking and cycling routes to and around schools including St Peters School;

d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
- Seafront, including through designation of the coastline as a Coastal Nature Park and associated enhancements, investment in public toilets, beach huts, public realm, cafes, water sports provision, and improvements to safety and lighting, in accordance with the Seafront Strategy
- Hengistbury Head, including conservation and improvements to facilities, replacement/improvement of outdoor education and water sports, new buildings for the land train operation, improved cycle and pedestrian routes, reducing lighting along the Broadway, increased usage of Solent Meads car park, additional education and archaeology facilities and improved signage and site information
- The Stour Valley River Corridor Project, including improvements for access, active travel, signage and interpretation and utilising the Hengistbury head visitor centre as a gateway to the river corridor
- Christchurch Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway
- Southbourne Beach restaurant facility, incorporating facilities to meet the needs of visitors, including public toilets, cycle shelter, cycle stands and beach showers
- Iford Playing Fields, including the provision of a fenced dog training enclosure and enhancements to the quality of the recreational and sporting offer, including the BMX track and surrounding facilities
- Seafield Gardens, including improvements to the play area, informal sports, nature recovery and paths
- Tuckton Tea Gardens
- Tuckton Social Club

e) Working with public transport operators to maintain and explore opportunities to enhance bus routes within the area.

2. Housing

A minimum of 320 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Southbourne Crossroads car park (EST.1)

The site is allocated for residential uses, with in the region of 25 homes. Development proposals must:

i) Be predominantly between one and four storeys (approximately 9 -15 metres) in height;
ii) Retain or replace the community garden; and
iii) Enhance or improve the Public Right of Way network that boarders the site.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Tuckton Road (EST.A), and **Southbourne Crossroads (EST.B)**

Development proposals must:

i. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. integrate with and enhance the area's positive historic characteristics;
iii. provide soft landscaping and tree planting to the front of plots where development is set back from the street; and
iv. provide enhanced retail, cultural or community uses on the ground floors;

5. Local opportunity streets

The local opportunity street on Belle View Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Hamworthy

Hamworthy is located on a peninsula, with Poole Quay to the east and Upton to the north, and predominantly features residential and employment areas. Rockley Park holiday park and Upton Country Park are notable features of the ward. The area has a long history, including hosting a Roman military port during the Roman conquest of Southern England. Hamworthy has also historically hosted numerous industries, such as ship-building, brick & tile works, a ropewalk and a pottery.

Sustainable Neighbourhoods

Hamworthy contains four sustainable neighbourhoods:

- **Lower Hamworthy Sustainable Neighbourhood** is based on the approximate walking catchment of Poole Town Centre within Hamworthy. The area benefits from high frequency bus routes to Poole Town Centre North, good access to primary and secondary schools, open space and the shore, play areas, doctors surgeries and local employment opportunities at Poole Town Centre and Poole Port. Poole Town Centre policy (see Policy P26) applies to part of the area as shown on the key diagram.

- **Central Hamworthy Sustainable Neighbourhood** is based on the approximate walking catchment of Hamworthy Local Centre. The area benefits from high frequency bus routes to Poole Town Centre, good access to primary and secondary schools, open space and the shore, play areas, doctors surgeries and local employment opportunities at Dawkins Industrial Estate. The area also benefits from the neighbourhood parades at the Blandford Road/Lake Road and Lake Road/Coles Avenue junctions that alongside the local centre provide a network of shops.

- **North Hamworthy & Turlin Moor Sustainable Neighbourhood** is served by the Turlin Moor neighbourhood parade. The area also benefits from high frequency bus routes to Poole Town Centre and a railway station, along with good access to primary and secondary schools, open space and the shore, play areas, doctors surgeries and local employment opportunities at Allens Lane Industrial Estate.

- **Rockley Sustainable Neighbourhood** is served by the neighbourhood parade at Lake Road/Coles Avenue junction. The sustainable neighbourhood includes Rockley Park, a holiday park that draws in a significant number of holidaymakers who help support our tourism economy. It also hosts a water sport activity centre. While opportunities to improve the offer will be supported the site is in a sensitive location adjacent to Ham Common and Poole Harbour which limits development potential.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets within the areas have therefore been identified and will be explored. Furthermore, while the area benefits from Hamworthy Rail Station, the routes to the station are not obvious or particularly attractive. Well-designed development that enhances pedestrian and cyclist connectivity to the station will be supported. We will also support appropriate improvements to the pedestrian and cyclist connectivity between the Central Hamworthy and Upper Hamworthy & Turlin

Moor sustainable neighbourhoods, and enhancements to the shoreline trail located to the east of Symes Road and Harkwood Drive.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas, including the opportunity to introduce a heritage trail along the shoreline at Turlin Moor to reference the area's interesting history of clamming and smuggling.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of late 19th century and interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Retail areas

Hamworthy Local Centre, as shown on the policies map, and the neighbourhood parades at Turlin Moor, Lake Road/Blandford Road junction and Lake Road/Coles Avenue junction are the focal points of sustainable neighbourhoods. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment areas

The Poole Port, Factory Road Industrial Estate, Allens Lane Industrial Estate and Dawkins Road Industrial Estate employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 2,260 homes to be built in the ward, 700 homes already have planning permission (including the former Sydenhams site and former Pilkingtons Tiles), 1,460 new homes are allocated on other sites and around we expect around 100 homes to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes.

Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. The ward contains heathland areas at Ham Common and north of the Royal Marines Base. Large parts of the ward are therefore located within 400 metres of the Dorset Heathlands where new residential development is not suitable.

Site allocations

Hamworthy contains four site allocations at the Former Power Station, Former Sydenhams, former Pilkingtons Tiles and Turlin Moor sites.

The former power station represents our largest brownfield site which will be developed as a new mixed use community. Given the size of the site a masterplan should be prepared and agreed by the Local Planning Authority to guide the development across the site.

Turlin Moor is one of the most deprived parts of the BCP area due to lower incomes and levels of employment, education, skills and training, and higher levels of health deprivation and disability. The design of some development within the area is of a lower architectural and townscape quality, and the layout of some of the development results in streets and paths not being properly overlooked. There are an opportunities for sensitive regeneration in some parts of the estate to address these issues and improve the overall character of the area. Any development needs to resolve flood risk issues and any proposed development on the recreation ground will need to secure replacement playing pitches of an equal or greater standard.

Given the scale of these sites we expect to see innovative and distinctive design, follow accepted design principles that are known to create high quality places. Development at the Former Power Station and Former Sydenhams sites should innovatively reference the historic building styles with the Poole Quay and High Street areas through use of staggered building heights and narrow plots. The development of these sites should transform the waterfront with an extended public quayside, which should link up the pedestrian cycle route around Holes Bay through the Former Power Station site and run along the quayside.

Local opportunity areas

Blandford Road/Coles Avenue junction, Blandford Road/Lake Road junction and Lake Road/Coles Avenue junction: These local opportunity areas are focused on the local centres and neighbourhood parades within the Central Hamworthy Sustainable Neighbourhood, and are located in a highly sustainable location served by high frequency bus route. Development should provide enhanced retail or community uses on the ground floors. The areas are appropriate for innovative and distinctive design that enhances their local distinctiveness, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. Solutions that incorporate the frontage of the Liberal Hall frontage (within the Blandford Road/Coles Avenue Junction Local Opportunity Area) in new development should be explored.



Local opportunity streets

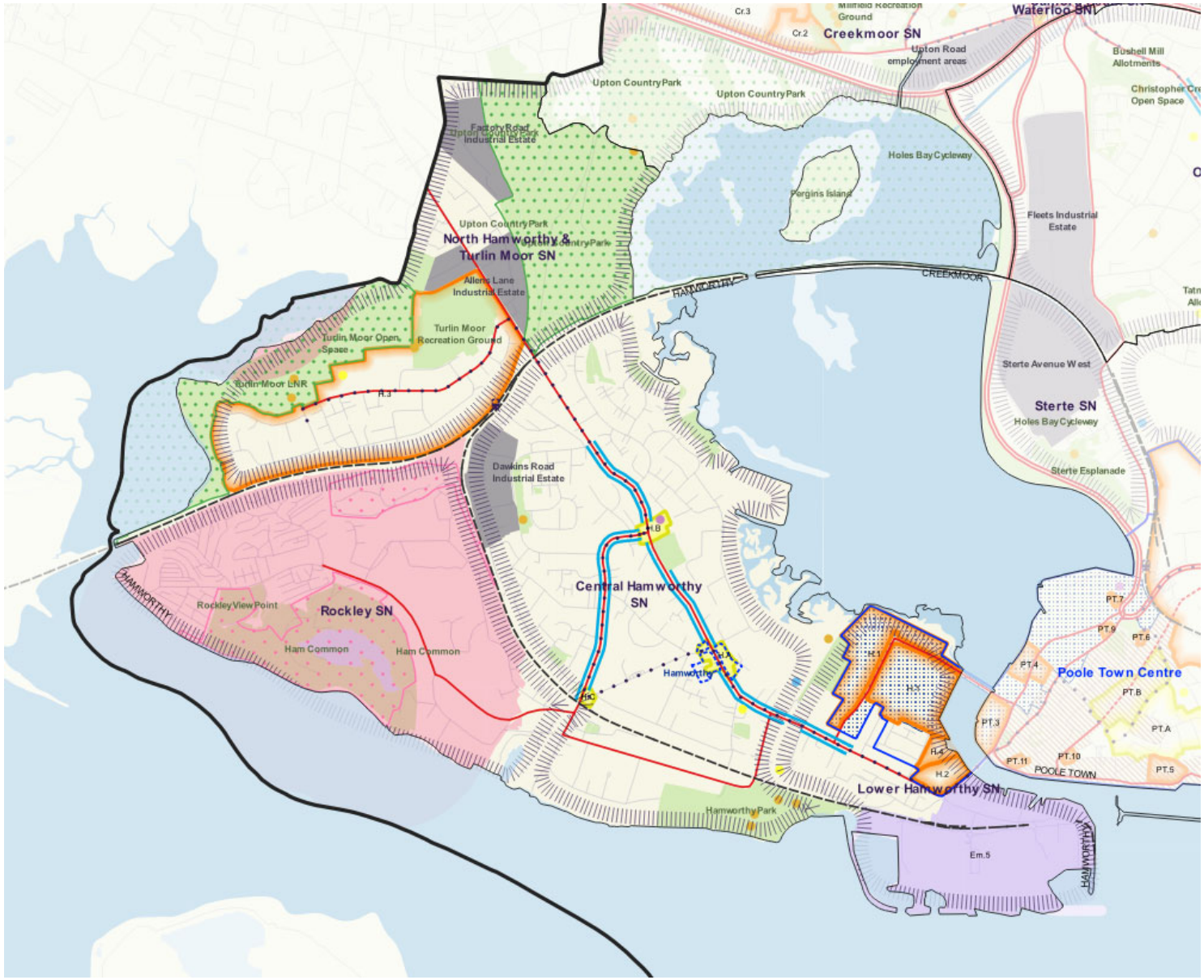
Sections of Blandford Road and Lake Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Flood risk

Much of the ward is within the Very High Flood Risk Area. Development in the Flood Risk Areas will trigger the Sequential Test. Within the Poole Sequential Test Area, as defined on the policies map, residential, main town centre uses, commercial, leisure, community and health uses, and employment have been sequentially tested (and passed). We have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs to regenerate the area. Therefore, development for these uses within the Poole Sequential Test Area will not be required to undertake the sequential test at planning application stage. Development on land subject to flood risk outside the Poole Sequential Test Area, will be required to undertake the sequential test at planning application stage. This policy approach in Poole is well established through previous local plans as part of the long-term regeneration of the area and its continuation through this local plan has the agreement of the Environment Agency.

In the longer term, further interventions will be necessary to fully protect Hamworthy and its access. We will continue to work with the Environment Agency to do so. The Council is currently (at the time of writing) updating the SFRA Level 2. This will be completed within 12 months of the Local Plan being adopted and may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P15: Hamworthy

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Hamworthy will be enhanced by:

a) Strengthening the retail and community facility offer (including healthcare provision) and townscape quality of Hamworthy local centre, and neighbourhood parades;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
- Blandford Road
- Between the Central Hamworthy Sustainable Neighbourhood and Turlin Moor & North Hamworthy Sustainable Neighbourhood/Upton Country Park
- Between the Central Hamworthy Sustainable Neighbourhood and Hamworthy Rail Station
- Holes Bay pedestrian and cycle route
- Trails along the shorelines at Turlin Moor and east of Symes Road and Harkwood Drive

c) Improving the safety and attractiveness of walking and cycling routes to and around schools;

d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
- Upton Country Park, ongoing investment to enhance historic landscapes, expand the SANG and diversify the visitor offer through the provision of new visitor and educational facilities
- Hamworthy Railway, including improvements to access from Hamworthy railway station to Upton Country Park and wider active travel routes
- Hamworthy Park, improvements to the beach hut offer, outdoor education centre, café, toilet and play and recreation facilities
- Turlin Moor, upgrades to play areas and pavilion, creation of new wheeled play facility
- Hamworthy Recreation Ground
- Poole Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway
- Coastline, enhancements to the coastline in accordance with the Seafront Strategy
- Lake Pier, repair and refurbish the pier structure, consider opportunities for improved catering and visitor experience

e) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to provide improved services to schools from surrounding areas.

2. Housing

A minimum of 2,260 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Former Powerstation (H.1)

The site is allocated for a mixed use development with in the region of 900 homes, which should include housing suitable for families, a community hub and supporting commercial uses (Use Classes E and F). Its redevelopment must be completed in accordance with a masterplan agreed by the Local Planning Authority. Development proposals must:

i. Provide strategic flood defences, which secures access and egress to the site;

ii. Provide a minimum 1.2 hectares of public open space, incorporating a play area that serves children of all ages;

iii. Provide in the region of 3,000 sqm of high quality office space or business incubator units for small start-ups;
iv. Provide a series of retail and commercial units under 280sqm in size that meet the day to day needs of future occupiers of the site, while ensuring there is no adverse impact on the Poole Primary Shopping Area;
v. Seek to provide an arts, cultural and/or heritage venue;
vi. Overlook Hamworthy recreation ground and enhance the space for public recreation;
vii. Create a continuous public quay side incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide;
viii. Provide pedestrian and cycle routes through the development site, including along the Quay Side and north shore, connecting into existing Harbourside routes, and connecting through the site to Jefferson Avenue and Hamworthy recreation ground;
ix. Ensure development is set back at least 12 metres from the north shore and the layout and scale of development is designed to protect the wildlife and habitats within Holes Bay;
x. Be of an exceptional design quality, innovatively referencing the historic building styles with the Poole Quay and High Street areas;
xi. Preserve or enhance the character and appearance of heritage assets and their settings including the Town Centre Heritage Conservation Area
xii. Be predominantly between two and seven storeys (approximately 6- 24 metres) in height;
xiii. Make a contribution towards junction improvements to Rigler Road / site access road, Rigler Road / Blandford Road, Blandford Road / New Quay Road mini-roundabout and Twin Sails Bridge / West Quay Road junctions within the immediate vicinity of the site to improve provision for pedestrians, cyclists and public transport use;
xiv. Provide segregated cycle routes along Rigler Road; and
xv. Make a contribution towards the implementation of a high frequency bus route between the site and Poole Bus station and Railway Station.

b. Former Sydenhams, Blandford Road (H.2)

The site is allocated for a mixed use development with in the region of 300 homes and supporting commercial uses (Use classes E and F). Development proposals must:

i) Provide strategic flood defences, which secures access and egress to the site;
ii) Be predominantly between 3 and 7 storeys (9-24 metres) in height;
iii) Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas
iv) Preserve or enhance the character and appearance of heritage assets and their settings including of the Listed Buildings opposite the site and the Town Centre Heritage Conservation Area; and
v) Create a continuous public quay side incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide.

c. Turlin Moor (H.3)

Development proposals should support the overall estate regeneration. Development proposals must:

i. Be informed by an estate regeneration masterplan or design code;
ii. Provide in the region of 400 homes;
iii. Ensure buildings overlook streets and spaces;

iv. Be predominantly 2-4 storey (6-15 metres) in height;
v. Incorporate community benefits such as a community centre and all-weather games area;
vi. Enhance the public realm with improved pedestrian and cycle routes to Hamworthy Rail Station and Upton Country Park;
vii. Mitigate any impact on wildlife in the Harbour;
viii. Provide a strategic flood defence.

Any proposals on the recreation ground must secure a suitable location to replace the existing playing pitches to an equal or better standard and deliver 40% of homes as affordable housing with homes suitable for families.

d. Former Pilkington Tiles (H.4)

The site is allocated for a mixed use development with in the region of 160 homes and supporting commercial uses (Use classes E and F). Development proposals must:

i) Provide strategic flood defences, which secures access and egress to the site;
ii) Be predominantly between 3 and 7 storeys (9-24 metres) in height;
iii) Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas;
iv) Preserve or enhance the character and appearance of heritage assets and their settings including of the Listed Buildings opposite the site and the Town Centre Heritage Conservation Area; and
v) Create a continuous public quay side incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Blandford Road/Coles Avenue junction (H.A), Blandford Road/Lake Road junction (H.B), and **Lake Road/Coles Avenue junction (H.C)**

Development proposals within these areas must:

i. Be up to and not in excess of 3.5 storeys (approximately 9-12 metres) in height; and
ii. Enhance the retail and community facility offer.

Development within the Blandford Road/Coles Avenue junction local opportunity area must undertake a sequential test and prepare a flood risk assessment.

5. Local opportunity streets

The local opportunity streets on Blandford Road and Lake Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Approach to flood Risk - Poole Sequential Test Area

Within the Poole Sequential Test Area as defined on the policies map, the following uses have been sequentially tested in accordance with national policy: residential, main town centre uses, commercial, leisure, community and health uses, and employment. Applications for these uses in the Poole Sequential Test Area will not need to reapply the sequential test but must apply the exception test and be supported by a flood risk assessment informed by the most up to date strategic flood risk assessment and the Council's FCERM Strategy*;* and demonstrate that the proposals will be safe for their lifetime and not increase flood risk elsewhere.

The Council will complete the updated Poole SFRA Level 2 within 12 months of the Local Plan being adopted and this may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Highcliffe and Walkford

Highcliffe & Walkford is located on the far east of the BCP area. Its western boundary lies adjacent to the Mudeford, Stanpit & West Highcliffe ward. Its eastern edge is the boundary between with New Forest District Council, close to the boundary of the New Forest National Park. Pockets of the ward at Cranemoor Common, Chewton Bunny, Chewton Common and Chewton Farm, the area between Ringwood Road and Chewton Farm Road fall within the Green Belt.

Sustainable neighbourhoods

Highcliffe and Walkford contains two sustainable neighbourhoods:

- **Highcliffe & Walkford sustainable neighbourhood,** which is based on the approximate walking catchment of Highcliffe District Centre on Lymington Road, a busy linear street offering a good range of everyday and independent shops and services, cafes and pubs. The area contains Highcliffe St Mark Primary School and Highcliffe Secondary School and Sixth form both towards the west of the ward. The ward also has access to GP surgeries.

- **West Highcliffe sustainable neighbourhood** is one of the less sustainable areas within the BCP area. The area does not fall within the walking catchment of a retail centre or GP surgery, although it does include a neighbourhood parade at Saulfland Place. Proposals to introduce new local community shops and facilities will be supported within the area where a need is demonstrated. Most of the area within this ward is more than 15 minutes' walk from primary schools, larger open spaces and play areas, and the area is not served by high frequency buses. However, the area benefits from easy access to Hinton Admiral Railway Station (located to the northeast of the area) and is within 30 walk/bus of a secondary school.

Active travel infrastructure, open space, and recreational facility enhancements

Opportunities should be taken to improve active travel on primary streets shown on the policies map including Lymington Road, Wharncliffe Road, Waterford Road, Ringwood Road, and Hinton Wood Avenue to link to the railway station at Hinton Admiral towards the north of the ward which is on the Weymouth to Waterloo mainline. Cycle lane provision in the area is lacking. Bus services are located some distance away from the railway station on Ringwood Road, Walkford Road and Lymington Road and although these run to Bournemouth, Mudeford, Christchurch, Lymington and Brockenhurst College, there are no high frequency bus routes.

The public realm could be improved to increase the feeling of safety in the evening and appropriate lighting and opportunities to improve overlooking will be encouraged as part of any new development in the Highcliffe District Centre. The volume and constant flow of traffic on Lymington Road poses risks to air quality, noise pollution, pedestrian, and cyclist's safety. Addressing these issues should be considered a priority when delivering public realm improvements.

Residents are well served by many high-quality open spaces shown on the policies map. These include two local nature reserves at Nea Meadows (also an SNCI) in the centre of the ward and Steamer Point adjacent to the coastline (SSSI). Cranemoor Common (south of the railway line), Chewton Common, Chewton Bunny and Chewton Glen Farm. We have identified several opportunities to enhance open spaces and recreational facilities to improve liveability in the area.

Broad townscape characteristics

Until the early 20th century, Highcliffe and Walkford were small villages centred around their high streets on what is now Lymington Road and Ringwood Road. The area contained several large estates including Highcliffe Castle, Chewton Glen, Hinton Admiral, Wolhayes Estate, Greystones House and Saulfland. Following the opening of the railway station the character of the area has gradually changed and numerous bungalows and estates were built in the 1950s-1960s. Flatted development also features along the coast and within close proximity to the High Street.

Retail

There are three retail areas at Highcliffe District Centre on Lymington Road, Walkford Local Centre on Ringwood Road, and a smaller neighbourhood parade at Saulfland Place, as shown on the policies map, are the focal points of sustainable neighbourhoods. Development proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Within the West Highcliffe Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Housing

We expect around 585 homes to be built in the ward, 135 homes have planning permission, and we expect 450 to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. There are no allocations in the ward. In the adjacent Mudeford, Stanpit and West Highcliffe ward, strategic sites will deliver modern family homes including Hoburne Farm Estate and at Roeshott Hill.

Local opportunity areas

Lymington Road (Highcliffe) local opportunity area is focused on the Highcliffe District Centre, which has a varied townscape character. Within the area there is potential for new development to enhance the area's townscape and strengthen local distinctiveness. Development should take design cues from positive period architectural characteristics within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 397 Lymington Road, should be retained and restored. Development should provide enhanced retail, cultural or community uses on the ground floors within the district centre.



Local opportunity streets

Sections of Waterford Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties, where appropriate. All development should provide a fine-grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P16: Highcliffe and Walkford

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Highcliffe and Walkford will be enhanced by:

a) Strengthening the role of Highcliffe District Centre;
b) Strengthening the retail and community facility offer, and townscape quality of the Walkford Local Centre and Saulfland Place Neighbourhood Parade;
c) Supporting provision of local community shops and facilities within the West Highcliffe Sustainable Neighbourhood where a need is demonstrated;
d) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Between Lymington Road and the seafront
   - Lymington Road
   - Walkford Local Centre
e) Improving the safety and attractiveness of walking and cycling routes to and around schools;
f) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Seafront, including providing showers and lockers, improving biodiversity and maintaining the undeveloped nature of the seafront in accordance with the Seafront Strategy
   - Highcliffe Recreation Ground
   - Nea Meadows
   - Wingfield Playing fields
   - Steamer Point Nature Reserve, including improvements to visitor centre
   - Cranemoor Common
   - Chewton Common
   - Chewton Bunny
   - Chewton Glen Farm
   - Jesmond Avenue
   - Roeshot Hill strategic greenway
g) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the West Highcliffe Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

Development within Highcliffe and Walkford will deliver a minimum of 585 homes.

4. Local opportunity areas

In the **Lymington Road (Highcliffe) local opportunity area (HW.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Integrate with and enhance the area's positive historic characteristics; and
iii. Enhance the district centre's retail, cultural and community facility offer.

5. Local opportunity streets

The local opportunity street on Waterford Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height. Proposals will need to preserve the setting of the Grade II* Listed Greystones.

Kinson

Kinson is located on the northern outskirts of Bournemouth and predominantly features residential areas, with some areas of retail and employment areas and a number of open spaces, including areas of Dorset Heathland at Turbary Common and Kinson Common.

Sustainable neighbourhoods

There are three sustainable neighbourhoods in Kinson:

- **Kinson Sustainable Neighbourhood** focuses on walking catchments of Kinson district centre and the Anchor Road local centre. The neighbourhood has good access to local shops, primary and secondary schools, play areas, and open space. Most areas are within 15 minutes' walk to a doctors surgery. A key issue is the long journey times to Bournemouth and other locations by bus.

- **West Howe Sustainable Neighbourhood** is focused on the Cunningham Crescent local centre which provides some retail and local community facilities. The area also includes Ringwood Road and Turbary Retail Parks (including a supermarket). The neighbourhood mostly has good access to primary and secondary schools, play areas, doctors surgeries and open space. A key issue is the long journey times to Bournemouth and other locations by bus.

- **Northbourne and Redhill Sustainable Neighbourhood** straddles the boundary of Kinson and Redhill & Northbourne wards. The area of Kinson within this neighbourhood focuses on the local centre at Wimborne Rd (Northbourne) which has a limited range of local shops and facilities. It has good access to secondary schools, open space and doctors surgeries but some areas are not within a 15 min walk to a primary school. Public transport options could be improved.

Active Travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience in some areas of the ward is poor, due to traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, have therefore been identified and will be explored. A number of opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas have also been identified.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Retail areas

The centres at Kinson, Anchor Road, Cunningham Crescent and Wimborne Road (Northbourne), as shown on the policies map, will be the focus for town centre uses and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment areas

The Elliot Road, Wallisdown Road and Poole Lane/Ringwood Road employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 275 homes to be built in the ward, 40 homes have planning permission, 15 new homes are allocated and around 220 homes are expected to come forward as a result of windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets (outside employment areas) where there is potential for regeneration and/or enhancements to townscape character.

Turbary common and Kinson common are areas of protected Dorset Heathland and large parts of the ward are located within 400 metres of the Dorset Heathlands where new residential development is not suitable. Development opportunities for new homes are therefore relatively limited. However, there is a need for care homes within the BCP area and these can be located in 400m of a heathland where residents have advanced physical or dementia care needs.

Site allocations

In many areas telephone exchanges are being reviewed and rationalised. If the Kinson telephone becomes available for development then the site is considered suitable for in the region of 15 homes. The NHS are also looking to rationalise services and if an alternative location is secured for health care activities the West Howe Clinic would be suitable for a care home for those with advanced physical or dementia care needs. The site is within 400m of a heathland which restricts the type of accommodation that can be provided.

Local opportunity areas

Kinson Ward contains two local opportunity areas**:**

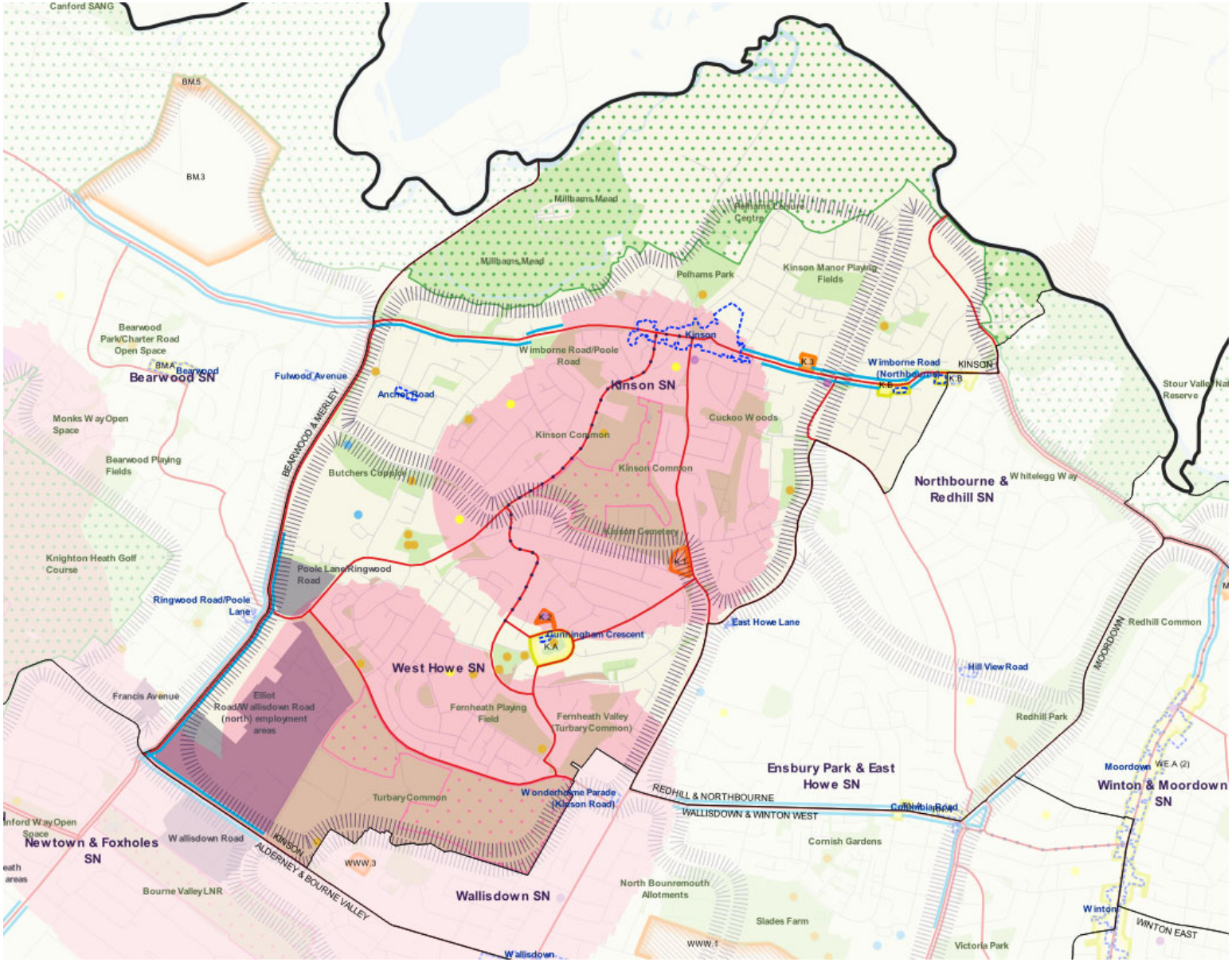
- **Cunningham Crescent:** This local opportunity area is focused on the local centre where there is the opportunity to maintain and improve the range of facilities available and enhance the townscape. West Howe experiences high levels of deprivation and disability. The local opportunity area provides an opportunity for well-designed regeneration to create vibrant, attractive and accessible streets and provide high quality public and private spaces that are likely to be used. The area is appropriate for innovative and distinctive design that enhances its local distinctiveness, but this should follow accepted design principles that are known to create high quality places. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents.

- **Wimborne Road (Northbourne) Local Centre and surrounds:** This local opportunity area is focused on the Wimborne Road (Northbourne) Local Centre. Development should enhance the townscape character of the local area and where located within the local centre should deliver enhanced commercial and community uses. Care should be taken to preserve or enhance the setting of the Grade II Listed Dower House (1300 Wimborne Road) which is adjacent to one of the blocks of shops.

Local opportunity streets

Sections of Ringwood Road, Wallisdown Road and Wimborne Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P17: Kinson

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Kinson will be enhanced by:

a) Strengthening the role of Kinson District Centre;
b) Strengthen the retail and community facility offer and townscape quality of Cunningham Crescent, Wimborne Road (Northbourne) and Anchor Road local centres;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Between Wimborne Road, Cuckoo Woods and East Howe Lane: introduction of new cycle route, with potential extension to Parley via Millhams Mead Nature Reserve
   - Kinson Road
   - Poole Lane
   - Ringwood Road
   - Turbary Park Avenue
   - Wimborne Road
   - Wallisdown Road
d) Improving the safety and attractiveness of walking and cycling routes to and around schools;
e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - The Stour Valley River Corridor Project, including links into the Stour Valley
   - Pelhams Leisure Centre: retention of community and sports facilities and supporting proposals to enhance the sporting offer
   - Kinson Manor: Retention of pitches
   - Pelhams Park (Green Heart Park): Upgrades to play area and pitch improvements.
   - Poole Lane: Improvements should, protect and enhance access to Kinson Common
   - Moore Avenue (Green Heart Park) – play area and infrastructure improvements
   - Fernheath Football Club
   - Enhancing facilities to improve provision for young and disabled people
   - Provision of improved healthcare facilities within Kinson District Centre and Cunningham Crescent Local Centre
   - Provision of a sustainable mobility hub
f) Working with public transport operators to explore opportunities to improve bus services to Bournemouth Town Centre, Bournemouth Hospital, Castlepoint, and Poole with priority given to improving journey times to the town centres.

2. Housing

A minimum of 275 homes will be built in the ward. Some sites are also identified as having potential for care uses.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Former Kinson Baths (K.1)

The site is allocated for recreational, education and community uses (Use Classes E(d), E(e), E(f), F1(a), F2(b-d)) or a care home with in the region of 50 beds (Use Class C2) limited to those with advanced dementia or/and physical nursing needs. Development proposals must:

i) Retain the mature vegetation within and around the perimeter of the site;
ii) Prepare a Flood Risk Assessment (FRA) at planning application stage. The FRA and SuDS strategy will need to demonstrate that the existing water storage and flow routes to storage will be maintained post development.
iii) Be predominantly between 2 - 3 storeys (approximately 6 – 12 metres) in height

b) West Howe Clinic, Cunningham Crescent (K.2)

Subject to the reprovision of healthcare facilities elsewhere, the site is allocated for a care home within the region of 30 beds (Use Class C2) limited to those with advanced dementia or/and physical nursing needs. Development must:

i. Create an attractive frontage to the adjacent public open space; and
ii. Be predominantly 2 – 3 storey (6-12 metres) in height.

c) Telephone Exchange, Wimborne Road (K.3)

The site is allocated for in the region of 15 homes. Any development proposals must:

i. Create a frontage to Wimborne Road; and
ii. Be predominantly 2 – 3 storey (6-12 metres) in height.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Cunningham Crescent (K.A)

Any redevelopment proposals should be informed by a comprehensive masterplan or design code and seek to make efficient use of land. Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height;
ii. Retain and enhance the local centre's retail and community facility offer;
iii. Form perimeter blocks, with buildings facing the streets within and around the site; and
iv. Feature enhanced tree planting and landscaping along key routes within and around the site.

b) Wimborne Road (Northbourne) Local Centre and surrounds (K.B)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Enhance the local centre's retail and community facility offer; and
iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

5. Local opportunity streets

The local opportunity streets on Ringwood Road, Wallisdown Road and Wimborne Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Littledown and Iford

The ward is in the northern part of the Bournemouth area and contains employment, health, sport /leisure uses and schools, as well as residential areas. Strategically important facilities to the wider BCP area are located within the area, including Royal Bournemouth Hospital, Littledown Centre and parkland and Kings Park.

Sustainable Neighbourhoods

Littledown & Iford contains two sustainable neighbourhoods:

- **Littledown sustainable neighbourhood** has a definitive boundary of the A338 on one side and open space on the other. It is split into two areas by Castle Lane East. To the north of Castle Lane East is the Royal Bournemouth Hospital, Wessex Fields Business Centre and Tesco Superstore and petrol station. The area to the south of Castle Lane East contains the Littledown Centre and Park, Kings Park, several schools and suburban residential areas. A small part of the area at Castle Lane East has good access to high frequency bus routes which run from the Hospital. Part of the southern area has good access to high frequency bus routes along Christchurch Road and is within walking distance to Pokesdown Station. All of the sustainable neighbourhood has good access to doctors' surgeries, primary and secondary schools and play areas. The area has very good access to open space and sport/recreation facilities. Small parts of the area are within walking distance to a supermarket on Castle Lane East or Boscombe district centre but the majority of the neighbourhood has poor access to shopping facilities.

- **Iford sustainable neighbourhood** is based on the approximate walking catchment of the Iford district centre. A large part has good access to high frequency bus routes linking Bournemouth, Poole and Christchurch town centres and part of the area has good access to Pokesdown rail station. The area has good access to doctors' surgeries, primary and secondary schools and play areas. The area has very good access to open space. There is good access to shopping facilities along Christchurch Road and at Iford roundabout.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor due to high traffic volumes and lower quality pedestrian and cyclist infrastructure and public realm, particularly along Castle Lane East, Iford Roundabout and Christchurch Road. The railway is also a barrier to movement in the south west area of the ward. There are proposals to improve the public realm and enhance pedestrian and cycling infrastructure along these roads, and along railway under and overbridges. More pedestrian and cyclist crossings over the railway would improve connectivity. The area has several schools accessible by cycling or walking and an objective is to improve the safety and attractiveness of walking and cycling routes to and around schools. A corridor of open space runs from Littledown Park, through Littledown Valley into Kings Park. The ward policy refers to the Littledown Walk forming a green corridor through the whole of the Littledown area. A new walking and cycling bridge parallel to the railway at Bailey Bridge would open up the area for recreational benefits for those living on the Christchurch side onto Iford Meadows and improve access to the retail park on the northern side for those living on the Bournemouth side of the river. A number of opportunities to enhance open spaces and recreational facilities have also been identified.

Broad townscape characteristics

The area to the north of Castle Lane East contains commercial/health uses and is dominated by larger scale modern buildings, roads, surface car parks and traffic junctions along the busy Castle Lane East with the hospital / business park / Littledown Centre and superstore. Contrasting with this urban environment is the open space to the north which forms part of Stour Valley Park. To the south there is suburban housing, late 20th century estate development set around Littledown Park and Chaseside, and earlier suburban housing near Kings Park and in the Iford area.

Retail areas

The centres at Christchurch Road (Iford), Christchurch Road/Warnford Road and Castle Parade (Iford), as shown on the policies map, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity. There is a superstore along Castle Lane East which is within walking distance to part of the residential area to the south, although pedestrian access is difficult. However the majority of the western side of the ward has poor access to shopping facilities.

Within the Littledown Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Ashley Road (Station Approach), Chaseside and Wessex Fields employment areas, as shown on the policies map, will be safeguarded for employment uses.

An area of land next to the hospital (part of Wessex Fields) is allocated for future employment use which could include medical/healthcare, employment, research and development and some key worker housing.

Housing

We expect around 140 homes to be built in the ward, 10 homes already have planning permission, 70 new homes are allocated and we expect around 60 homes to come forward as windfall opportunities, most likely as a result of key worker housing provision at Wessex Fields, rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Kings Park Hospital is allocated for approximately 70 homes. The site allocation includes criteria to consider any impacts on existing trees and ensure that the character and appearance of heritage assets and their settings are preserved or enhanced.

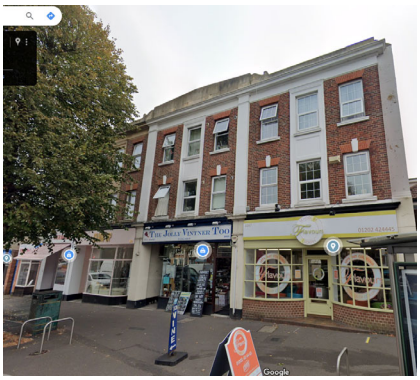
Local opportunity areas

Littledown & Iford contains two local opportunity areas:

- **Christchurch Road (Iford)** This local opportunity area is focussed on the district and local shopping centres along Christchurch Road which offer a variety of shops and services to meet the needs of local residents including a couple of restaurants / bars open in the evening. It is located in a sustainable location served by a high frequency bus route and part of the area is within walking distance of Pokesdown Rail Station. Well designed development that enhances the area's townscape quality and, within the existing shopping centres, incorporates a mix of uses with enhanced retail, cultural or community uses on the ground floors and residential uses on upper floors will be supported. Development may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive examples of period architecture within the area. Historic

buildings and frontages that make a positive contribution to the area's townscape, such as the 1097-1101 Christchurch Road, should be retained and restored.

- **Castle Parade (Ilford)** This local opportunity area is focused on Castle Parade, Ilford roundabout, which is a 1930's distinctively designed curved shopping parade set back from Ilford Roundabout. This is also located in a sustainable location served by a high frequency bus route. Well designed development supporting heritage-led regeneration is supported in this area. Proposals which deliver an active commercial or community use at ground floor level within Castle Parade will be supported. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Castle Parade and 972 Castle Lane East, should be retained and restored in accordance with Strategic Policy S2: Spatial strategy and levels of growth. Development may include sympathetic upward extension of the parade if feasible, and new development that integrates with and takes design cues from positive examples of period architecture within the area.





Ward key diagram (below) to be replaced with updated pdf version with legend and title. Please note minor revisions to LI.A pending



Strategic Policy P18: Littledown and Iford

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Littledown & Iford will be enhanced by:

a. Strengthening the role of Christchurch Road (Iford) District Centre[1];
b. Strengthening the retail and community facility offer, and townscape quality of the Christchurch Road/Warnford Road and Castle Parade (Iford)[2] local centres;
c. Supporting provision of local community shops and facilities within the Littledown Sustainable Neighbourhood where a need is demonstrated;
d. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Additional pedestrian and cycling bridges over the railway
    - A new walking and cycling bridge parallel to the railway at Bailey Bridge
    - Castle Lane East
    - Christchurch Road
    - Harewood Avenue
    - Iford Roundabout
    - Iford Lane
    - Railway over and underbridges
e. Improving the safety and attractiveness of walking and cycling routes to and around schools including, Avonwood Primary, Avonbourne Boys and Girls Academies, Iford Academy, St Peter's Catholic Primary and Kings Park Academy;
f. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - The Stour Valley River Corridor Project, linking from the Littledown Greenway
    - Kings Park, including the provision of a masterplan that considers enhanced stadium capacity for AFC Bournemouth, enhancement of Kings Park Athletics Centre, improvements to cricket pavilion, nature recovery opportunities, improve existing play areas and skate/wheeled facility, changing facilities, nursery improvements and reducing vehicle access
    - Iford Meadows, including access and facility improvements and conservation grazing
    - New bridge over the Stour to link greenspaces to Bernards mead site, as a strategic green corridor
    - Kings Park bowls club to repurpose or replace for other indoor sports, recreational and/or community facilities (Use Classes E(d), F1(a) or F2(b))
    - Littledown Park, including the retention of pitches, upgrades to play area and ehancements to the Littledown Walk green corridor
g. Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to enhance bus services within parts of the area less well served.

[1] Previously named Boscombe East District Centre
[2] Previously named Iford Roundabout Local Centre

2. Retail

In the Littledown Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

A minimum of 140 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Kings Park Hospital (LI.1)

Subject to the reprovision of healthcare uses elsewhere, the site is allocated for residential uses providing in the region of 70 homes, which should include some housing suitable for families. Development proposals must:

i. Be predominantly between 2 and 2.5 storeys (approximately 6 to 9 metres) in height, and not exceed the height of the surrounding tree canopy;
ii. Retain trees on and surrounding the site; and
iii. Preserve or enhance heritage assets and their settings including the Listed Bournemouth East Cemetery Chapels.

Note: **Wessex Fields Employment Area (Em.3)** forms a strategic employment allocation and proposals will be determined in accordance with Policy E6.

5. Local opportunity areas

In the **Christchurch Road (Iford) (LI.A)** and **Iford Roundabout (LI.B)** local opportunity areas, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage.
ii. integrate with and enhance the area's positive historic characteristics;
iii. Enhance the retail, cultural and community facility offer; and
iv. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Moordown

Moordown is located towards the northern edge of the Bournemouth built up area, and predominantly features residential areas, along with retail areas and open spaces. The area contained a separate hamlet that expanded during the 20th century until it was subsumed by Bournemouth.

Sustainable neighbourhoods

Moordown contains three sustainable neighbourhoods:

- **Winton & Moordown Sustainable Neighbourhood**, which is based on the approximate walking catchment of the Winton and Moordown district centres. Wimborne Road benefits from high frequency bus links to Bournemouth Rail Station and Town Centre, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary and secondary schools, play area and doctors surgeries.

- **Charminster & Queen's Park Sustainable Neighbourhood,** which is based on the area served by the Charminster District Centre. Within this ward, the sustainable neighbourhood benefits from the local centre at Charminster Avenue/Malvern Road and a neighbourhood parade. The area is largely within walking distance of open spaces, primary and secondary schools, play area and doctors surgeries.

- **Muscliff Sustainable Neighbourhood**, is based on the area served by the Castle Lane West/West Way Local Centre, shops also exist at Charminster Road/Brockenhurst Road, and is largely within walking distance of open spaces, primary and secondary schools, play area and doctors surgeries.

Active travel infrastructure, open space and recreational facility enhancements

The design of the highway network in some locations reduces the attractiveness of sustainable transport modes. In particular, the limited number of pedestrian crossings on Charminster Road between junctions with East Way and Castle Lane reduces the likelihood of children travelling to some schools on foot. In addition, the northern edge of the ward and this sustainable neighbourhood follows the course of the A3060 (Castle Lane West and Wimborne Road) which forms part of the main east to west transport corridor in north Bournemouth. The road is wide, supports fast moving motorised traffic, and results in both physical and perceived barriers to pedestrian and cyclist movements between areas north and south of the road. We will explore opportunities to address these issues, and enhance the public realm on Wimborne Road, such as through tree planting, improving pedestrian and cycle infrastructure, addressing issues with parking on pavements, improving pavement surfacing and removing street clutter. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas Moordown predominantly consists of residential uses. Development predominantly dates from the 1920's and 1940's as the town expanded outwards. Parts of Moordown are laid out as grids of streets where the properties have a consistent layout, scale and appearance. New development should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of the surrounding existing development. Within

areas including Victorian, Edwardian and Interwar architecture, development should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors that are characteristic of architecture from these periods.

Retail areas

Moordown includes part of the Moordown and Winton district centres, and the Castle Lane West/West Way, Charminster Avenue/Malvern Road and Charminster Road/Brockenhurst Road local centres, as shown on the policies map. The district and local centres are the focal points of the sustainable neighbourhoods within the ward. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 170 homes to be built in the ward, 50 homes have planning permission, 40 new homes are allocated and around 80 homes expected to coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Wimborne Road Retail Park, located on Castle Lane West, is allocated for mixed use development. The retail park currently contains big box retail units which do not make efficient use of land. Redevelopment of the site should make more efficient use of land using the upper floors for residential development. Proposals could help to improve the townscape quality of the site and its surroundings by providing a clearer frontage to Castle Lane West.

Local opportunity areas

Moordown contains two local opportunity areas:

- **Wimborne Road:** This local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Mayfield Park Buildings (933-943 (odds) Wimborne Road) and 711-715 (odds) Wimborne Road, should be retained and restored. Better use of roofspace or sympathetic upward extensions to positive historic buildings may be appropriate in some instances where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Grade II Listed Church of St John and Old St John's Buildings, must be preserved or enhanced. Development within Winton and Moordown district centres should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality.

- **Castle Lane West/West Way Centre:** This local opportunity area is located on a key highway route that supports fast moving motorised traffic and presents an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and is 2 residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area. Development should provide enhanced retail or community uses on the ground floors within retail areas.



Mayfield Park Buildings Road



The Grand Parade



711-715 (odds) Wimborne

Local opportunity streets

Sections of Wimborne Road, Charminster Road and Castle Lane West have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P19: Moordown

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Moordown will be enhanced by:

a) Strengthening the roles of Moordown and Charminster district centres;
b) Strengthening the retail and community facility offer, and townscape quality of the Castle Lane/West Way, Charminster Road/Brockenhurst Road and Charminster Avenue/Malvern Road local centres;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Castle Lane West
   - Charminster Road
   - Crossing to East Way
   - Malvern Road
   - Redhill Avenue
   - West Way
   - Wimborne Road
d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including St Walburga's Primary School, Winton Primary School, Moordown St John's Primary School, Queens Park Academy and Bournemouth School;
e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Redhill Common, including restoring pockets of heathland
   - Moordown Recreation Ground: retention of tennis courts, enhance quality of open space, upgrades to play area and measures to reduce antisocial behaviour
f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 160 homes will be built in the ward.

3. Site allocations

Wimborne Road Retail Park (M.1), as shown on the policies map, is allocated for mixed use commercial (Use Classes E) and residential development. Any development proposals must:

i. Make efficient use of land utilising upper floors;
ii. Ensure any ground floor commercial uses (use classes E) do not undermine the viability of shopping centres;
iii. Provide in the region of 40 homes;
iv. Enhance the public realm and walking and cycling environment within and to and from the site;
v. Be predominantly between 2 - 3 storeys (6-12 metres) in height; and
vi. Ensure buildings are set back to enable a segregated cycle route to be constructed on Castle Lane West (3 metres from rear of current kerb line).

Proposals for retail and other main town centre uses within the area will be subject to a full sequential test and in some cases a retail impact assessment.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Wimborne Road (WE.A)

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height in area 1;
ii. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height in area 2;
iii. Enhance the district centre's retail, cultural and community facility offer; and
iv. Integrate with and enhance the area's positive historic characteristics.

b) Castle Lane West/West Way Centre (M.A)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height;
ii. Enhance the local centre's retail, cultural and community facility offer; and
iii. Integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

On the local opportunity streets on Wimborne Road, Charminster Road and Castle Lane West, as shown on the policies map, proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the Building Context Height will be supported.

Mudeford, Stanpit and West Highcliffe

This ward is located south and east of Christchurch town based historically on the former fishing village of Mudeford. Mudeford Quay provides a vibrant and attractive entrance to Christchurch Harbour; overlooking the harbour and Mudeford Spit, and Avon beach with its range of cafes and beach huts, make this a popular location for recreation and tourism, particularly for water sports.

The ward includes large part of the Stanpit Marshes SSSI which is also designated Green Belt and provides valuable habitat including mud flats, read beds and marsh, as well as natural recreational green space. The River Mude and Bure Brook run roughly north to south across the ward providing valuable green space.

Sustainable Neighbourhoods

There are three sustainable neighbourhoods in the ward;

- **Mudeford & Stanpit Sustainable Neighbourhood** is served by a network of local centres at Mudeford, Somerford and Purewell and supermarkets on Somerford Road and shops at the Meteor Retail Park. The area is largely within a 15 minute walk of a primary school. The neighbourhood has good access to play areas and large areas of open space, and is within 30 minutes' walk/bus of a secondary school. However, public transport provision within the area is relatively poor, with the nearest high frequency bus service being on Somerford Rd. Much of the sustainable neighbourhood does not have a GP surgery within 15 mins walk.

- **Friars Cliffe and the Runway Sustainable Neighbourhood** is one of the less sustainable areas within the BCP area. The southern part of the area is within walking distance of the Falcon Drive Local Centre, and supermarkets and further shops are available at the Meteor Retail Park and Somerford Roundabout, although the latter is more than 15 minutes' walk of the area. Most of the area does not have a primary school within 15 minutes' walk, but the whole area is within 15 minutes' walk/bus of a secondary school and most of the area has good access to play areas. None of the neighbourhood is within a 15 minute walk to a GP surgery. The area does have good access to large open space but has very limited access to access to high frequency bus services.

- **West Highcliffe Sustainable Neighbourhood** is one of the less sustainable areas within the BCP area. There is a local parade of shops at Saulfland Place. The western part of the area, near the Somerford Roundabout, is within walking distance of supermarkets and shops at Somerford Roundabout and Meteor Retail Park, primary schools and high frequency bus services, while access to these facilities in the rest of the area is poor. GPs are also generally not within walking distance. However, the whole neighbourhood is within 30 walk/bus of a secondary school, and Hinton Admiral Rail Station is located to the northeast. Furthermore, within this ward the area is largely within 15 minutes' walk of play areas and larger open spaces.

Active travel infrastructure, open space and recreational facility enhancements

Despite its locations between Christchurch town centre and Highcliffe district centre, parts of the wards do not have good pedestrian or cycling access to the full range of everyday facilities and services. This would benefit from improvements to public transport and enhancing facilities and services. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, within the areas have therefore been identified and will be explored. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of late 19th century and interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Development within the conservation areas on and around the Stanpit and Mudeford roads is of a varied character and includes numerous positive examples of period architecture within the conservation areas. In these areas, new development must preserve or enhance the character and appearance of the conservation areas.

Retail areas

The centres at Falcon Drive and Mudeford, as shown on the policies map, will be the focal point of sustainable neighbourhoods. Proposals within these centres and the neighbourhood parades at Jellico Drive, Saulfland Place and Bure Lane should maintain or enhance their vitality, viability and diversity.

Within the Friars Cliff & The Runway and West Highcliffe sustainable neighbourhoods, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Grange Road, Christchurch Business Park and Priory Industrial Park employment areas, as shown on the policies map, will be safeguarded for employment uses.

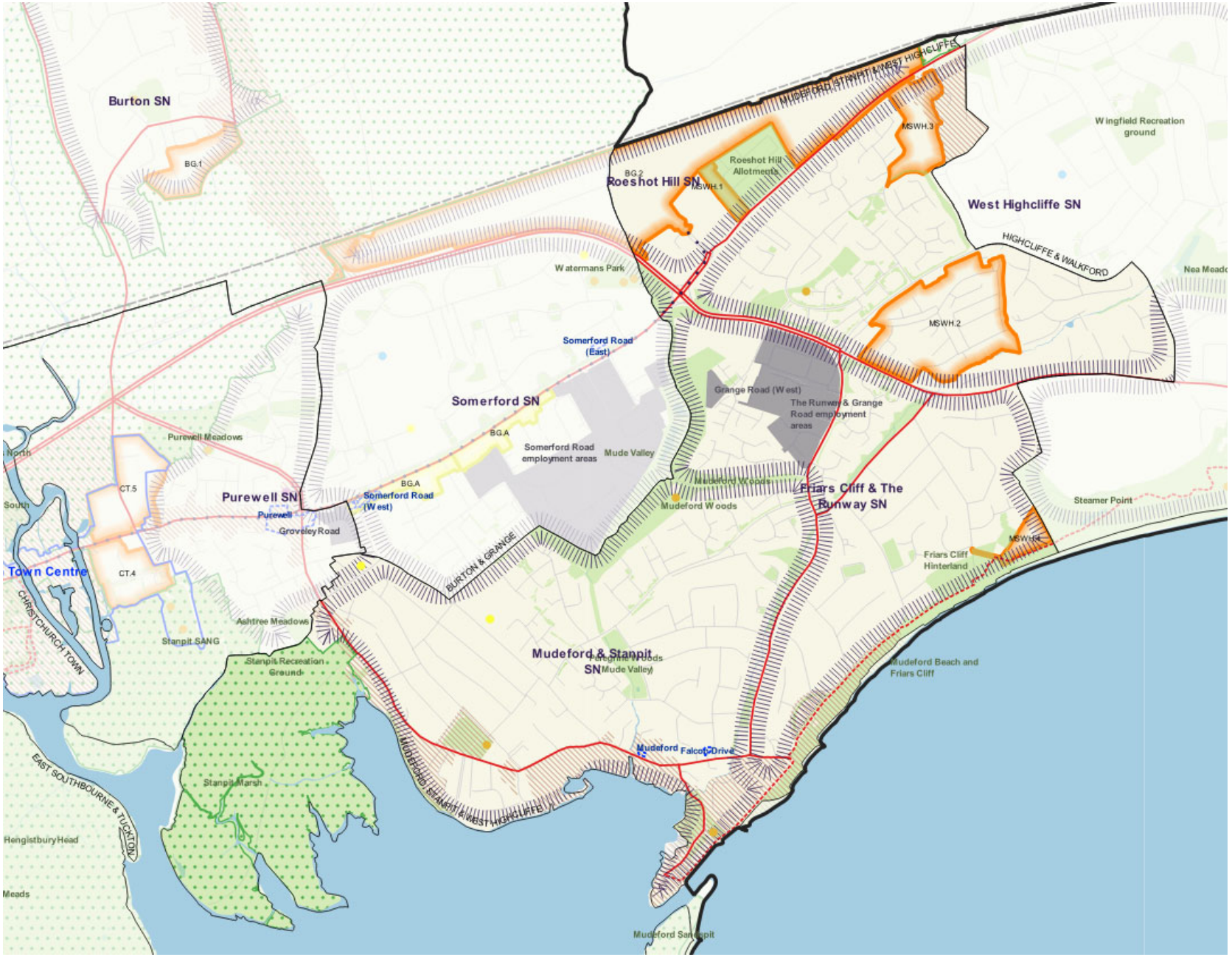
Housing

We expect around 1,430 homes to be delivered in this ward, 934 homes have planning permission (including the strategi urban extension at Roeshot Hill), 145 new homes are allocated on other sites and 350 homes expected to come forward through windfall opportunities.

Site allocations

The Hoburne Farm allocation incudes an area identified in the made Highcliffe and Walkford neighbourhood Plan for accessible green space. However, this must be kept largely undeveloped and provide appropriate accessible green space in accordance with the Neighbourhood Plan.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P20: Mudeford, Stanpit and West Highcliffe

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Mudeford, Stanpit and West Highcliffe will be enhanced by:

a) Strengthening the retail and community facility offer and townscape quality of the Mudeford and Falcon Drive local centres and the Bure Lane Neighbourhood Parade;
b) Supporting provision of local community shops and facilities within the Friars Cliff & The Runway and West Highcliffe sustainable neighbourhoods where a need is demonstrated;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Between the Roeshot Hill, West Highcliffe and Friars Cliff & The Runway sustainable neighbourhoods
    - Between the Somerford and Mudeford & Stanpit sustainable neighbourhoods
d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Mudeford Infants School and Mudeford Junior School;
e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - Mudeford Quay Play Area
    - Mude Valley Nature Reserve, including Mudeford and Pegrine Woods and part of Waterman's Park to provide circular walking and cycle routes connecting Christchurch, Mudeford, Stanpit, Burton, Highcliffe, Walkford.
    - Christchurch Harbour Trail: enhancements to wayfinding and accessibility to improve its function as a strategic greenway for cycling and walking.
    - Stour Valley River Corridor Project
    - The seafront, including improvements to public toilets and lighting, watersports provision and the Coastal Nature Park
    - Mudeford Wood play area improvements
f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail areas

In the Friars Cliff & The Runway and West Highcliffe sustainable neighbourhoods, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

A minimum of 1,430 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Roeshot Hill (BG.2)

The site is allocated for a minimum of 875 homes and a local centre incorporating shopping and community facilities. Development must deliver 35% affordable housing and provide a mix of housing types with a focus on housing suitable for families. Development proposals must:

i) Create two walkable neighbourhoods that are well connected to the existing urban area, including the provision of new pedestrian/cycle links;
ii) Create a central community hub and explore opportunities to include small scale retail provision to serve the development and neighbouring areas.
iii) Incorporate public open space, including a range of play spaces and green corridors;
iv) Provide two floodlit all weather 5 aside sports pitches;
v) Link the neighbourhoods with a bridge over the River Mude for all traffic;
vi) Where possible, move the overhead cables underground;
vii) Undertake junction improvements at Watery Lane and provide a new vehicular access to Lyndhurst Road, a new eastbound slip to the A35 and a new vehicular access to Hawthorn Road
viii) Preserve or enhance the setting of surrounding heritage assets;
ix) Provide a SANG designed in accordance with the Dorset Heathlands SPD;
x) Prioritise sustainable transport measures to facilitate cycling and walking for shorter trips within the new community;
xi) Ensure the scheme is designed to be part of a sustainable transport corridor for bus use, walking and cycling; and
xii) Provide a buffer to the River Mude that incorporates biodiversity enhancements.

Developer contributions may be required towards education, transport, strategic access maintenance and monitoring, community facilities, public open space, suitable alternative natural greenspace, the scheduled ancient monument and NHS.

b) **Roeshot nursery (MSWH.1)** is allocated for residential use that could specialist housing such as a care or extra care development with in the region of 45 homes. Proposals should provide a pedestrian and cycle link to connect to the approved development to the north.

c) **Hoburne Park (MSWH.2)**
Proposals which enhance the tourist offer at Hoburne Park will be supported. The use of a limited number of park homes for permanent residential uses will be supported where it does not undermine the overall viability and operation of the park as a tourist destination.

d) **Hoburne Farm Estate (MSWH.3)** is allocated for residential development to deliver in the region 80 homes. Development must:
i) Deliver at least 40% affordable housing;
ii) Provide a mix of housing types with a focus on housing suitable for families;
iii) Preserve or enhance heritage assets and their settings, including the Listed Building at Little Thatch and the Verno Lane conservation area; and
iv) Include a green corridor/accessible green space linking to woodland north of the A35 and to green spaces south and west of the site.

e) **Steamer Point (MSWH.4)** is allocated for residential development to deliver in the region of 20 homes

Muscliff and Strouden Park

Muscliff and Strouden Park is located at the northern edge of Bournemouth with its northern boundary being marked by the River Stour. While the majority of the development within the ward is a result of the mid 20th century suburban development of northern Bournemouth, Muscliff has a long history dating back to medieval times when it was predominantly an agricultural community, with farming and related activities forming the backbone of its economy.

Sustainable neighbourhoods

Muscliff and Strouden Park contains two sustainable neighbourhoods:

- **Strouden Sustainable Neighbourhood**, is an area of predominantly suburban character containing a significant level of family housing. The area is supported by the Castlepoint shopping centre as well as the retail opportunities offered by the Mallard Road Retail Park. The area has good access to the Bishop of Winchester Secondary School and numerous play parks, however, parts of the ward are not within easy walking distance of a primary school

- **Muscliff Sustainable Neighbourhood**, is a predominantly suburban neighbourhood, Muscliff also contains a large proportion of family housing with the neighbourhood's shopping and community needs being met by the Shillingstone Drive shops as well as the Castle Lane West local centre. The neighbourhood also benefits from two primary schools and a secondary school meeting the areas educational needs as well as a well distributed collection of play areas.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience has potential for improvement, especially along Castle Lane West. Parts of the ward have lower quality pedestrian and cyclist infrastructure and the public realm could be enhanced through additional tree planting or upgrades to landscaping. To give residents more choice in how they travel, the pedestrian and cyclist environment and infrastructure could be improved in a number of key locations. There are particular opportunities to improve safety around schools to encouraging walking and cycling. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of interwar/postwar suburban detached and postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Retail areas

The centres at Castlepoint and Castle Lane West/Muscliffe Lane, as shown on the policies map, and the neighbourhood parade at Shillingstone Drive will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity

Employment areas

The Yeomans Road employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 170 homes to be built in the ward, 25 homes have planning permission and around 145 will come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Broad townscape characteristics

The area is a suburb of Bournemouth and mainly comprises of development from 1950s onwards with large purpose built estates at Townsend, Throop and Muscliff. A modern shopping centre is also located within the ward at Castle Point and Mallard Road. The area also includes part of the south east Dorset Green Belt which wraps around the north of the conurbation

Local opportunity areas

There are four local opportunity areas present in Muscliff and Strouden Park:

- **Castlepoint:** This local opportunity area is focused on the Castlepoint Retail Park which is a modern retail park served by a high frequency bus service. The current big box and surface parking format represents poor use of land, encourages travel by private vehicle and likely contributes to congestion problems within the area, while resulting in a low quality environment for pedestrians and cyclists. The existing townscape quality of the area is poor and the retail park does not have a positive relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. If development comes forward we expect to see innovative and distinctive design that's follow accepted design principles that are known to create high quality places. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function. Development should seek to enhance the setting of the Eventide Homes (Edgecombe Gardens) and explore options to retain the church.

- **Mallard Road Retail Park:** This local opportunity area, similar to Castlepoint, is focused on a retail park. The current big box and surface parking format similarly represents poor use of land and likely gives rise to transport-related issues. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, enhanced tree planting and landscaping, and well-overlooked pedestrian routes linking the site with the adjoining school and Strouden Woods. Development should be of an innovative yet sympathetic design that integrates with the character of the Grade II Listed former Yellow Bus Garage, including through provision of an attractive courtyard/public space to the front of the listed building and integration with its finishes and form. Proposals will need to be

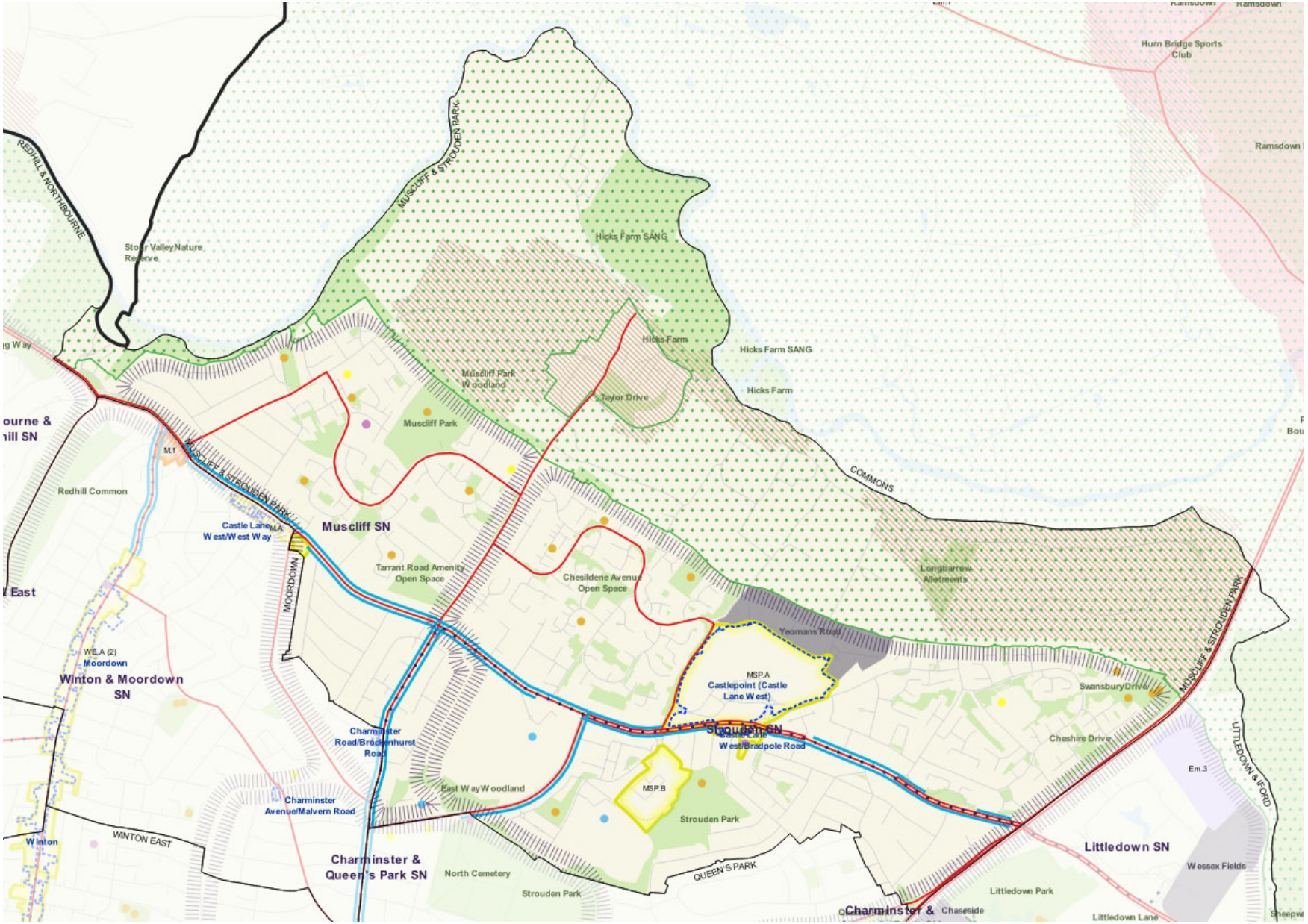
informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing.

- **Bradpole Road/Castle Lane West parade and surrounds** and **Castle Lane West/West Way Centre:** These local opportunity areas are located on a key highway route that supports fast moving motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and fails to provide a strong sense of enclosure. The areas are appropriate for innovative and distinctive design that enhances their local distinctiveness, but that follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. Development should provide enhanced retail or community uses on the ground floors within the local centres. The rear of the Bradpole Road/Castle Lane West parade presents an opportunity for a low rise mews-style development.

Local opportunity streets

Sections of Castle Lane West, Charminster Road and East Way have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P21: Muscliff and Strouden Park

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Muscliff and Strouden Park will be enhanced by:

a) Strengthening the retail and community facility offer and townscape quality of the Castle Lane West/West Way Parade and Bradpole Road Local Centre;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes:
   - Around Yeomans Road industrial estate
   - Castle Lane West, including segregated cycle lanes, increased pedestrian crossings to better connect north and south

c) Supporting improvements to pedestrian infrastructure within and around retail parks.

d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Epiphany School, Muscliff Primary, Jewell Academy, Bournemouth School for Girls and the Bishop of Winchester Academy;

e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - The Stour Valley River Corridor Project
   - Muscliff Park (Green Heart Park), enhance infrastructure, play area improvements and better links to Stour Valley.
   - Strouden Woods, play area improvements
   - The buildings at Hicks Farm (Throop): to be restored for community uses.
   - Stour Valley Water Meadows SANG, as shown on the policies map, will contribute to the wider offering put forward as part of the Stour Valley Park. Future expansion of the SANG to mitigate impacts on the Dorset Heathlands will be supported.

f) Working with public transport operators to maintain high frequency bus routes within the area

2. Housing

A minimum of 170 homes will be built in the ward.

3. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Castlepoint (MSP.A)

Development proposals must:

i. Be informed by a site wide masterplan or design code;

ii. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;

iii. Provide a fine grained character and predominantly feature buildings up to 4 storeys (approximately 12 to 15 metres) in height. There may be potential for a limited number of buildings up to and not in excess of 6 storeys (approximately 18 to 21 metres) in height away from surrounding residential streets;

iv. Form perimeter blocks, with buildings facing the streets within and around the site; and

v. Enhanced tree planting and landscaping along key routes within and around the site.

b. Mallard Road Retail Park (MSP.B)

Development proposals must be informed by a comprehensive masterplan or design code and make efficient use of land. Development proposals must:

i. Be informed by a site wide masterplan or design code;
ii. integrate with and enhance the area's positive historic characteristics, including the listed former bus garage;
iii. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;
iv. Provide a fine grained character, and feature building heights height up to and not in excess of 3.5 storeys (approximately 12 metres);
v. Include an attractive courtyard/public space to the front of the Listed Building;
vi. Form perimeter blocks, with buildings facing the streets within and around the site;
vii. Provide direct pedestrian routes between the site and adjoining school and Strouden Wood; and
viii. Enhanced tree planting and landscaping along key routes within the site.

Proposals for retail and main town centre uses will be subject to a full sequential test and in some cases a retail impact assessment. Such proposals should make efficient use of land through a mix of uses with provision of residential uses on upper floors.

c. Bradpole Road/Castle Lane West parade and surrounds (MSP.C)

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage, with low-rise mews-style development in the rear;
ii. Enhance the local centre's retail and community facility offer.

d. Castle Lane West/West Way parade and surrounds (M.A)

Development must;

i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage; and
ii. Enhance the local centre's retail and community facility offer.

4. Local opportunity streets

The local opportunity streets on Castle Lane West, Charminster Road and East Way, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height

5. Infrastructure

Land off Broadway Lane as shown on the policies map is allocated as a cemetery and safeguarded for natural burial.

Newtown and Heatherlands

Newtown and Heathlands is located between Bournemouth and Poole town centres and predominantly features residential areas, with some areas of retail and employment areas and numerous open spaces.

Sustainable Neighbourhoods

Newtown and Heatherlands contains 3 sustainable neighbourhoods:

- **Newtown and Foxholes Neighbourhood,** which does not fall within the walking catchment of a retail centre or doctors surgery, but does include some small neighbourhood parades and individual convenience stores (off Herbert Avenue and Ringwood Road). Proposals to introduce new local community shops and facilities will therefore be supported along key streets within the area where a need is demonstrated. There is relatively good access to primary and secondary schools, play areas, open space and local employment opportunities at the Mannings Heath employment areas.

- **Upper Parkstone Sustainable Neighbourhood,** which is based on the approximate walking catchment of Upper Parkstone District Centre. The area benefits from high frequency bus links to Bournemouth and Poole town centres, good access to open space, primary and secondary schools, play areas and doctors surgeries.

- **Bourne Valley & Rossmore** sustainable neighbourhood, which is based on the approximate walking catchments of the Alder Road Local Centre. This area benefits from high frequency bus links to Poole and Bournemouth town centres, good access to open space, primary and secondary schools, play areas, doctors surgeries and local employment opportunities at the Branksome Business Park, Sharps Road and Alder Hills employment areas.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets within the areas have therefore been identified and will be explored. This ward has of the lowest amount of tree canopy cover, tree planting to mitigate high traffic volumes and improve green infrastructure will be explored along main routes such as Ashley Road, Ringwood Road and Herbert Avenue. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of late 19th century and interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Some parts of the ward contain some period architecture from the Victorian and Edwardian eras. In these areas, new development should typically incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features, such as windows and doors.

Retail areas

Two retail centres wholly or partially fall within Newtown and Heatherlands: Ashley Road (East) local centre and Ashley Road district centre, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Within the Newtown & Foxholes Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

Pottery, Haymoor Road, and Mannings Heath industrial estates and Newtown Business Park employment area, as shown on the policies map, will be safeguarded for employment uses.

The site at Yarrow Road (Em.10) has been allocated for employment uses (Use Classes E(g), B2, B8). These use classes will allow for the development of General Industrial, Storage, Offices, research and development, and Industrial processes uses on the site.

Housing

We expect around 500 homes to be built in the ward, 160 homes have planning permission, 55 homes are allocated and around 285 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets (outside employment areas) where there is potential for regeneration and/or enhancements to townscape character.

Local Opportunity Areas

Newtown and Heatherlands contains two local opportunity areas:-

- **Ringwood Road/Old Wareham Road:** This local opportunity area is located on key highway routes that support fast moving motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and is two residential storeys in height or less, resulting in a poor sense of enclosure. Well designed development that enhances the area's townscape quality will therefore be supported in this area. The type of development (such as mansion blocks, villa blocks or houses) that is appropriate will depend on the characteristics of the site, but all development should introduce a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street. Land assembly will likely be required to achieve satisfactory design solutions and a cohesive townscape, and feasible solutions to avoid and mitigate harm to the significance of non-designated heritage assets, such as the Evangelical Church, should fully explored.

- **Ashley Road:** This local opportunity area is focused on the Ashley Road District Centre and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive period architecture characteristics within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 300 Ashley Road and the St Johns Church Pre-School Nursery building (384 Ashley Road), should be retained and restored. Better use of

roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive period architecture characteristics within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II Listed), must be preserved or enhanced. Development within Ashley Road District Centre should also improve the quality of the area's retail, community and cultural offer to enhance its vibrancy and vitality.

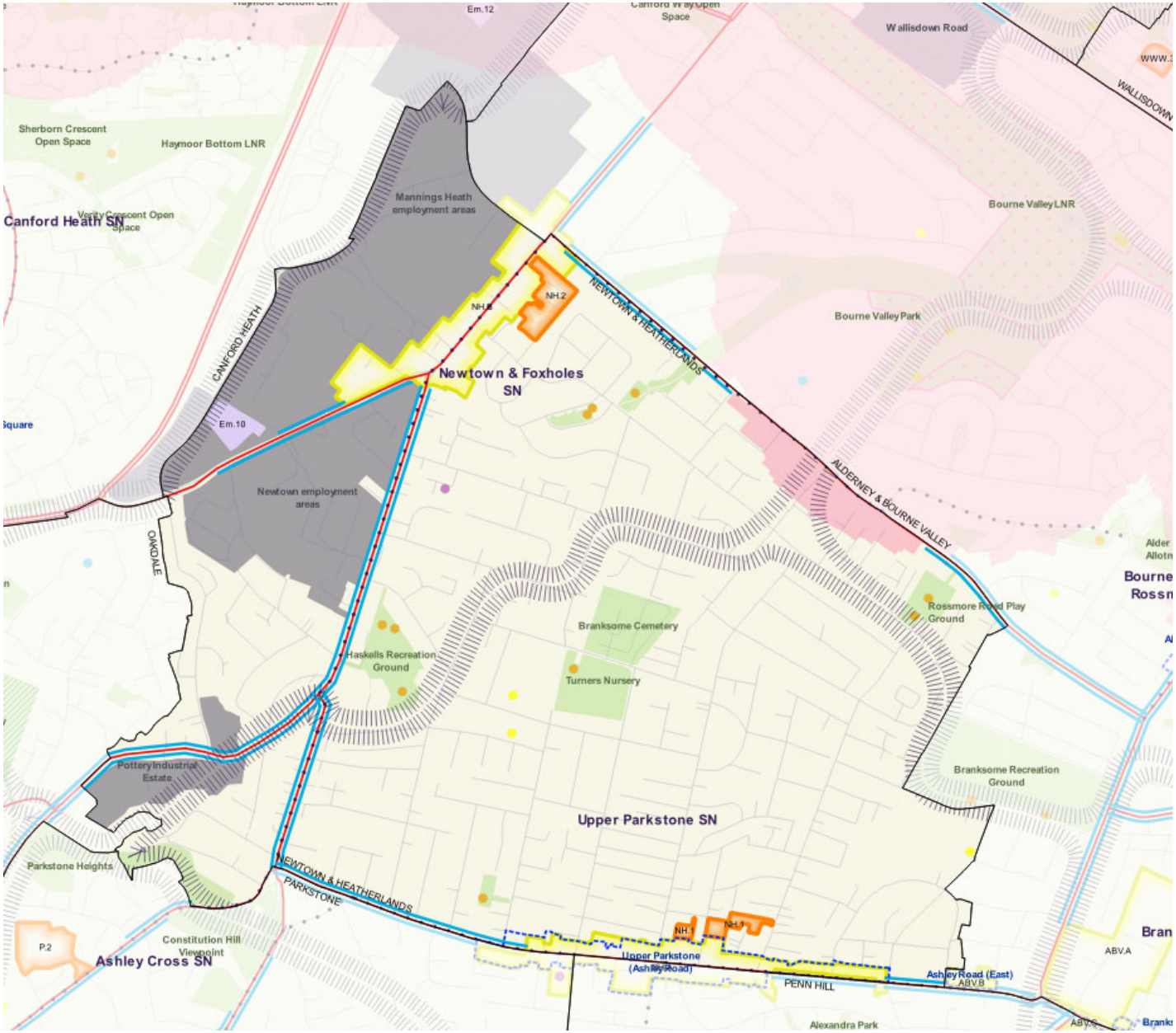




Local opportunity streets

Sections of Ashley Road, Herbert Avenue, Old Wareham Road, Ringwood Road and Sea View Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

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Strategic Policy P22: Newtown and Heatherlands

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Newtown & Heatherlands will be enhanced by:

a) Strengthening the role of Ashley Road District Centre;

b) Supporting provision of local community shops and facilities on key streets within the Newtown & Foxholes Sustainable Neighbourhood where a need is demonstrated;

c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
- Along Canford Way, including the provision of segregated pedestrian and cycle routes
- Ashley Road, including measures to manage parking and vehicles crossing the pavement in areas of high footfall
- Herbert Avenue
- Mannings Heath mini roundabouts
- Old Wareham Road
- Ringwood Road (including connectivity between Ringwood Road and Old Wareham Road)
- Through Newtown and Upper Parkstone

d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including St Aldhlem's Academy, Livingstone Road Infant and Livingstone Road Junior School;

e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
- Turner's Nursery, including enhancement to the natural play provision and community orchard.
- Haskell's Recreation Ground including, retention of pitch space, upgrades to play area and BMX area and provision of a dog training enclosure. Utilising the sports pavilion to support enhancements and use of the green space.
- Bourne Valley Greenway, including enhancements to wayfinding and accessibility, and improvements to its function as a strategic greenway.
- Rossmore Leisure Centre, including the provision of an all-weather pitch.

f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail areas

In the Newtown & Foxholes Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and

b) Local community facilities.

3. Housing

A minimum of 500 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Albert Road/Norrish Road car parks (NH.1)

Subject to a review of car parking if any areas are surplus to requirements then these should be used for residential development. Development must:

i. Deliver in the region of 15 homes and be focused on the provision of houses suitable for families;
ii. Provide an attractive walking and cycling route between Jubliee Road and Albert Road; and
iii. Retain sufficient spaces to serve the Ashley Road shopping centre.

b) Trinidad phase 2 (NH.2)

The site is allocated for specialist housing for older people, including the provision of extra care which could deliver in the region of 40 homes. Development must be predominantly 2 -3 storey (6-12 metres) in height.

c) Yarrow Road (Em.10)

This site is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Ashley Road (NH.A)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Integrate with and enhance the area's positive historic characteristics; and
iii. Enhance the district centre's retail, cultural and community facility offer.

b) Ringwood Road/Old Wareham Road (NH.B)

Development proposals must;

i. Be up to and not in excess of 3 storeys (approximately 9 to 12 metres) in height on the road frontage;
ii. Introduce a fine-grained character and vertical rhythm; and
iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

6. Local opportunity streets

The local opportunity street on Ashley Road, Herbert Avenue, Old Wareham Road, Ringwood Road and Sea View Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Oakdale

Oakdale is located to the north of Poole town centre. In the 19th century the area was sparsely populated with a collection of farms and clay pits. The area contained the main cemetery serving Poole, which at the time was some distance from the main town. Today the ward has the character of relatively typical twentieth century suburb with most properties dating from the 1930s as Poole expanded outwards.

Sustainable neighbourhoods

Oakdale contains two sustainable neighbourhoods:

- **Oakdale and Stanley Green** sustainable neighbourhood is served by Oakdale Local Centre and benefits from high frequency bus link to Poole town centre. The local centre offers some services and facilities for residents. A neighbourhood parade which includes a convenience shop is located on Oakdale Road. The area also benefits from a library, schools, scout hut, allotments, open spaces and is in relatively close proximity of Poole town centre. Fleets Lane industrial estate is located within the ward which is home to a large variety of businesses of different scales. The Wessex Gate/Fleetsbridge retail park in the north west of the ward contains large format retail uses which include a supermarket.

- **Newtown and Foxholes** sustainable neighbourhood is partly located in the ward, it does not fall within the walking catchment of a retail centre or doctors surgery, but does include some small neighbourhood parades and individual convenience stores. Proposals to introduce new local community shops and facilities will therefore be supported along key streets within the area where a need is demonstrated. The part of this sustainable neighbourhood that falls within Oakdale has good access to a schools, open space and local employment opportunities located just outside the ward on the Pottery Industrial Estate.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Wimborne Road, Fernside Road, Ringwood Road and Dorchester Road can suffer from traffic congestion at peak times, while a number of other roads experience high traffic speeds including Pound Lane, Oakdale Road, Vicarage Road, Johnston Road, Kingsbere Road, Dale Valley Road and Serte Road. The Council will review opportunities to calm traffic along these routes and improve the walking and cycling experience of the area. Opportunities will also be explored to calm streets around schools to make it safer for children to walk or cycle to school and to enhance existing public open spaces. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street.

Retail areas

Oakdale Local Centre, as shown on the proposals map, is the only retail area within the ward and is the focal point of the Oakdale & Stanley Green Sustainable Neighbourhood. The local shops on Oakdale Road also have a role to play in providing convenience shopping to local people. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Given the lack of access to a centre within the Newtown & Foxholes Sustainable Neighbourhood, proposals to introduce new local community shops and facilities will be supported along key streets within the area (as shown on the key diagram) where a need is demonstrated.

Employment areas

The Fleets Lane employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 130 homes to be built in the ward, 10 homes have planning permission, 40 new homes are allocated with around 80 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Adult education used to take place in a former 1930s school building on Dorchester Road. This use has now relocated to premises in the town centre leaving the current site vacant and in a poor state of repair. The site has therefore been identified to provide residential uses, and as a Council owned site it has a role to play in providing uses not always readily delivered by the market such as affordable housing or extra care. There is also potential to explore community uses as part of the development the ground floor facing the adjacent park. The provision of toilet, café and community space would relate well to the function of the park.

The former school building is a non-designated heritage asset and the redevelopment of the site will result in total loss of the heritage asset. A balanced judgement has been made as part of the Local Plan process regarding the allocation of the site. This has considered the significance of the asset, its state of repair and the viability of bringing the building back into use.

Local opportunity areas

The Oakdale Local Opportunity Area is focused on the Oakdale Local Centre and is located in a highly sustainable location served by high frequency bus route. Development should provide enhanced retail or community uses on the ground floors within the retail centre and residential or employment-generating uses on upper floors. The areas are appropriate for innovative and distinctive design that enhances their local distinctiveness, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas.

Local opportunity streets

Sections of Wimborne Road, Dorchester Road, Fernside Road, Ringwood Road and Oakdale Road have been designated as local opportunity streets where gentle increases in height may take place. The type of

development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title.



Strategic Policy P23: Oakdale

1. Sustainable neighbourhoods

We will enhance the sustainable neighbourhoods with Oakdale by:

a) Supporting enhancements to the retail and community offer, and townscape quality of the Oakdale Local Centre;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Dorchester Road
   - Fleets Lane
   - Oakdale Road
   - Oakdale local centre
   - Oakdale Road Neighbourhood Parade
   - Ringwood Road
   - To enhance the existing crossings over and under the A3049
   - Wimborne Road

c) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Stanley Green Infant School, St Mary's Catholic Primary School, St Edwards RC and CofE School, Oakdale Junior School and Ocean Academy;

d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Oakdale community park, improvements to the play area and sporting use, potential to link to café/community use and toilets as part of adjacent development.
   - Stanley Green Park, upgrades to play area and access.
   - St George's Playing field, improvements to play area, enhancements to community orchard and sporting use, potential to link to adjacent community facilities.
   - School lane open space, natural flood management scheme and improvements for nature, water retention and introduction of natural water play.
   - Cemetery: improved access.
   - Enhanced community use of schools and school playing fields

e) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 130 homes will be built in the ward.

3. Site allocations

The **Former Oakdale adult education centre (O.1),** as shown on the policies map, is allocated for residential uses, which could include an extra care or care scheme with in the region of 40 beds. Development proposals must:

i. Provide a frontage along Dorchester Road and Wimborne Road;

ii. Be predominantly between 1.5 and 4 storey in height (approximately 6 and 15 metres), with any 4 storey elements located on the corner of Dorchester Road and Wimborne Road. The distribution of height should respect adjoining properties;

iii. Explore the incorporation of a flexible community space facing onto the park that includes public toilets; and

iv. Contribute to or provide wider pavements along Dorchester Road and Wimborne Road.

4. Local opportunity areas

In the **Oakdale Centre Local Opportunity Area (O.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage; and

ii. Enhance the local centre's retail and community facility offer.

5. Local opportunity streets

The local opportunity streets on Wimborne Road, Dorchester Road, Fernside Road, Ringwood Road and Oakdale Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Parkstone

Parkstone ward is located towards the west of the BCP area, bounded by Poole Town to the west, Penn Hill/Canford Cliffs to the east and Oakdale and Newtown & Heatherlands to the north. It borders the shoreline at Parkstone Bay to the south.

Sustainable neighbourhoods

The **Ashley Cross sustainable neighbourhood** is based on the approximate walking catchment of the Ashley Road District Centre, which has an attractive commercial and retail offer and many notable Victorian and Edwardian buildings and shopfronts. This gives it an overall sense of a village. It is a vibrant busy hub in the day providing a wide range of shops, services, facilities and offices. It also has an active night-time economy with many bars and restaurants. Residential development is a mix of flats, Victorian terraced and urban detached houses, many of these are of a substantial size. Residential development has a tighter urban grain south of the railway to the area known as 'Whitecliff' around Salterns, Tennyson and Mentone Roads.

The centre is towards the centre of Parkstone ward and the area has access to frequent bus services and a railway station, making it one of the more sustainable locations within the BCP area. The sustainable neighbourhood contains four GP surgeries, excellent access to good quality open spaces and play areas, and two junior schools. There are no infant schools within the sustainable neighbourhood and the nearest secondary schools are Poole High and St Edwards.

Active travel infrastructure, open space and recreational facility enhancements

Strategic public transport links within the sustainable neighbourhood are good. Parkstone Railway Station is located within the ward, the station is a stop on the mainline between Weymouth and London Waterloo, served by South Western Railway. There is a high frequency bus route served by the M1 which runs along A35 Commercial/Bournemouth Road via Westbourne, Bournemouth Square and Bournemouth Railway Station, Charminster, Castlepoint and stops at Royal Bournemouth Hospital. The M2 also runs from Poole (via Parkstone) and onwards to Southbourne.

Lower Parkstone, located to the south of the ward is less sustainable in terms of access to schools and public transport, and residents in this area are more likely to rely on private vehicle transport. There is a lack of public transport south of Parkstone Railway Station along Alton Road towards Conifer Avenue, and this puts residents (particularly schoolchildren) at a disadvantage who need to travel to the south of the ward, and there are no dedicated cycle lanes on this route. Better active travel routes and more bus routes would help increase the sustainability of the neighbourhood. Initiatives to calm traffic and makes streets safer for pedestrians and cyclists would help to encourage walking and cycling.

The ward benefits from access to high quality areas of open space including Poole Park, Whitecliff and Alexandra Park (in adjacent Penn Hill ward). We have identified opportunities to enhance several open spaces and recreational facilities to improve liveability in the area.

Broad townscape characteristics

Upper Parkstone comprises a mixed urban grain of modest two storey detached villas, semis, short-terraced development, and bungalows from the late 19th century onwards. This part of the ward has accommodated change through much redevelopment and infilling. However there remains a vibrant

mixed commercial and retail character along Ashley Road and there is potential for more intensification to strengthen urban grain and character, particularly where larger buildings have fallen into disrepair.

A particular notable feature of this part of the ward is a vantage point from Constitution Hill Road Viewpoint where there are magnificent panoramic views across Poole Harbour and towards the Isle of Purbeck.

Lower Parkstone's character comprises mainly low/medium density residential development built from around 1880 to 1930 with many large/substantial family houses in spacious plots in typical arts and crafts style. Several newer developments have been undertaken with 'quasi' arts and craft features or replaced larger properties with purpose-built blocks of flats with a contemporary style of architecture. The area also has many fine mature trees which are a notable part of the quality of its landscape character.

Part of the ward is covered by Conservation Area designations, in recognition of the special architectural or historic interest of many of the buildings, their settings and prominence, landscaping and views. Ashley Cross Conservation Area covers a large area, which includes the whole of the district centre extending to the north and to the south of Commercial/Bournemouth Road and beyond the railway line taking in Salterns Road Local Centre. Poole Park is also a Conservation Area. Development will need to be sensitively designed within these conservation areas to preserve or enhance their character or appearance.

Retail areas

Ashley Road District Centre and Ashley Cross District Centre offer a wide range of services and facilities and are the focal points of the sustainable neighbourhood. The Salterns Road Local Centre is more limited in terms of retail uses but is conveniently located within easy walking distance at the junction of Pottery Road, Sandbanks Road and Whitefield Road. There is also small neighbourhood parade opposite the former Poole Civic Centre on Parkstone Road providing retail uses and takeaways, although this falls within the Poole town ward, it is also used by residents of Parkstone. Proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Housing

We expect around 1,000 homes to be built in the ward, 340 homes already have planning permission, 240 homes are allocated with around 420 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

There are two site allocations within the ward. Land at the former Poole Civic Centre and surrounds which will provide in the region of 160 new homes as part of a mixed-use development. The former Civic Centre building is Listed and development must preserve or enhance the character appearance of this heritage asset. Land at Constitution Hill Road will provide in the region of 80 new homes. The site includes a number of mature trees and vegetation which should be retained. The site also includes the Lady Russell Cotes House Naval Collage which is a non-designated heritage asset (NDHA) on the local list. Development should seek to retain and convert this building if possible.

Local opportunity areas

Parkstone contains two local opportunity areas:

- **Commercial Road:** This is a predominantly commercial area located between Civic Centre Junction and the Ashley Cross District Centre. Development within the area features a variety of architectural styles ranging from Georgian houses to contemporary office developments, resulting in a transitional character. The strongest positive characteristics of the area are the Georgian and Arts and Crafts style buildings. However, much of the development within the area fails to integrate with its historic townscape characteristics. New development should therefore innovatively enhance the character of the area by complementing and better revealing its positive historic characteristics while making effective use of land in this sustainable location. Development should retain and restore historic buildings that make a positive contribution to the townscape, such as Holly Lodge (Commercial Road), and must preserve or enhance the significance of listed buildings and character or appearance of conservation areas.

- **Ashley Road:** This local opportunity area is focused on the Ashley Road District Centre and is located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive period architecture characteristics prevalent within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as Victoria Cross Public House (Ashley Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the positive period architectural characteristics within the area while avoiding poorly executed pastiche. Any development on the Parkstone Tower Practice and water tower sites should be sympathetically designed to better reveal and integrate with the character of the Grade II Listed Water Tower, including through integration with its finishes and form, while making effective use of land. Development within Ashley Road District Centre should also improve the quality of the area's retail, community, and cultural offer to enhance its vibrancy and vitality.





Local opportunity streets

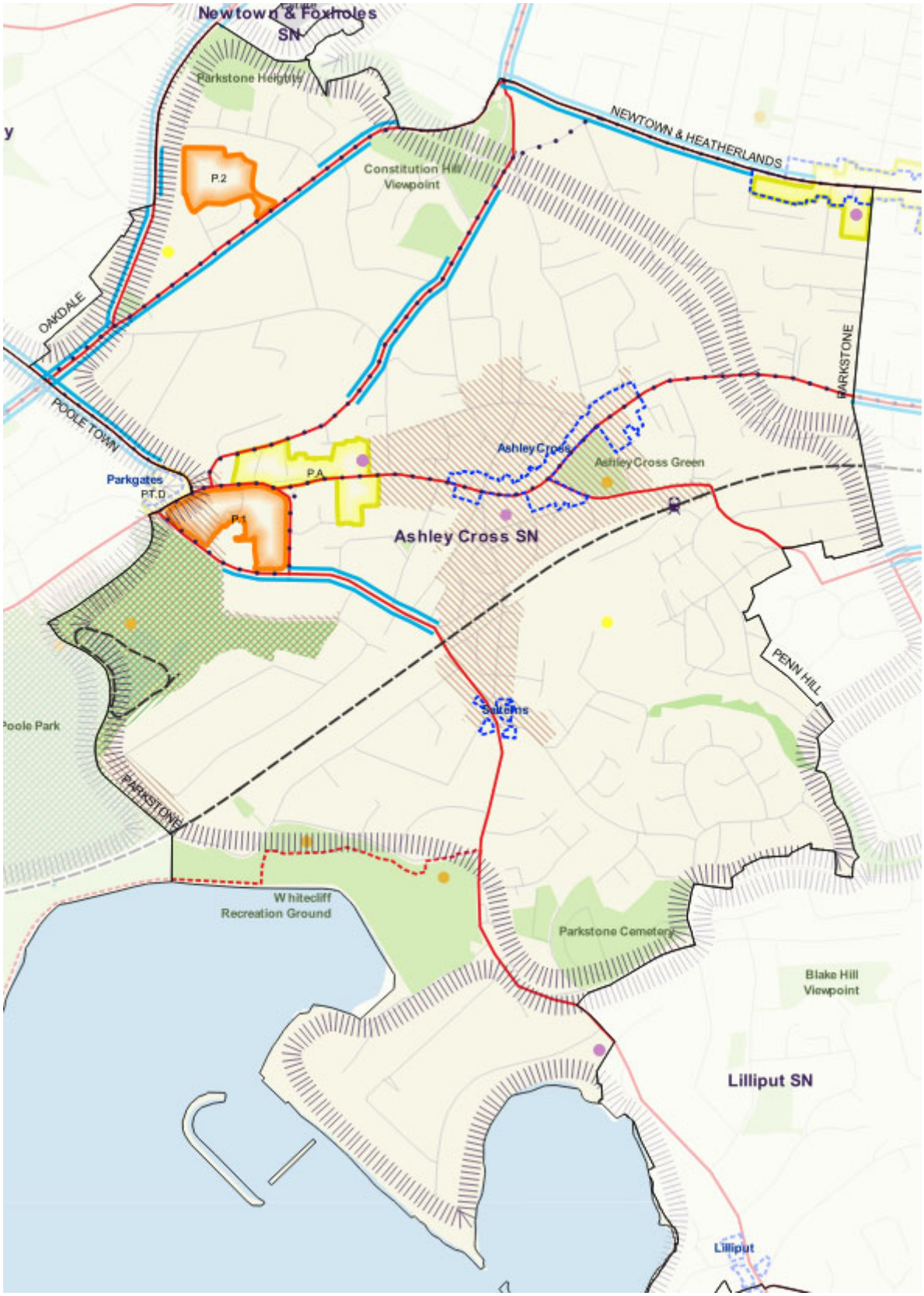
Sections of Ashley Road, Ringwood Road, Fernside Road, Sandbanks Road, North Road and Constitution Hill Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of

the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Geodiversity

Geodiversity is the range of rocks, fossils, minerals, soils, landforms, and natural processes that make up the Earth's landscape and structure. Geodiversity can be important for its intrinsic, scientific, heritage and/or educational value. The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of geology, provide guidance, and increase the appreciation and understanding of the geological heritage of the area. Across the BCP area there is only one Regionally Important Geological Site, the old sea cliff at Whitecliff recreation ground, Poole. Development should not adversely affect this site.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P24: Parkstone

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Parkstone will be enhanced by:

a) Strengthening the roles of Ashley Cross and Ashley Road District centres;
b) Strengthening the retail and community facility offer of the Salterns Local Centre;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Bournemouth Road
   - North Road
   - Fernside Road
   - Salterns Road
   - Sandbanks Road
d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Ocean Academy;
e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Whitecliff Harbourside Park, work to deliver the masterplan for the area, including retention of pitches, improved sports, leisure facilities and café/ catering facilities, new toilet facilities and upgrades to play provision.
   - Poole Park, work to deliver the masterplan and conservation plan, including further tree planting, access improvements, reducing traffic volumes, improved litter and waste collection facilities and continued habitat improvements.
   - Ashley Cross Green, improved or new toilet facilities and play equipment.
   - Constitution Hill Road Viewpoint, new toilet facilities and improve the infrastructure for catering facilities.
   - North Road Playing fields.
   - Parkstone Allotments.
   - Poole Harbour trail - wayfinding and accessibility to improve its function as a strategic greenway.
   - Green corridor to Blake Hill Viewpoint.
   - Parkstone Heights link to Constitution Hill and North Road.
   - The seafront (Whitecliff Harbourside Park).
f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 1,000 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Former Poole Civic Centre and surrounds (P.1)

The site is allocated for mixed use development comprising of commercial uses (Use Classes E(e), E(f) and (g(i)), community use (Use Classes F1 and F2(b)), a hotel and residential development within the region of 160 homes. Development proposals must:

i. Preserve or enhance the character and appearance of heritage assets and their settings, including the Listed Civic Building and boundary walls, and the Poole Park Conservation Area. Proposals should retain the rooms and features within the Civic with the highest heritage significance for communal uses and retain key views of the building;
ii. Ensure buildings are predominantly between four and six storeys (approximately 12 and 21 metres) in height and that buildings adjacent to the Listed Building do not exceed its height;
iii. Retain trees on site; and
iv. Retain and improve pedestrian and cycle links to and through the site connecting to surrounding routes and Poole Park.

A Flood Risk Assessment is required at planning application stage. A Sequential Test will be required unless the Surface Water flood risk area is avoided. The FRA and SuDS (Sustainable Urban Drainage Systems) strategy will need to demonstrate that the existing water storage and flow routes to storage will be maintained post development.

b) Constitution Hill Road (P.2)

The site is allocated for residential development within the region of 80 homes. Proposals must:

i. Preserve and enhance heritage assets and their settings including the locally listed Lady Russell Cotes House Naval College;
ii. Retain and protect existing trees and mature vegetation on site; and
iii. Ensure development is between two and five storeys (approximately 6 and 18 metres) in height.

A Flood Risk Assessment is required at planning application stage. A Sequential Test will be required unless the Surface Water flood risk area is avoided. The FRA and SuDS (Sustainable Urban Drainage Systems) strategy will need to demonstrate that the existing water storage and flow routes to storage will be maintained post development.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Commercial Road (P.A)

Development proposals must:

i) Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage;
ii) Integrate with and enhance the area's positive historic characteristics;
iii) Introduce a fine-grained character and vertical rhythm; and
iv) Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

b) Ashley Road (NH.A)

Development proposals must:

i) Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;

ii) Integrate with and enhance the area's positive historic characteristics; and
iii) Enhance the district centre's retail, cultural and community facility offer.

5. Local opportunity streets

The local opportunity streets on Ashley Road, Ringwood Road, Fernside Road, Sandbanks Road, North Road and Constitution Hill Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Geodiversity

Development should not adversely impact upon the Regionally Important Geological Site at Whitecliff. Any proosal affecting the site should be mindful of the aims set out in the Dorset Local Geodiversity Action Plan.

Penn Hill

Penn Hill ward is located towards the west of the BCP area. It lies adjacent to Parkstone ward to the west, Canford Cliffs to the east and Branksome West to the north. It joins Salterns Marina at Poole Harbour. Much of the ward was open farmland before it was developed into a residential neighbourhood in the early 20th century.

Sustainable neighbourhoods

Penn Hill ward contains three sustainable neighbourhoods.

- **Upper Parkstone Sustainable Neighbourhood** which is well-served by the Ashley Road District Centre, Bournemouth Road Local Centre, Penn Hill Local Centre and Poole Road Branksome, a larger retail park. This neighbourhood provides a wide range of retail shops, cafes, restaurants, bars, services, and facilities to meet both daily and occasional needs, in a sustainable location accessible by walking and cycling. The area benefits from high-frequency bus routes into Poole and Bournemouth town centres, to employment areas and to catchment secondary schools. Courthill Junior school is also located in the central area of the neighbourhood and within easy walking distance of Alexandra Park open space.

- **Penn Hill Sustainable Neighbourhood** which is based on the approximate walking catchment of Penn Hill Local Centre has a range of independent shops, convenience food stores and commercial services. It has a vibrant night-time economy due to its bars and restaurants which are also easily accessible by residents in adjacent wards due to its central location. The sustainable neighbourhood also partially falls within the neighbouring Canford Cliffs ward and serves the needs of its residents.

- **Lilliput Sustainable Neighbourhood** which is based on the approximate walking catchment of Lilliput Local Centre with a small range of independent shops, convenience foodstores, cafes and services. Cycling infrastructure could be improved here to help encourage sustainable travel to key destinations and open spaces.

Active travel infrastructure, open space, and recreational facility enhancements

Sustainable transport infrastructure could be improved to encourage walking and cycling in several locations within each of the sustainable neighbourhoods, particularly on primary routes and at junctions. The areas of the ward forming part of the Upper Parkstone Sustainable Neighbourhood are some of the most sustainable areas within the BCP Council area, benefiting from particularly good access to amenities and facilities, and public transport options. To improve sustainability by walking and cycling, a dedicated cycle lane on Canford Cliffs Road, Sandecotes Road/Mansfield Road, and changes to road infrastructure at the junctions and crossing points would help enhance pedestrian safety and accessibility. The ward contains three principal areas of open space, Alexandra Park, Blake Dene Common and Blake Hill which offer scope for improvement to enhance their facilities and biodiversity.

Broad townscape characteristics

The area is characterised by a variety of architectural styles and includes the Arts and Crafts architecture from the late 19th century, 1920's and 1930's and post-war residential development along with modern contemporary-style architecture. Like upper Parkstone, the upper Penn Hill area has a dense urban grain with short-terraced and smaller detached and semi-detached houses. The area containing Penn Hill Avenue consists of a mix of purpose-built and converted flatted development, although it has a suburban character due to the road widths, spacing between the buildings, set back from the street, presence of street trees and boundary treatment. The suburban character carries into the lower Penn Hill area with its wide roads and large residential plots. Canford Cliffs Road forms the eastern boundary of the ward extending into Haven Road. The lower Penn Hill area feels more suburban as it contains larger detached dwellings on spacious landscaped plots and is more heavily treed with a mix of established maritime pine and broadleaf varieties of trees, forming an important part of the leafy suburb.

Retail areas

The centres at Ashley Road, Branksome, Bournemouth Road, Bournemouth Road (East), Lilliput and Penn Hill, as shown on the policies map, will be the focal points of the sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Housing

We expect around 365 homes to be built in the ward, 155 homes already have planning permission (including Salterns Marina) and we expect around 210 homes to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. The site allocation at Salterns Marina already benefits from planning permission and therefore is counted as a site with planning permission in the figures above.

Site allocations

There is one site allocation on Salterns Marina which will provide around 50 new homes as part of a mixed-use scheme with a replacement hotel. Development must enhance opportunities to access the site by walking or cycling and mitigate flood risk by providing flood defences. While the site already benefits from planning permission the development has not been built and therefore the site continues to be allocated.

Local opportunity areas

Penn Hill contains three local opportunity areas:

- **Ashley Road:** This local opportunity area is focused on the Ashley Road District Centre and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design

cues from positive examples of period architecture within the area. Historic buildings and frontages that make a positive contribution to the area's townscape should be retained and restored. Better use of roof space or sympathetic upward extensions to positive historic buildings are encouraged where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II Listed), must be preserved or enhanced. Development within Ashley Road District Centre should also improve the quality of the area's retail, community, and cultural offer to enhance its vibrancy and vitality.

- **Bournemouth Road:** This local opportunity area is focused on the Bournemouth Road local centres and is located in a highly sustainable location partially served by a high frequency bus route and between two railway stations. Design varies but is mostly traditional in nature with gables. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture within the area, such as through the use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. The significance of the Church of St Osmund (Grade II* Listed Building) must be preserved or enhanced. Development within the local centre should provide enhanced retail or community uses on the ground floors.

- **Poole Road (Branksome):** This local opportunity area is focused on the Branksome Local Centre and is located in a highly sustainable location served by a high frequency bus route and a railway station. Within this area there is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roof space, and new development that integrates with and takes design cues from positive examples of period architecture within the area.

Local opportunity streets

Sections of Ashley Road, Bournemouth Road and Penn Hill Avenue have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties or create additional properties where appropriate. All development should provide a fine-grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P25: Penn Hill

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Penn Hill will be enhanced by:

a) Strengthening the role of Ashley Road District Centre;
b) Supporting enhancements to the retail and community facility offer of the Bournemouth Road, Lilliput, and Penn Hill local centres;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads, and locations (or surrounding routes):
   - Bournemouth Road
   - Canford Cliffs Road
   - Mansfield Road
   - Penn Hill Avenue/Canford Cliffs Road junction
   - Sandbanks Road
   - Sandecotes Road
d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Courthill Infant School and Lilliput Infant School;
e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Alexandra Park (Green Heart Park), including pavilion improvements, introduction of natural play facility, access improvements and the introduction of SuDS
   - Enhancing the community use of school playing fields
   - Broadwater Avenue ponds (green corridor to Blake Hill Viewpoint), improving access
   - Clifton Road and Blake Hill viewpoints
f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 365 homes will be built in the ward.

3. Site allocations

a) **Salterns Marina (PH.1)**, as shown on the policies map, is allocated for a replacement hotel and residential use in the region of 50 homes. Proposals must:
   i. Provide a strategic flood defence;
   ii. Ensure development is between 2 - 6 storeys (6 - 30 metres) in height; and
   iii. Enhance the access to the site for walking, cycling and public transport

4. Local opportunity areas

In the **Ashley Road (NH.A), Bournemouth Road (PH.A)** and **Poole Road (Branksome) (ABV.D)** local opportunity areas, development is encouraged that enhances their quality and character. Development proposals must:

i. Integrate with and enhance the area's positive historic characteristics; and
ii. Be up to and not more than 3.5 storeys (approximately 9 to 12 metres) in height on the road frontage.

5. Local opportunity streets

The local opportunity street on Ashley Road, Bournemouth Road, and Penn Hill Avenue, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Poole town

Poole town centre has a rich history as a working port and its location on the shores of Poole Harbour and Holes Bay are a huge asset for residents, businesses and the tourism industry. The town centre offers a variety of shops on the High Street and includes a covered shopping area in the Dolphin Shopping centre. There are numerous leisure, heritage and cultural attractions including Poole Quay, the Lighthouse Centre for the Arts, Dolphin Leisure Centre, the Climbing Project and Poole Museum. The area, particularly the old town, Quay and High Street contain a significant number of heritage assets which make a positive contribution to the attractiveness of the centre.

The town centre has long been recognised as having significant scope for regeneration and it contains a number of large brownfield sites that have a potential to transform the overall function of the area. Upgrading or replacing existing facilities such as the Dolphin swimming pool alongside enabling residential development will help to modernise the centre and improve the leisure offer. The Dolphin Shopping centre itself also presents an opportunity to comprehensively improve connections, enhance the bus operation and provide a shopping and leisure experience that attracts people into the town centre.

In recent years a number of permissions have been granted and new homes have been built on sites across the centre, work has commenced on waterfront regeneration sites along the Backwater Channel. Significant works were undertaken to simplify transport movements around West Street and West Quay Road with the provision of new infrastructure for walking and cycling, along with public art and wayfinding initiatives.

Like Bournemouth, Poole town centre has experienced a significant shift away from traditional retail units. However, specific interventions such as the Kingland Crescent project and the introduction of leisure facilities into the Dolphin Shopping centre have boosted footfall. The Poole High Street Heritage Action Zone project has also helped to repurpose part of the High Street and celebrate many of the historic buildings and features in the town which are attractions in their own right.

Sustainable Neighbourhoods

Poole town contains the town centre boundary and the Longfleet Sustainable neighbourhood:

- Within the **Poole town centre** boundary the primary shopping area provides many shops, facilities and services. It benefits from a flat, level and covered shopping centre along with a range of shops and supermarkets which give people access to facilities and services. The area is the focal point of many high frequency bus routes with the conurbation's main bus station located in the area, the town's main train station is also located in the west of the area. The Quay provides an attractive public space within the town centre and other small pockets of open space are located around the town, Poole Park, Baiter and Whitecliff provide large areas of public open space to the east of the area. The town centre includes a primary school and a secondary school is located just north of the town centre boundary.

- **Longfleet sustainable neighbourhood** is situated north of the town centre boundary and has a close functional relationship with the main town centre which provides a range of facilities within easy walking and cycling distance. The neighbourhood also includes some smaller neighbourhood parades that provide shops and services to residents in this area. The neighbourhood includes Poole Park to the south, primary schools, a secondary schools and Poole hospital. A number of high frequency bus routes pass through the area.

- **Sterte Sustainable Neighbourhood** is also situated north of the town centre boundary, but separated from it by the railway line. The neighbourhood has a close functional relationship with the town centre, and has good pedestrian and cycle links along Holes Bay, with Poole railway station in close proximity. The neighbourhood contains a large employment area (Sterte Avenue West) and an area of housing to the south. The area contains a couple of small commercial units and a large area of open space but would benefit from local community convenience shops to make the neighbourhood more sustainable.

Active travel infrastructure, open space and recreational facility requirements

The High Street between the main shopping area and the Quay is long and dissected by a railway line with a level crossing. The pedestrian experience to the north of the railway line is extremely poor with wide roads and large building footprints creating significant barriers to movement. The bus station area is considered to be unattractive and a number of incidents of antisocial behaviour have led to a poor perception of the area. A wide range of improvements could be explored to improve walking and cycling around the area and any new development should contribute to improving connections and permeability.

Broad townscape characteristics

The ward contains a large variety of townscape characteristics. The town centre area itself includes a mix of architecture, their remain examples of medieval and Georgian properties in the Old Town, with Victorian terraces and villas in the north of the area, through to large modern purpose built offices and flatted development. The ward has a high concentration of heritage assets with numerous Listed Buildings, conservation areas and Poole Park is a Registered Park and Garden. These heritage assets are an important component of Poole's character and the regeneration opportunities should seek to embrace the role Poole's heritage can play in driving sensitive regeneration. The Urban Forest Strategy has identified that this ward has few trees with one of lowest amounts in the area. Tree planting and other green infrastructure improvements will therefore be explored in public areas and should be included in new development.

Retail areas

The Primary Shopping Area encompasses the Dolphin Centre, Kingland Crescent and Falkland Square. New retail development should be principally concentrated within the Primary Shopping Area but, in accordance with the NPPF, 'edge of centre' locations which are well connected to and within walking distance of the primary shopping area may be acceptable. Beyond the primary shopping area shopping frontages extend along the High Street, Lower High Street and the Quay.

While there is a national shift away from some types of retail floor space, such as comparison goods which include clothing and household goods, retail floorspace can be used for a variety of other purposes such as food and drink uses, services, medical and some community uses. As the number of people living in the town centre increases we expect existing shops will continue to change to other commercial uses to provide the range of services needed to support the population.

Park Gates local centre, along with the neighbourhood parades on Fernside Road and at Sterte and Tatnam Crescent, as shown on the policies map, are also retail areas which support sustainable neighbourhoods, and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment

The Sterte Avenue West employment area, as shown on the policies map, will be safeguarded for employment uses. We will explore access arrangements to see if the number of large lorries using Sterte Road can be reduced.

Housing

We expect around 3,750 homes to be built in the ward, 1,045 have planning permission (including the Quay Silo site, National Tyres and some of land south of the RNLI), a further 2,335 new homes are allocated on other sites, with around 370 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Poole town centre includes a large number of site allocations. The sites include former industrial land around the Backwater Channel and buildings that are at the end of their operational life. These sites will be important to create new homes along with leisure and cultural uses that would add to the offer of the area.

Sites on the west side of the Backwater Channel include the former Powerstation, these are within the Hamworthy ward.

Local opportunity areas

Poole Town Ward contains four local opportunity areas:

- **Skinner street and surroundings:** This local opportunity area covers an estate that was developed during the postwar period onwards and is sustainably located, benefitting from high frequency bus services and proximity to Poole's Primary Shopping Area. The area has many strengths, including its proximity to Poole Quay. However, the design of some development within the area is of a lower architectural and townscape quality, and the layout of some of the development fails to integrate with the area's historic urban fabric and results in streets and paths not being properly overlooked, leading to a perception that some areas are unsafe. There is an opportunity for sensitive regeneration to address these issues and

improve the overall character of the area while providing further high-quality family homes and improved facilities. Any redevelopment proposals should therefore improve the pedestrian environment within and around the site, through improvements to infrastructure and introduction of a fine-grained character that integrates with the historic urban fabric. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents. Development must preserve or enhance designated heritage assets and their settings.

- **Lagland Street and Hill Street:** Sympathetic infill development is encouraged to the 'backs' of buildings with frontages on Poole High Street. Development must preserve or enhance designated heritage assets and their settings, including the Town Centre Heritage Conservation Area.

- **Parkstone Road and surrounds:** This is a mixed use area located between Poole Town Centre North and Poole Park. Development within the area features a variety of architecture styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the area are the higher quality Victorian villas with limited alterations on Parkstone Road. The character of this area has been eroded due to the introduction of hard-surfaced forecourts, unsympathetic alterations and extensions to villas and unsympathetic development from later eras. Seldown Lane is predominantly a service road featuring the 'backs' of development. New development that enhances the character of the area by integrating with its positive characteristics is encouraged. Development on Parkstone Road should retain and restore Victorian villas that make a positive contribution to the townscape, such as 30 – 42 (evens) Parkstone Road. Plots on Seldown Lane provide opportunities for development with more innovative designs, but this should still integrate with the positive characteristics of the area.

- **Parkgates:** This local opportunity area is focused on the Parkgates Local Centre, which is located in a sustainable location served by a high frequency bus route. Development should explore sympathetic upward extension of the parade if feasible and new development should integrate with and take design cues from positive period architecture characteristics within and near the area. Proposals should deliver active commercial or community uses at ground floor level within the local centre. Development must preserve or enhance the the Grade II Listed Former Borough of Poole Municipal Buildings and its setting.



Local opportunity streets

Sections of Wimborne Road, Fernside Road and Longfleet Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Flood risk

Poole Town Centre is at risk from tidal and surface water flooding. Good progress has been made towards implementing flood defences along Poole Quay. We have secured funding for a strategic defence from Poole Bridge to Hunger Hill, with delivery early in the plan period.

To continue the long-term ambition to regenerate Poole town centre, in principle, we will support development within areas at risk of flooding in Poole Town Centre. Within the Poole Sequential Test Area, as defined on the policies map, residential, main town centre uses, commercial, leisure, community and health uses, and employment have been sequentially tested (and passed). We have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs to regenerate the area. Therefore, development for these uses within the Poole Sequential Test Area will not be required to undertake the sequential test at planning application stage. Development on land subject to flood risk outside the Poole Sequential Test Area, will be required to undertake the sequential test at planning application stage. This policy approach in Poole is well established through previous local plans as part of the long-term regeneration of the area and its continuation through this local plan has the agreement of the Environment Agency.

In the longer term, further interventions will be necessary to fully protect Poole town centre and we will continue to work with the Environment Agency to do so. The Council is currently (at the time of writing) updating the SFRA Level 2. This will be completed within 12 months of the Local Plan being adopted and may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Town Centre Archaeology

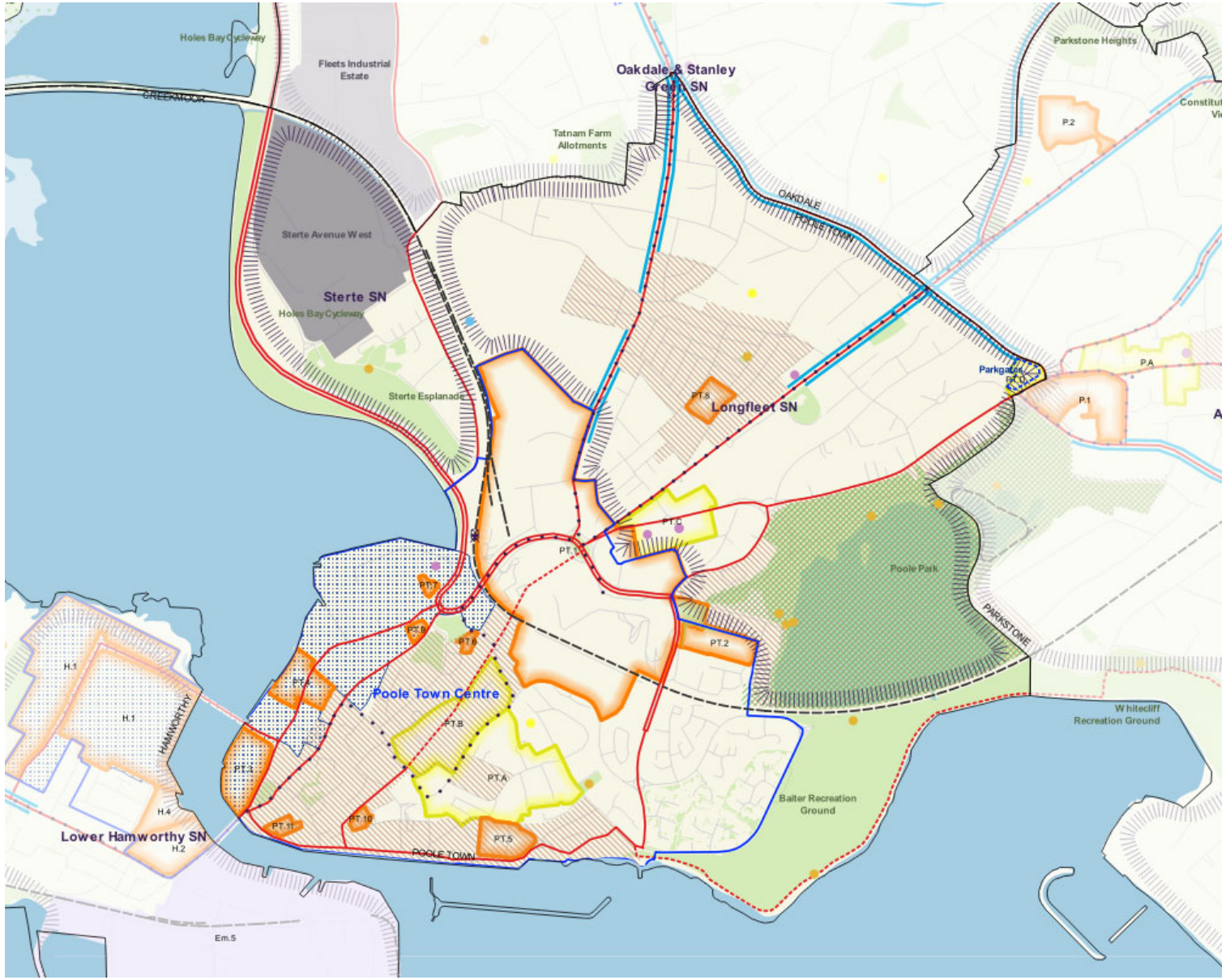
Where a site is considered to have archaeological interest (either because it holds, or potentially holds, evidence of past human activity worthy of excerpt investigation) the site should be assessed

using appropriate expertise where necessary. The Council will require the developer to submit an appropriate desk-based assessment and where necessary a field evaluation.

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Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P26: Poole Town

1. Town centre and Sustainable neighbourhoods

Poole town centre will be a thriving destination that benefits from development that integrates with its heritage and celebrates its maritime, military and artisan history. The town centre and the Sterte and Longfleet sustainable neighbourhoods will be enhanced by:

a. Strengthening the role of the primary shopping area, supporting retail, leisure, cultural, community, service and businesses uses that attract people into the area;
b. Strengthening the retail and community facility of the Parkgates Local Centre and neighbourhood parades within the area;
c. Supporting proposals that would achieve heritage-led regeneration;
d. Improving the environmental quality and distinctiveness of key arrival points, particularly Poole Rail Station, Poole Bus Station and within the wider town centre north area;
e. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Fernside Road
    - George Roundabout
    - High Street North, including wider footways
    - Kingland Road, including the provision of a public space outside the Lighthouse
    - Longfleet Road, including wider footways
    - Newfoundland Drive
    - Parkstone Road, including wider footways
    - Sterte Road
    - Towngate Bridge
    - The Quay
    - Wimborne Road
f. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Poole High School, Longfleet School, Old Town First School and Oakdale Junior School;
g. Requiring proposals to enhance permeability and connectivity for pedestrians and cyclists, specifically across main roads and the railway line;
h. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - Poole Park, improvements to implement the masterplan and conservation plan, including further tree planting, new bins, habitat improvements, access improvements and reducing traffic volumes
    - Harbourside/Baiter Park work to deliver the masterplan including new catering facilities and a wheeled play hub
    - The Quay, including exploring pedestrianisation
    - Poole Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway
    - Sterte Esplanade, opportunities to enhance green infrastructure
    - Green Park, improvement to play facilities
    - Barbers Piles, opportunity for natural play aimed at younger children
    - Hunger Hill Green
    - Quayside route, creating a continuous public quayside around the Backwater Channel which connects to the Poole Harbour Trail

- The creation of The Coastal Nature Park, aligning with the Seafront Strategy and use of Baiter Park, the Quay and Holes Bay to promote round harbour trails, engagement and education

2. Shopping Centres

a. Development in the Poole Town Centre boundary should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.
b. The Poole primary shopping area will continue to be focused within the Dolphin Shopping Centre, along High Street, Lower High Street and Quay and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages through the provision of retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2).

3. Housing

a. A minimum of 3,750 new homes will be built in the ward.
b. Residential development will be supported in the town centre where it complements the retail, leisure/tourism and employment function of the town centre, where it responds positively to the historic context and where it provides well-designed high quality living environments that include a mix of unit sizes and the provision of outside amenity space for residents.
c. Build to rent and co-living schemes will be suitable in the town centre north area. They may be suitable elsewhere in the town centre provided they do not result in an over concentration of similar uses, including student accommodation and HMOs, which may be detrimental to the overall balance and mix of uses within the town centre.

4. Employment

Across the town centre area at least 10,000 sqm of high-quality office space shall be delivered as part of mixed use development.

5. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Town centre north (PT.1)

Town centre north will be regenerated as a modern and vibrant part of the town. Development should contribute towards transformational change with major new residential, retail, commercial, leisure and office development. The development of sites within the area must be completed in accordance with an overall masterplan agreed by the Local Planning Authority.

The masterplan will explore options to:

- Deliver a high-quality bus station and rail station which are attractive, highly accessible, with good quality passenger waiting areas and pedestrian circulation areas, that enhances the overall operation.
- Relocate the bus depot to free up land for development and provide an east-west pedestrian and cycle link north of the railway line between Falkland Square and Seldown Bridge.
- Enable people to safely and conveniently cross the railway at the north of the High Street to the Dolphin centre.
- Incorporate a minimum two hectares of public open space, incorporating a play area that serves children of all ages.

Proposals in the town centre north area must:

a. Together, ensure sites within the area provide at least 1,700 homes including a minimum of 500 homes on sites forming part of the Dolphin shopping centre;
b. Radically improve the walking and cycling experience around the area reducing severance created by large building footprints and/or roads;
c. Support a vibrant mix of town centre uses with active commercial ground floors fronting key pedestrian routes in and around the Dolphin Centre and along Kingland Road;
d. Demonstrate that sufficient public car parking, in the region of 3,500 spaces, is retained to serve the town centre;
e. Be predominantly between 4 - 15 storeys (18 - 48 metres) in height with buildings stepping down significantly towards the areas of lower scale at the edges of the area;
f. Not compromise the potential closure of Kingland Road to private cars and the creation of a public space outside the Lighthouse;
g. Preserve and enhance heritage assets and their settings including the Town Centre Conservation Area;
h. Safeguard land immediately north and south of the railway line between the existing level crossing and the bus depot until an agreed solution to achieve the safe and convenient crossing of the railway has been reached between Network Rail and the council;
i. Enhance and provide pedestrian and cycling routes that improve connectivity, including:
    - The provision of a route between the existing station and footpath number 18/Poole High School that goes through the former Goodsyard and stadium site
    - Between the existing railway station and Falkland Square
    - Between Falkland Square and both the southern access points of the Dolphin shopping centre
    - Ensuring routes through the Dolphin Centre are available 24 hours a day, 7 days a week

b. Dolphin Swimming Pool and Leisure Centre (PT.2)

The site is allocated for a mixed-use development that must:

a. Deliver a swimming pool and leisure centre alongside in the region of 70 homes;
b. Be predominantly between 3-5 storeys (9 - 18 metres) in height, with proposals stepping down towards the residential properties to the north and east of the site. There may be scope for taller buildings in the region of ten storeys (30-33 metres) adjacent to Seldown Bridge;
c. Preserve or enhance heritage assets and their settings, including Poole Park Conservation Area.

c. Between the Bridges (PT.3)

The site is allocated for a mixed-use development within the region of 300 homes, a replacement rowing club (unless this has been secured in an alternative location) and commercial, business, service and community uses (Use Classes E, F1 and F2). Development must:

a. Provide a continuous public quayside adjacent to the water with an overall width of approximately 12 metres, that incorporates a 5 metre wide pedestrian and cycle route;
b. Include community space;
c. Position the majority of commercial/community uses on the quayside;
d. Provide public access to the water;
e. Deliver a new pedestrian/cycle crossing on West Quay linking the site to Barbers Piles;

f. Have a scale, height and massing that reflects the context of the historic quayside with heights between 2 - 6 storeys (6 - 21 metres) metres, with proposals stepping down opposite the Listed Buildings on West Quay Road;
g. Preserve or enhance heritage assets and their settings;
h. Emulate the vertical rhythm and variety of plots on the existing historic quay;
i. Be positioned to ensure a 5 metre continuous cycle and footway can be delivered alongside West Quay Road; and
j. If it comes forward before the commencement of the council's strategic flood defence scheme, provide strategic flood defence to a specification agreed by council.

d. South of RNLI (PT.4)

The site is allocated for a mixed-use development with in the region of 250 homes, commercial, business, service and community uses (Use Classes E, F1 and F2). Development must:

a. Provide a continuous public quayside adjacent to the water with an overall width of approximately 12 metres, that incorporates a 5 metre wide pedestrian and cycle route;
b. Position the majority of commercial/community uses on the quayside;
c. Be predominantly between 3-7 storeys (9 and 24 metres) in height;
d. Secure a public slipway into the Backwater Channel;
e. Explore the inclusion of a replacement facility for the Sea Scouts; and
f. If it comes forward before the commencement of the council's strategic flood defence scheme, provide strategic flood defence to a specification agreed by council.

e. Quay Thistle (PT.5):

The site is allocated for a high-quality hotel with a minimum of 80 beds and in the region of 150 homes. Development must:

a. Provide active ground floor uses onto the Quay (Uses Classes E, F1 and F2);
b. Ensure heights are between 4-7 storeys (12 and 24 metres), providing a transition in scale to the existing residential properties to the rear and east of the site;
c. Enhance the public realm on the Quay;
d. Preserves or enhances any heritage assets and their settings including Town Centre Heritage Conservation Area.

f. Chapel Lane (PT.6):

The site is allocated for in the region of 25 homes. Development must:

a. Overlook the adjacent park;
b. Be predominantly between 2 - 5 storeys (6 - 18 metres) in height;
c. Preserve or enhance heritage assets and their settings including the Listed Brewhouse and Kitchen, and the Town Centre Heritage Conservation Area; and
d. Proposals must provide ground floor active fronts to Chapel Lane including the footpath.

g. Land at Lifeboat Quay (PT.7)

The site is allocated for a mixed-use development with commercial/community uses (Use Classes E, F1 and F2), and in the region of 20 homes. Development must:

i. Provide a high quality 15 tree lined link between West Quay Road and the entrance to the adjacent supermarket which is at least 15 metres wide;
ii. Be set back from the pavement to allow for a soft landscaped frontage; and
iii. Ensure building heights area up to five storeys (15 -18 metres).

h. St Mary's Maternity Hospital (PT.8):

The site is allocated for in the region of 50 homes with a focus on homes suitable for families. Development must:

i. Front and overlook the surrounding streets;
ii. Be predominantly between 2-3 storey (6 and 12 metres) in height; and
iii. Preserve and enhance heritage assets and their settings including the Heckford Park Conservation Area.

i. Former National tyres West Quay Road (PT.9):

The site is allocated for in the region of 60 homes. Development must:

i. Front and overlook the surrounding streets;
ii. Be predominantly six storeys (18 - 21 metres) in height;
iii. Deliver an improved shared cycle/footway width along the West Street boundary of the site; and
iv. Preserve and enhance heritage assets and their settings including the Town Centre Heritage Conservation Area.

j. 13-17 High Street (PT.10)

The site is allocated for a heritage led mixed use development within the region of 30 homes and commercial/community uses (Use Classes E, F1 and F2). Development must:

a. Front and overlook the surrounding streets, including the provision of ground floor commercial/community space on the High Street;
b. Be predominantly between 2-4 storeys (6 - 15 metres) in height with any four storey element positioned towards Strand Street;
c. Preserve or enhance heritage assets and their settings including the Town Centre Heritage Conservation Area and 13 High Street;
d. Provide a public pedestrian and cycle connection between Key Lane, Bennett's Alley and Strand Street; and
e. Consider the inclusion a courtyard that is surrounded by commercial uses.

k. Quay Silo (PT.11) - 30

The site is allocated for a heritage led mixed use development within the region of 30 homes and commercial/community uses (Use Classes E, F1 and F2). Development must:

a. Front and overlook the Quay;
b. Be predominantly between 3 – 4 storey (6-15 metres) in height; and
c. Preserve or enhance heritage assets and their settings including the Town Centre Heritage Conservation Area.

6. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Skinner street and surrounds (PT.A)

Development proposals should be informed by an estate regeneration masterplan or design code and seek to make efficient use of land. Development proposals must:

i. Provide a fine grained character that integrates with the historic urban fabric;
ii. Improve the existing layout so that buildings overlook streets and spaces;
iii. Enhance and strengthen frontages to provide an appropriate sense of enclosure;

iv. Enhance tree planting and landscaping along key routes within and around the site; and
v. Provide enhancements to the public realm and pedestrian and cycling routes.

b. Lagland Street and Hill Street (PT.B)

Development proposals must:

i. Be of a modest and sympathetic scale, up to and not in excess of 3 storeys (approximately 9 to 12 metres) in height;
ii. Provide a fine grained character that integrates with the historic urban fabric;
iii. Create active frontages;
iv. Enhance and strengthen frontages to provide an appropriate sense of enclosure;
v. Improve the pedestrian and cycling connectivity between Lagland Street and Poole High Street;
vi. Provide enhancements to the public realm and pedestrian and cycling routes, in particular the lanes leading from the High Street; and
vii. Integrate with and enhance the area's positive historic characteristics.

c. Parkstone Road and surrounds (PT.C)

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage;
ii. Introduce or sustain the fine-grained character and vertical rhythm;
iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street; and
iv. Integrate with and enhance the area's positive historic characteristics.

d. Parkgates (PT.D)

Development proposals must:

i. Be up to and not in excess of 3 storeys (approximately 9 to 12 metres) in height on the road frontage;
ii. Enhance the local centre's retail and community facility offer; and
iii. Integrate with and enhance the area's positive historic characteristics.

7. Local opportunity streets

The local opportunity streets on Wimborne Road, Fernside Road and Longfleet Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

8. Approach to flood risk in Poole Town Centre

Proposals for strategic flood defences or measures around Holes Bay & Poole Harbour, which accord with either (i) the 2014 Flood & Coastal Erosion Risk Management (FCERM) Strategy (or later update) or (ii) are accepted by the Environment Agency and the Council will be supported.

Within the Poole Sequential Test Area as defined on the policies map, the following uses have been sequentially tested in accordance with national policy: residential, main town centre uses, commercial, leisure, community and health uses, and employment. Applications for these uses in the Poole Sequential Test Area will not need to reapply the sequential test but must apply the exception test and be supported by a flood risk assessment informed by the most up to date strategic flood risk

assessment and the Council's FCERM Strategy*;* and demonstrate that the proposals will be safe for their lifetime and not increase flood risk elsewhere.

The Council will complete the updated Poole SFRA Level 2 within 12 months of the Local Plan being adopted and this may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Queen's Park

Queen's Park Ward is located to the north east of Bournemouth Town Centre, and predominantly features residential areas, along with retail areas and larger open spaces.

Sustainable Neighbourhoods

Queen's Park contains two sustainable neighbourhoods:

- **Charminster & Queen's Park Sustainable Neighbourhood,** which is based on Queen's Park and the area served by the Charminster District Centre, although residents to the east of the sustainable neighbourhood are closer to Holdenhurst Road District Centre as the crow flies. Charminster Road benefits from high frequency bus links to Bournemouth Town Centre and Rail Station, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary schools, play area and doctors surgeries. Secondary schools are accessible on foot or by bus. We will work with public transport operators to explore opportunities for improvements to bus services away from Charminster Road.

- **Strouden Sustainable Neighbourhood,** which is based on the approximate walking catchment of the Castlepoint District centre. Within Queen's Park Ward the area benefits from good access to open space, secondary schools and GP surgeries, but is largely more than 15 minutes walk away from a primary school. We will work with public transport operators to explore opportunities for improvements to bus services.

Active travel infrastructure, open space and recreational facility enhancements

To the south of the ward, particularly within the Malmesbury Park area (south of Richmond Park Road), the grid-style street layout provides good permeability for pedestrians and cyclists, although the Wessex Way bypass and high levels of traffic and lack of quality crossings on key routes (including Charminster Road, Richmond Park Road and Queen's Park Avenue) represent barriers to movement which prevent easy access to schools and open spaces. Opportunities to enhance the pedestrian and cyclist environment, infrastructure safety exist to support increased walking and cycling. In particular, opportunities to enhance the traffic-free pedestrian and cyclist route that runs alongside the Wessex Way and crossings over the Wessex Way, in order to increase active travel opportunities, address issues with antisocial behaviour, increase sense of safety and improve access to facilities at the Holdenhurst Road District Centre will be explored. Other key opportunities include improvements to pedestrian crossings over Richmond Park Road and Queen's Park Avenue, and on key routes used to access schools (such as Queen's Park Avenue and Bennett Road). We will also explore opportunities to enhance the public realm on Charminster Road, such as through tree planting, improving pedestrian and cycle infrastructure, addressing issues with parking on pavements, improving pavement surfacing and removing street clutter. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and the Queen's Park open space the sustainable neighbourhoods predominantly consist of residential uses. The Malmesbury Park area predominantly consists of denser streets of houses largely originating from the Victorian and Edwardian eras. In these areas, new development should typically incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features, such as windows and doors.

North of Richmond Park Road development also consists of streets of houses but these are less dense, resulting in a more suburban character. Development originates from various eras – predominantly Victorian and Edwardian to the south and Interwar to the north. New development should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development. Within areas including period architecture this should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors.

Retail areas

Queen's Park includes part of Charminster District Centre, as shown on the policies map, which will be the focal point of Charminster & Queen's Park Sustainable Neighbourhood. The ward also includes a small neighbourhood parade on Bennett Road which also supports the local community. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 180 homes to be built in the ward, 60 homes already have planning permission and we expect 120 to come forward through windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Local opportunity areas

Charminster Road Local Opportunity Area is focused on the Charminster District Centre and located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Queen's Park Terrace (360-374 (evens) Charminster Road) and Bayview House (170 Charminster Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Roman Catholic Church of the Annunciation and Church of St Alban (both Grade II* Listed), must be preserved or enhanced. Development within Charminster District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce journeys to Castlepoint via private vehicle transport.



Figure x: Queen's Park Terrace (360-374 (evens) Charminster Road)



Figure x: Bayview House (170 Charminster Road)

Local opportunity streets

Sections of Charminster Road, Richmond Park Road and Queen's Park Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P27: Queen's Park

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Queen's Park will be enhanced by:

a) Strengthening the role of Charminster District Centre;
b) Protecting and enhancing the retail and community offer at Bennett Road;
c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Along and crossing Richmond Park Road
   - Along and crossing Charminster Road
   - Bennett Road
   - Junction of East Way/Charminster junction
   - Increased pedestrian crossings on Charminster Road between East Way and Castle Lane junctions
   - Lowther Road
   - Queens Park Avenue
   - Springbourne Roundabout;
   - The shared pedestrian/cycle route adjacent to the Wessex Way (including exploring opportunities to straighten route)
   - Wessex Way, specifically improving existing pedestrian and cycling crossing points, particularly the Spingbourne Roundabout crossing, exploring additional crossing points
   - Within Queen's Park
d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Queen's Park Academy and Malmesbury Park Primary School;
e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Queen's Park, including improvements to the recreational offer and play area
   - Strouden Park, retention of pitches, upgrades to play area, pavilion enhancements and improvements to paths to improve accessibility
   - Cyril Park, regeneration and improvement
f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 180 homes will be built in the ward.

3. Local opportunity areas

In the **Charminster Road Local Opportunity Area (QP.A)**, as shown on the policies map, development is encouraged that enhances its quality and character. Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Integrate with and enhance the area's positive historic characteristics; and
iii. Enhance the district centre's retail, cultural and community facility offer.

4. Local opportunity streets

The local opportunity street on Charminster Road, Richmond Park Road and Queen's Park Avenue, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Redhill and Northbourne

Redhill and Northbourne is a ward in the north of Bournemouth and includes the Redhill, Northbourne and Hill View areas, the northern area of Ensbury Park and the eastern area of East Howe. It includes Redhill Park and part of Redhill Common.

Sustainable Neighbourhoods

Two sustainable neighbourhoods fall within the Redhill & Northbourne ward:

- **Redhill & Northbourne Sustainable Neighbourhood** which is based on the approximate walking catchments of the Hill View Road and Wimborne Road, Northbourne local centres. A main focal point is the Hill View local centre, which is a thriving centre with a variety of shops and services serving local residents: the nearby Hill View Primary School and Redhill Park and common are located to the east. The area has bus links to Bournemouth and Poole town centres, Wimborne and Bournemouth rail station but these are not high frequency. The western and eastern parts of the area are within 15 mins bus or walk to a doctors surgery in the neighbouring wards, but the central area of the neighbourhood has poor access. The area has very good access to open spaces at Redhill Park / Common and Stour Valley Park to the north. There is good access to primary /secondary schools and play areas. Most of area has good access to a local shopping centre. There is no access to community facilities within the neighbourhood.

- **Ensbury Park & East Howe Sustainable Neighbourhood,** which is based on the approximate walking catchments of the Columbia Road and East Howe Lane local shopping centres. There is no access to a high frequency bus route. The majority of the area is some distance from a doctors surgery. The area has very good access to open spaces, primary and secondary schools and play areas. The area also benefits from the Ensbury Park library on Columbia Road. Most of the area has good access to a local shopping centre.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor due to high traffic volumes and lower quality pedestrian and cyclist infrastructure and public realm, particularly along Columbia Road, Kinson Road, Whitelegg Way, Wimborne Road and Redhill Avenue. There are proposals to improve the public realm and enhance pedestrian and cycling infrastructure along these roads. The area has several schools accessible by cycling or walking and an objective is to improve the safety and attractiveness of walking and cycling routes to and around schools. A number of opportunities to enhance open spaces and recreational facilities at Redhill Park / Recreation Ground and along the Stour Valley River Corridor Project, have also been identified. The Crown Pub, Broadhurst Avenue is an important community facility and opportunities to list as a Community Asset will be investigated. There is also potential to incorporate community space in any proposals to improve the Redhill Park café and enhance the community use of schools and school playing fields.

Broad townscape characteristics

The area is a later suburb of Bournemouth and mainly comprises of development from 1930s onwards. There are a couple of listed buildings along East Howe Lane (Thatch Cottage / Brook

Cottage at No. 70 and Primrose Cottages at Nos 119/121). The character of the area is mostly detached housing and suburban estate development.

Retail areas

The ward contains Hill View local centre, Columbia Road local centre, East Howe Lane local centre and part of Wimborne Road, Northbourne local centre, which offer a range of services and facilities for residents. The Neighbourhood Parade at Gillham Road has declined over recent years and most of the ground floor commercial units have converted to residential. These local centres form the focal points of sustainable neighbourhoods and most of the ward is within relatively easy reach of a local centre. However, these centres are small and can offer a more limited range of services and facilities. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 150 homes to be built in the ward, 40 homes already have planning permission and a further 110 will come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Local opportunity areas

Redhill & Northbourne contains two local opportunity areas.

- **Columbia Road:** This local opportunity area is focused on two areas along Columbia Road which make up the Columbia Road Local Centre, offering a range of shops and services to meet the needs of local residents. Proposals that deliver an active ground floor commercial or community use, enhance the townscape character of the area and make effective use of land will be supported. Columbia Road is very busy and has been identified for exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure.

- **Wimborne Road (Northbourne):** This local opportunity area is focused on the Wimborne Road (Northbourne) Local Centre located at the edge of this ward and within neighbouring Kinson ward. Development should enhance the townscape character of the local area and where located within the local centre should deliver enhanced commercial and community uses. Proposals would need to address how residential development would mitigate the impact of being located on a road that supports fast moving traffic. Care should be taken to preserve or enhance the setting of the Grade II Listed Dower House (1300 Wimborne Road) which is adjacent to one of the blocks of shops.

Local opportunity streets

Sections of Columbia Road have been identified as a local opportunity street where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P28: Redhill and Northbourne

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Redhill and Northbourne will be enhanced by:

a) Supporting enhancements to the retail and community facility offer and townscape quality of the local centres;

b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
- Along and across Columbia Road
- Kinson Road
- Redhill Avenue (A347)
- Whitelegg Way
- Wimborne Road (A341)

c) Improving the safety and attractiveness of walking and cycling routes to and around schools, Hill View Primary School, Bourne Academy and Kingsleigh schools;

d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
- Crown public house (Broadhurst Avenue)
- Ensbury Park Library
- Redhill Park and Recreation ground (Green Heart Park), retention of pitch potential, upgrades to play area, addition of community growing space and adult fitness equipment, improvements to café incorporating community room to hire and toilets
- The Stour Valley River Corridor Project, linking to strategic greenspaces and gateway sites, promoting use of the café at Redhill Park.
- Enhancing the community use of schools and school playing fields; and

e) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 150 homes will be built in the ward.

3. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Columbia Road (RN.A)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage; and

ii. Enhance the local centre's retail and community facility offer.

b) Wimborne Road (Northbourne) Local Centre and surrounds (K.B)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;

ii. Enhance the local centre's retail and community facility offer; and

iii. provide soft landscaping and tree planting to the front of plots where development is set back from the street.

4. Local opportunity streets

The local opportunity streets on Columbia Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Talbot and Branksome Woods

Talbot and Branksome Woods is located just northwest of Bournemouth Town Centre and is a suburban neighbourhood of which a significant proportion of the ward contains the Talbot and Branksome Woods conservation area with large detached villas in spacious plots. The area also contains Bournemouth university and more modern housing estate development around Fern Barrow. Numerous open spaces such as Meyrick Park, the upper Gardens and Coy pond are also located in the ward as well as Talbot Heath, one of the large remnants of the Dorset Heathlands.

Sustainable Neighbourhoods

Talbot and Branksome Woods contains three sustainable neighbourhoods:

- **Surrey Road and Branksome Woods Sustainable Neighbourhood**, the majority of this neighbourhood is within 15 minutes of a district or Town centre, with easy access to good quality amenities or facilities in either Bournemouth Town Centre, Branksome local centre, or Westbourne District centre. It benefits from good access to doctors surgeries, and approximately half of the neighbourhood is able to reach a primary school within 15 minutes' walk. The neighbourhood does however need improvement with regards to the public transport offering as it is lacking in access to high frequency bus transport.

- **Winton and Moordown Sustainable Neighbourhood,** is partially located within the north east of the ward with the rest of the neighbourhood stretching into Wallisdown and Winton West and Winton East. The area within this ward benefits from easy access to the Wimborne Road district centre with all of Talbot and Branksome Woods section of the neighbourhood being in easy walking distance to this area. The neighbourhood has good access to secondary schools, doctors surgeries, and open spaces.

- **Charminster and Queens Park Sustainable Neighbourhood,** a small section of the Charminster and Queens Park Sustainable Neighbourhood is located within the ward. The neighbourhood is highly sustainable, with easy access to district centres, primary schools, secondary schools, open space, doctors and public transport.

Active travel infrastructure, open space and recreational facility enhancements

Opportunities to improve active travel infrastructure include improvements to walking and cycling infrastructure on Branksome Wood Road, Glenferness Avenue, Talbot Avenue, Talbot Road, Wimborne Road, Wallisdown Road and at the schools and universities within the ward.

In addition to these active travel improvements, further opportunities for enhancement of existing infrastructure for community facilities, schools, health services, open spaces and play areas as well as the addition for new facilities will be supported.

Broad townscape characteristics

The most distinctive characteristic of Talbot and Branksome Woods is the verdant nature of much of the area, with development set within well landscaped plots.

Streets within the Talbot Woods Sustainable Neighbourhood have a highly coherent suburban character, comprising of detached family houses in well landscaped plots. This character continues in development to the north within the Winton & Moordown Sustainable Neighbourhood in this ward, while the character becomes more urban on the residential streets within the Charminster Sustainable Neighbourhood in this ward, featuring detached Victorian housing. Development within these areas should sustain their high levels of cohesiveness, incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the

proportions of key architectural features. Development on residential streets within the Talbot Woods Sustainable Neighbourhood and Winton & Moordown Sustainable Neighbourhood in this ward should also typically incorporate good quality soft landscaping and retain trees (and enhance provision where possible or required). Development within the conservation area must preserve or enhance its character and appearance.

Streets within the Surrey Road and Branksome Woods Road Sustainable Neighourhood and south of the railway line are typically more varied in nature, with a variety of architecture styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a more transitional character. Requirements for development within these areas outside of the heathland 400m zone and conservation areas is set out in the sections on the local opportunity areas below. Development within the conservation areas must preserve or enhance their character and appearance.

Development within the Talbot Heath Sustainable Neighbourhood is of a more recent origin. Off Fern Barrow there is a typical contemporary suburban housing estate featuring detached/semi-detached houses on cul-de-sacs. This area largely falls within the Dorset Heathlands 400m zone. East of this residential area are the Talbot Village university campuses, where new development should be of a high quality, innovative design.

Retail areas

There are three retail centres which fall wholly or partially within the ward at Winton High Street and Branksome as well as part of the Charminster Centre as shown on the policies map, additionally there is also the neighbourhood parade at Gillett Road. These retail areas will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Within the Talbot Woods Sustainable Neighbourhood and along Gillet Road, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Wharfdale Road employment area, as shown on the policies map, will be safeguarded for employment uses.

Talbot Village Employment Area forms a strategic employment allocation and proposals will be determined in accordance with Policy E5.

Housing

We expect around 470 homes to be built in the ward, 50 homes already have planning permission, 220 new homes are allocated, with around 200 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

There are three allocations for housing development within the ward which will deliver at least 210 new homes, these consist of the Laguna Hotel Site, 380 Poole Road, Talbot Village, and Branksome Triangle. Branksome Triangle is a Council owned site which can deliver homes to meet specialist needs housing. We have identified that permanent residential plots are needed for gypsies and travellers and this site could be used to meet these needs.

Local opportunity areas

Talbot and Branksome Woods contains five local opportunity areas:

- **Poole Road and surrounds (TBW.A)**: This is a predominantly residential area located in a highly sustainable location on a high frequency bus route between Branksome Rail Station and Westbourne District Centre (although part of the area is designated as a local centre).

- **Surrey Road and surrounds (TBW.B)** and **Branksome Woods and surrounds:** located on either side of the Registered Upper Gardens in the south of the ward, these areas benefit from being within walking distance of Bournemouth's Primary Shopping Area.

Development within the above areas features a variety of architecture styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the areas are the higher quality historic buildings set within verdant plots. The character of the areas has been eroded however, due to the introduction of unsympathetic development from later eras. New development that enhances the character of the areas by integrating with its positive characteristics and retaining and restoring positive historic buildings is encouraged. The type of development that is appropriate will depend on the characteristics of the site and plot assembly may be required to achieve satisfactory design solutions and make effective use of land, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Within the Poole Road Local Opportunity Area there is an opportunity for some buildings ranging from 3-6 storeys (approximately 9 to 21 metres) in height, although buildings at the upper end of the scale should be justified. Proposals should deliver active commercial or community uses at ground floor level within the Branksome Local Centre, where buildings of an innovative and distinctive design that form perimeter blocks and follow accepted design principles are appropriate. Development must preserve or enhance the character and appearance the Westbourne, Meyrick Park/Talbot Woods and Brunstead Road conservation areas and the significance of the Registered Upper Gardens.

- **Charminster Road (QP.A):** Charminster Road Local Opportunity Area is focused on the Charminster District Centre and located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as The Richmond Arms Public House (153 Charminster Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of the Registered Wimborne Road Cemetery must be preserved or enhanced. Development within Charminster District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce journeys to Castlepoint via private vehicle transport.

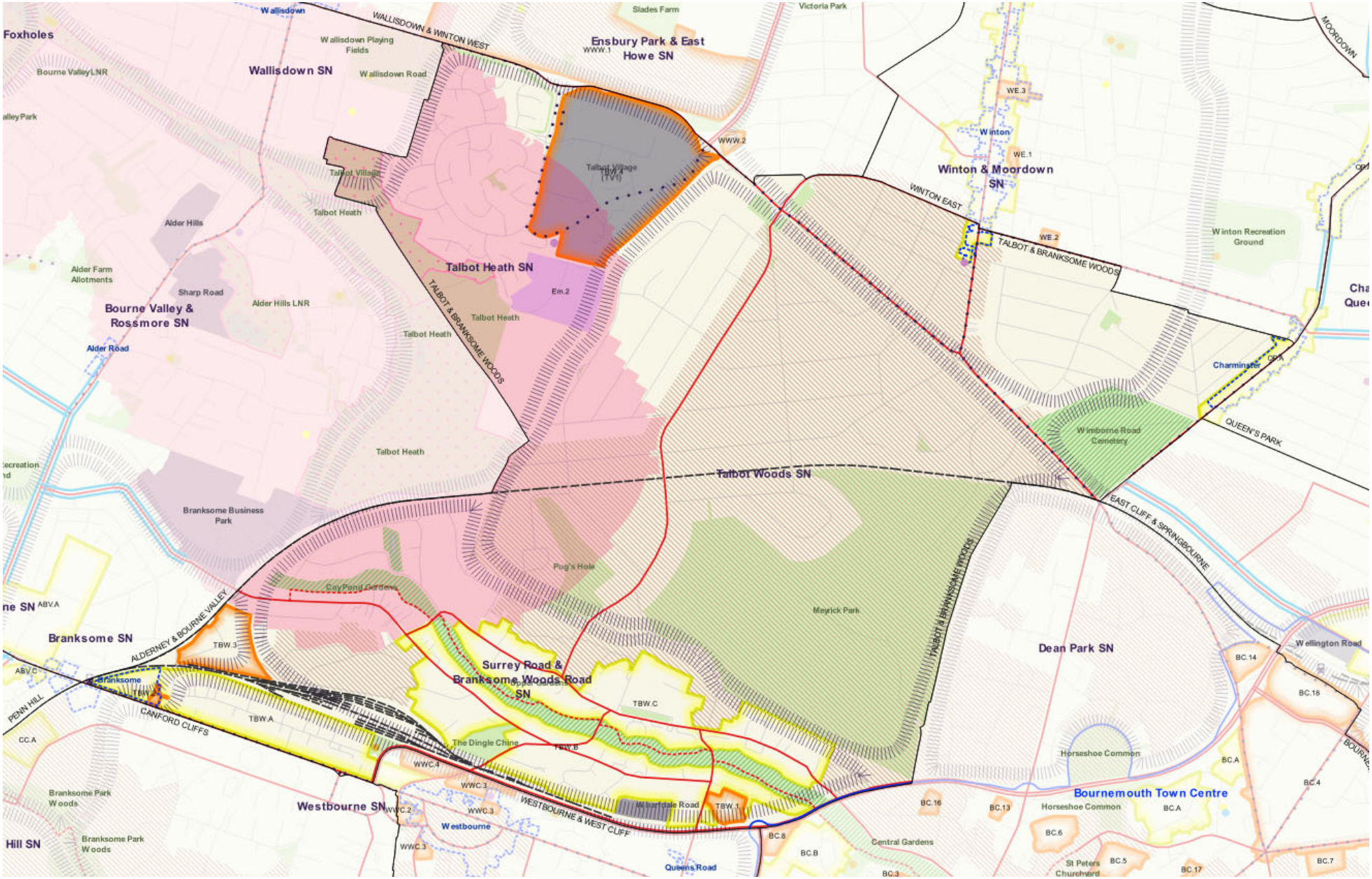
- **Wimborne Road:** This local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of period shopping terraces and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Period buildings and frontages that make a positive contribution

to the area's townscape, such as Castle Parade, Wimborne Road, should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive period buildings within the area while avoiding poorly executed pastiche. Development within Winton District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce journeys to Castlepoint via private vehicle transport. Development must preserve or enhance the character and appearance of the Meyrick Park/Talbot Woods Conservation Area and the significance of the Church of St Luke (Grade II Listed).





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Strategic Policy P29: Talbot and Branksome Woods

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Talbot & Branksome Woods will be enhanced by:

a) Strengthening the role of the Winton and Charminster district centres;
b) Strengthening the retail and community facility offer, and townscape quality of the Branksome Local Centre;
c) Supporting provision of local community shops and facilities along Gillett Road and within the Talbot Woods Sustainable Neighbourhood where a need is demonstrated;
d) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Branksome Wood Road
    - Glenferness Avenue
    - Talbot Avenue
    - Talbot Road
    - Wimborne Road
    - Wallisdown Road
e) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Talbot Heath School and the universities;
f) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - Bourne Valley Greenway (including Bournemouth Central Gardens, Upper Gardens and Coy Pond), including enhancements to SUDs, drainage, nature conservation, wayfinding and accessibility, and improvements to its function as a strategic greenway
    - Meyrick Park, improvements towards use as a multifunctional publicly accessible greenspace
    - Enhancing the community use of schools and school playing fields;
    - Enhancing Wimborne Road Cemetery for improved public access and wildlife improvements.
g) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the Talbot Woods Sustainable Neighbourhood and along Gillet Road, the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

A minimum of 470 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Laguna Hotel (TBW.1)

i. The site is allocated for residential uses within the region of 150 homes. Development must:Retain mature vegetation on site;
ii. Ensure buildings are predominantly between two and eight storeys (approximately 6 to 27 metres) in height; and

iii. Provide a pedestrian and cycle link through the site between Suffolk Road South and Surrey Road.

b) 380 Poole Road (TBW.2)

The site is allocated for residential uses with a minimum of 15 homes. Development must:

i. Incorporate SuDS to the front of the site;
ii. Ensure buildings are predominantly 3.5 storeys (approximately 9 to 12 metres) in height;
iii. Provide a Flood Risk Assessment at planning application stage. A Sequential Test will be required unless the Surface Water flood risk area is avoided. The FRA and SuDS strategy will need to demonstrate that the existing water storage will be maintained post development and development immediately adjacent to the Poole Road should be avoided.

c) Branksome Triangle (TBW.3)

The site is allocated for the provision of at least 15 specialist homes, that could include permanent gypsy and traveller pitches. Part of the site is an SNCI and in bringing forward the site any impacts upon it must be mitigated.

Note: **Talbot Village Employment Area (TBW.4/Em.2)** forms a strategic employment allocation and proposals will be determined in accordance with Policy E5. This includes the provision for in the region of 40 homes outside of the heathland consultation area.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Poole Road and surrounds (TBW.A)

Development proposals must:

i) Feature buildings between 3 and 6 storeys (approximately 9 to 21 metres) in height. Buildings at the upper end of range should be fully justified;
ii) integrate with and enhance the area's positive historic characteristics;
iii) Improve permeability for pedestrians and cyclists between Poole Road and Princess Road; and
iv) Be located within well-landscaped plots where buildings are set back from the street, and retain existing landscaping that provides a positive setting to development.

b) Surrey Road (TBW.B) and surrounds and **Branksome Woods Road and surrounds (TBW.C)**

Development proposals must:

i. Be up to and not in excess of 4.5 storeys (approximately 15 metres) in height on the road frontage;
ii. integrate with and enhance the area's positive historic characteristics;
iii. Respond to the topography of the area; and
iv. Be located within well-landscaped plots and retain existing landscaping that provides a positive setting to development.

c) Charminster Road (QP.A)

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Enhance the district centre's retail, cultural and community facility offer; and
iii. Integrate with and enhance the area's positive historic characteristics.

d) Wimborne Road (WE.A (area 1))

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height;
ii. Enhance the district centre's retail, cultural and community facility offer; and
iii. Integrate with and enhance the area's positive historic characteristics.

Wallisdown and Winton West

Wallisdown and Winton West includes part of Wallisdown district centre, part of the Winton district centre at Wimborne Road, Columbia Road local centre and Wonderholme local centre which offer a range of services and facilities for residents. It is a popular area for students attending the nearby universities and for families but suffers from busy traffic routes and poor links to the wider active travel network.

The area comprises different eras of development ranging from Victorian through to the present day. At the centre of the ward is Slades Park, a significant area of public open space. Improvements to the existing open space and better links to other local open space, including Turbary Common, will be supported.

Sustainable neighbourhoods

- **Wallisdown Sustainable Neighbourhood** is a busy district centre comprising a small supermarket and mix of shops and other commercial businesses. It is located on Wallisdown Road, a main route out of Bournemouth to Poole, with the heart of the centre based around a small but busy traffic roundabout.
- **Winton and Moordown Sustainable Neighbourhood** is based on the approximate walking catchment of the Winton and Moordown district centres. Wimborne Road forms the high street for Winton and has a good range of facilities and amenities, including small supermarkets and High Street name stores, to provide for the day to day needs of residents, providing a focal point for the neighbourhood. Wimborne Road benefits from high frequency bus links to Bournemouth Rail Station and Town Centre, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary and secondary schools, play area and, doctors surgeries.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within the ward is often poor due to relatively high traffic volumes, poor public realm and poor pedestrian and cycling infrastructure. Opportunities to enhance the pedestrian and cycling experience and improve safety, particularly around the Wallisdown Road roundabout, Columbia Road, Kinson Road and the Ensbury Park gyratory will be encouraged. Changes such as providing wider pavements, traffic calming measures on key streets and improving connections with the wider cycle and pedestrian network will be explored, particularly in relation to routes to schools, universities and the wider conurbation. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The area immediately north of Wallisdown Road is known as Talbot Village, an area which was laid out as a model village in the 1850s. The whole village forms a designated conservation area which includes cottages, a church, school, alms houses and farm buildings, which are all listed buildings. The cottages are set within generous plots, each with a well and outbuildings, where tenants were expected to develop sustainable lifestyles by keeping animals and by growing their own fruit and vegetables. Woodland and trees surround the village. The village is now largely surrounding by more dense, urban development, although the land immediately to the north which includes allotments and Slades Park remains relatively open. There are existing plots within the conservation area which could be developed to provide further homes within the area. Any development would however need to ensure the character and appearance of the conservation area and the listed buildings are preserved or enhanced, replicating the historic pattern and style of development.

Outside of the conservation area and surrounding the retail centres there is a mix of urban and suburban development ranging from Victorian to more modern eras. New development should typically incorporate good quality soft landscaping and boundary treatments to the frontage and integrate with the positive characteristics of the surrounding existing development. Within areas including Victorian, Edwardian and Interwar architecture, development should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors that are characteristic of architecture from these periods.

Retail areas

The centres at Wallisdown, Columbia Road and Wonderholme, as shown on the policies map, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 165 homes to be built in the ward, 30 homes already have permission, 35 new homes are allocated with around 100 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. There is also potential for a care home within the ward delivering in the region of 60 bed spaces.

Site allocations

The Talbot Village conservations area offers opportunities for sensitive infilling on some plots as well as an opportunity for reuse of the White Farm building for homes. The site at 42-44 Firs Glen Road has been allocated for residential use for in the region of 20 homes. The Wallisdown Heights Day Care Centre is situated in close proximity to a heathland and allocated for community uses or a care home providing around 60 bed spaces.

Local opportunity areas

Wallisdown and Winton West contains two local opportunity areas:

- **Columbia Road** local opportunity area is focused on two areas along Columbia Road which make up the Columbia Road Local Centre, offering a range of shops and services to meet the needs of local residents. Proposals that deliver an active ground floor commercial or community use, enhance the townscape character of the area and make effective use of land will be supported. Columbia Road is very busy and has been identified for exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure. The former Ensbury Park Hotel should be retained.
- **Wimborne Road** local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the St John's Chambers parade (748 - 754 (evens) Wimborne Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design

of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Grade II Listed Church of St John, must be preserved or enhanced. Development within Winton and Moordown district centres should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce car journeys to Castlepoint.

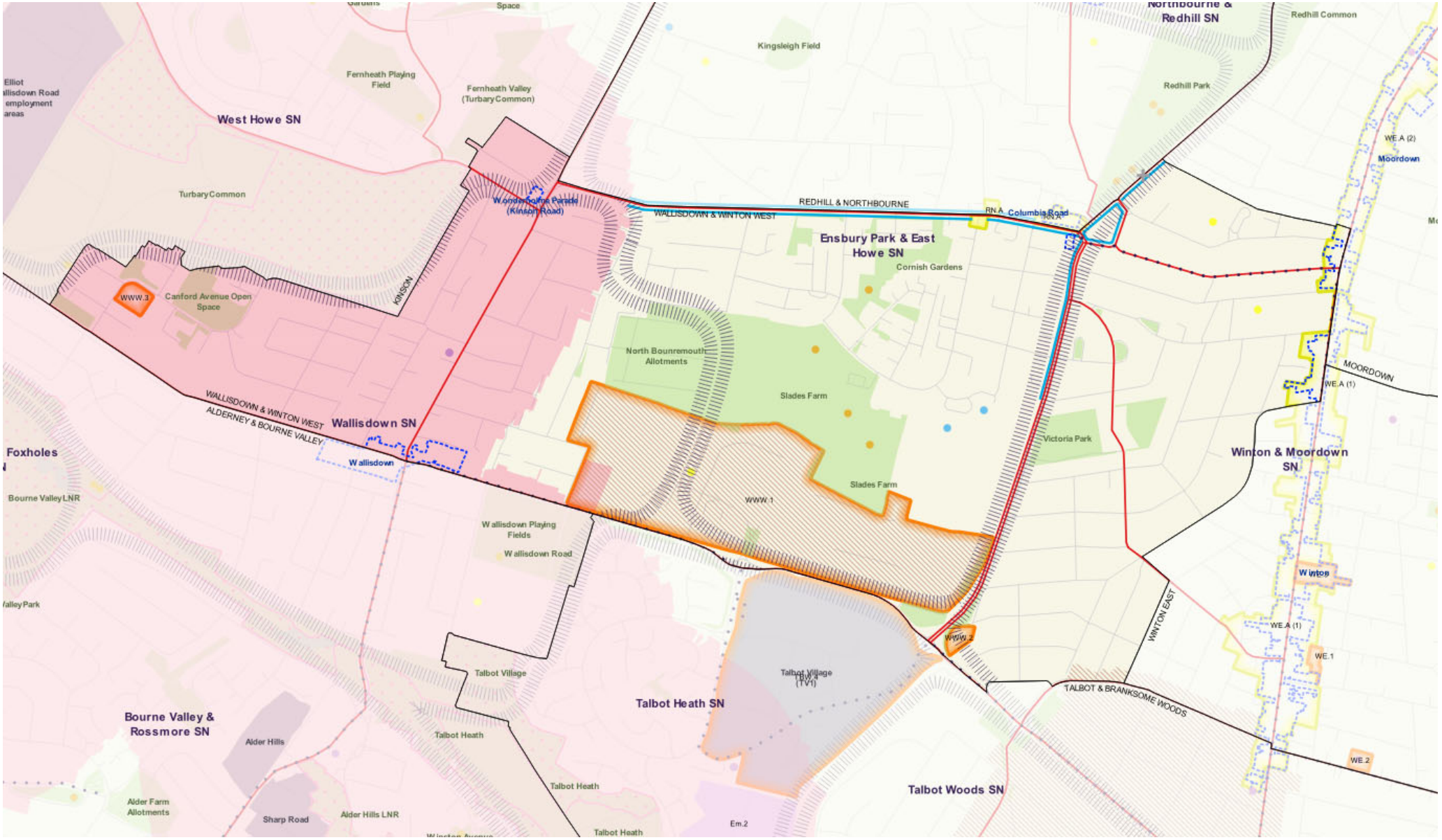




Local opportunity streets

Sections of Columbia Road, Redhill Avenue, Boundary Road, Ensbury Park Road and Cherries Drive have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P30: Wallisdown and Winton West

1. Sustainable Neighbourhoods

The sustainable neighbourhoods within Wallisdown and Winton West will be enhanced by:

a. Enhancing the vitality, and strengthening the role, of Wallisdown and Winton district centres;
b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Boundary Road, including the provision of an additional street level crossing
    - Cornish Gardens, including a rewilding project
    - Columbia Road
    - Kinson Road
    - Wallisdown Road
    - Wimborne Road
    - The Ensbury Park gyratory
    - Around and through Slades Park, including exploring a new east-west walking/cycling route north of the park
    - Pedestrian lanes around Canford Avenue
c. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Winton Primary School, Moordown St John's School, St Marks Primary School and Glenmoor and Winton Academies;
d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    i. Slades Farm (Green Heart Park), including retention of pitches, upgrades to play area and skate park, and upgrades to the velodrome;
    ii. Canford Avenue Open Space, including upgrades to play area; and
    iii. Enhancing the community use of schools and school playing fields.
e. Working with public transport operators to explore opportunities to improve bus services within the area, including Ensbury Park Road.

2. Housing

A minimum of 165 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. **Land at Talbot Village (north of Wallisdown Road) (WWW.1)**

The Talbot Village area (north of Wallisdown Road) offers potential for sensitive infilling on plots where homes can be provided of a similar size, scale and character to the listed buildings. Development must:

i. Preserve or enhance the character and appearance of the conservation area;
ii. Be no greater that two storeys (6-9 metres) in height; and
iii. Provide in the region of 15 homes with two homes by Alton Road, one home by Wallisdown Road, in the region of ten homes at White Farm and in the region of five homes on land adjacent to White Farm Close.

b. **42 and 44 Firs Glen Road (WWW.2)**

The site is allocated for residential uses within the region of 20 homes. Development proposals must be predominantly 3-4 storeys (9-15 metres) in height.

c. **Wallisdown Heights Day Care Centre (WWW.3)**

The site is allocated for community uses or a care home with, in the region of 60 beds, use class C2, limited to those with advanced dementia or/and physical nursing needs. Proposals for care uses must be predominantly 2-3 storeys (6-9 metres) in height.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. **Columbia Road (RN.A)**

Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 9 to 12 metres) in height on the road frontage; and

ii. Enhance the local centre's retail and community facility offer.

b. **Wimborne Road (WE.A)**

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height in area 1;

ii. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height in area 2;

iii. Enhance the district centre's retail, cultural and community facility offer; and

iv. Integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity streets on Columbia Road, Redhill Avenue, Boundary Road, Ensbury Park Road and Cherries Drive, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

West Southbourne

West Southbourne is a compact coastal ward in the eastern area of Bournemouth located between the Boscombe East & Pokesdown and East Southbourne & Tuckton wards. It contains a thriving shopping centre along Southbourne Grove with a wide range of independent shops and bars/restaurants. Southbourne's beach has a quieter character than neighbouring Boscombe and Bournemouth beaches and is popular with families and locals. In the past the area was also popular with holiday makers but the number of guest houses has declined in recent years.

Sustainable Neighbourhoods

Southbourne Sustainable Neighbourhood is based on the approximate walking catchments of Southbourne district centre and Cranleigh Road. Most of the area has good access to a high frequency bus route along Southbourne Grove linking to Bournemouth, Christchurch and Poole town centres. There is also a less frequent bus service running along Beaufort and Cranleigh Roads. About half of the area is within walking distance to Pokesdown rail station. Southbourne's cliff top and seafront makes a strong contribution to the BCP area's overall leisure offer and is a key focal point for the area. Most of the neighbourhood has access to either the seafront to the south or to open space at The Rookery and Iford playing fields / riverside area to the north. Southbourne Green is an important area of open space which holds community events. The area also benefits from good access to doctors surgeries, primary and secondary schools and play areas. Provision of community facilities is good with the Beaufort Community Centre located next to the Stourfield Schools and there are also the Bournemouth East Allotments in Lingdale Road.

Active travel infrastructure, open space and recreational facility enhancements

There are areas where the walking and cycling experience is often poor, due to relatively high traffic volumes and lower quality pedestrian and cyclist infrastructure and public realm in some locations. The railway is also a barrier to movement in the area. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets and on railway underbridges within the area have therefore been identified and will be explored. More pedestrian and cyclist crossings over the railway would improve connectivity. Stourfield Schools are accessible by cycling or walking and an objective is to improve the safety and attractiveness of walking and cycling routes to and around these schools. We have also identified opportunities to enhance the seafront, open spaces and recreational facilities to improve the liveability of areas.

Broad townscape characteristics

The ward is mostly a Victorian and Edwardian suburb with properties laid out over a grid of streets. A later housing estate was built in the 1990s to the north of Stourfield Schools. Southbourne Grove has a distinctive townscape of grand earlier twentieth century terraces of shops and is partially covered by a conservation area. Over recent years there has been a change in character along the coast road, with an increase of redevelopments of detached houses into blocks of flats.

Retail areas

West Southbourne ward contains a large part of the Southbourne District Centre. This is a thriving shopping centre running along Southbourne Grove within the ward and Seabourne Road which falls within neighbouring Boscombe East and Pokesdown ward. It offers a wide range of services and facilities to residents and also hosts a growing lively night time economy with restaurants and bars, which attract visitors from further afield. This centre is the focal point of the sustainable neighbourhood. Proposals within this area should maintain or enhance the vitality, viability and diversity of the centre.

To the north are the neighbourhood parades at Cranleigh Road and Kimberley Road which have mostly been converted to residential with very few shops remaining, however convenience stores remain which help to serve local communities.

Housing

We expect around 130 homes to be built in the ward, 30 homes already benefit from planning permission and remaining 100 will come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Local opportunity streets

Sections of Southbourne Road and Belle Vue Road have been identified as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P31: West Southbourne

1. Sustainable neighbourhoods

The sustainable neighbourhoods in West Southbourne will be enhanced by:

a. Maintaining and enhancing the vitality, and strengthening the role, of Southbourne District Centre;
b. Strengthening the retail and community facility offer and townscape quality of the Cranleigh Road and Kimberley Road local centres;
c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Belle Vue Road
    - Cranleigh Road
    - Southbourne Grove
    - Railway underbridges
    - Additional pedestrian and cycling bridges over the railway
d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Stourfield Junior School;
e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - Beaufort Park, upgrades to play area and youth facilities
    - Stourfield school playing fields
    - The Rookery, including improvements to signage, play equipment, access (including potentially widening the public right of way to the site from Iford Lane), nature recovery work and links to Stour Valley corridor
    - Southbourne Green, including improving facilities for community use
    - Bournemouth East allotments
    - The seafront, enhancement according to the Seafront Strategy
    - Delivery of the Coastal Nature Reserve
f. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 130 homes will be built in the ward.

3. Local opportunity streets

The local opportunity streets on Southbourne Road and Belle Vue Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Westbourne and West Cliff

Westbourne and West Cliff is located in the south of the conurbation, partly within, and to the east of, Bournemouth town centre. The ward contains Westbourne district centre and Queens Road local centre which offer a range of services and facilities. The area is mostly residential in character, although does have a supply of hotels, B&Bs and guest houses. There is access to numerous open spaces, including the seafront.

Sustainable Neighbourhoods

Westbourne and West Cliff contains two sustainable neighbourhoods:

- **Westbourne Sustainable Neighbourhood** covers most of the ward, except areas to the east which fall within the Bournemouth Town Centre boundary. It also encompasses the north eastern area of the Canford Cliffs ward, which is in a sustainable location for walking or cycling to Westbourne, and has easy access to high frequency bus routes. The area contains the major district centre of Westbourne, but also includes a local centre on Queens Road. The offering at Queens Road could be improved, with the selection of shops and services being relatively limited. Walking and cycling infrastructure could be improved along Poole Road, which would encourage sustainable travel to the district centre.

- **Branksome Park and Alum Chine Sustainable Neighbourhood** falls partly within Westbourne and West Cliff. It is mostly residential, but it contains one of the main sustainable routes down to the seafront through Alum Chine, which has a restaurant, play area and tropical gardens. Cycling and walking infrastructure around Alum Chine could be improved, both along the chine path and along the seafront itself.

Active travel infrastructure, open space and recreational facility enhancements

One play area is situated in the north of the ward at Westbourne Close, which provides a valuable facility to residents in the north of the ward as an alternative to the seafront, however it could now benefit from enhancements to better meet the need of residents. Apart from the seafront open spaces are limited in this ward, and so it is vital to enhance open spaces and recreational facilities to improve the liveability of the areas. It would be beneficial to work with public transport operators to explore opportunities to improve bus services, particularly in the southern part of the ward.

Broad townscape characteristics

Beyond the retail areas and seafront, the ward is largely residential, and contains a mixture of Victorian and Edwardian villas, and mid to late 20th century purpose-built blocks of flats. Some villas are used for commercial, tourist and educational ventures. There is also a large number of churches which have significant historical value. Soft landscape to the fronts of sites is a key feature within the area, and so new development would be expected to incorporate this into new development. Various parts of the ward are within conservation areas, and so would be expected to preserve or enhance the characteristics of these, and include key and common architectural features found within those designations.

Retail areas

The retail areas at Westbourne and Queens Road, as shown on the policies map, will be the focal points of the Westbourne Sustainable Neighbourhood and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Within the Branksome Park & Alum Chine Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Housing

We expect around 930 homes to be built in the ward, 310 homes already have permission (including land at Princess Road), 120 new homes are allocated on other sites and we expect around 500 homes to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site Allocations

There are six site allocations in Westbourne and West Cliff. Some existing public car parks are included (Westbourne car parks and West Hill Road car park) which would be suitable for development if they are found to be surplus to requirements. West Hill car park falls within the town centre boundary where a town centre wide parking strategy is being prepared. In Westbourne surveys of parking would need to be undertaken to establish if any of the existing car parks are surplus to requirements but any proposals would need to ensure the overall parking provision remains sufficient to serve Westbourne district centre.

Other sites are all within, or nearby to, a conservation area, or are in close proximity to heritage assets, and so these aspects must be taken into account for the overall design and appearance of future schemes on these sites.

Local opportunity areas

The Poole Road and surrounds local opportunity area is a predominantly residential area located in a highly sustainable location on a high frequency bus route between Branksome Rail Station and Westbourne District Centre (although part of the area is designated as a local centre). The part of the local opportunity area that falls within this ward features modern office blocks. The plots within this area offer opportunities for development of a more innovative design, but this should still integrate with the positive characteristics of the streets and must preserve or enhance the character and appearance of the Westbourne Conservation Area.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P32: Westbourne and West Cliff

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Westbourne & West Cliff will be enhanced by:

a. Strengthening the vitality and role of Westbourne District Centre;
b. Supporting provision of local community shops and facilities on key streets within the Branksome Park & Alum Chine Sustainable Neighbourhood where a need is demonstrated;
c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
    - Alumhurst Road
    - Alum Chine
    - Durley Chine
    - Middle Chine
    - Poole Road
    - Poole Hill
    - South of to the A338, to create a greenway/cycle route from Princess Road to Queens Road
    - West Cliff Road
d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
    - Westbourne Close, play area improvements
    - Seafront, including improving the beach hut offer, toilet provision, catering facilities and investing in the Alum Chine cloister site
    - Alum Chine, Middle Chine and Durley Chine to enhance their function as strategic greenways, improve biodiversity and enhance safety
    - Delivering the Coastal Nature Park
    - West Cliff Green, including public toilets and catering offer
    - Alum Chine Tropical Gardens, including improved signage and interpretation
e. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the Branksome Park & Alum Chine Sustainable Neighbourhood the following will be supported where a need is demonstrated:

a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
b) Local community facilities.

3. Housing

A minimum of 930 new homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Marriott Hotel, St Michael's Road (WWC.1)

The land to the east of the hotel is allocated for residential uses for in the region of 20 homes. Development proposals must:

i. Preserve or enhance the character and appearance of heritage assets and their settings including the Listed Buildings on site and the West Cliff and Poole Hill Conservation Area;
ii. Be predominantly 2.5 storeys (6 – 9 metres) in height; and
iii. Consider an informal layout of buildings which reflect individual villas within a landscaped setting.

b. Marks and Spencer, Seamoor Road (WWC.2)

The site is allocated for mixed use development incorporating ground floor commercial, business, service or community space (Use Class E(a-f), E(g)(i), F1 and F2) alongside supporting residential uses delivering within the region of 30 homes. Development proposals must:

i. Retain a convenience retail store of at least 600 sqm on the ground floor with an active commercial frontage to Seamoor Road;
ii. Be predominantly between 3 - 4 storeys (9 to 15 metres) in height; and
iii. Preserve or enhance the character and appearance heritage assets and their settings including the Westbourne Conservation Area.

c. Westbourne Car Parks (WWC.3)

Subject to a review of car parking usage if any sites are considered surplus to requirements these should be used for residential development with a minimum of 40 homes. Development proposals must:

i. Preserve or enhance the character and appearance of nearby heritage assets, including the Westbourne Conservation Area;
ii. Retain sufficient public car parking spaces to serve the district centre;
iii. Retain maintenance access for the A338; and
iv. Allow for the greenway between Princess Road and Queens Road to be constructed.

d. Princess Road (WWC.4)

The site is allocated for residential uses with in the region of 80 homes. Development proposals must:

i. Preserve or enhance the character and appearance of nearby heritage assets and their settings, including the Westbourne Conservation Area;
ii. Provide a range in heights suitable for the surrounding context with development predominantly between 6 - 9 storeys (18-30 metres) in height;
iii. Retain maintenance access for the A338; and
iv. Allow for the greenway between Princess Road and Queens Road to be constructed.

e. 135-137 West Hill Road (WWC.5)

The site is allocated for residential uses for in the region of 15 homes. Development proposals must:

i. Preserve or enhance the character and appearance of heritage assets and their settings, including the West Cliff and Poole Hill Conservation Area;
ii. Seek to convert the existing buildings, ensuring number 135 West Hill Road is retained as positive building within the Conservation Area; and
iii. Be predominantly 3 - 4 storeys (9 – 15 metres) in height.

f. West Hill car park (WWC.6)

Subject to Council agreement of a car parking strategy for Bournemouth Town Centre West Hill car park would be suitable for residential development providing in the region of 20 homes. Development must:

i. Preserve or enhance the character and appearance of heritage assets and their settings including the Poole Hill and West Cliff Conservation Area;
ii. Be designed to respect the amenities of the adjacent residential properties;
iii. Be predominantly between 3 -4 storeys (approximately 9 – 15 metres) in height; and
iv. Retain a pedestrian and cycle connection through the site between West Hill Road and St Michael's Road.

5. Local opportunity areas

In the **Poole Road and surrounds local opportunity area (TBW.A)**, development is encouraged that enhances the quality and character of the area. Development proposals must

a. Feature buildings between 3 and 6 storeys (approximately 9 to 21 metres) in height. Buildings at the upper end of range should be fully justified;
b. integrate with and enhance the area's positive historic characteristics; and
c. Be located within well-landscaped plots.

6. Infrastructure

Land at Queens Road, as shown on the policies map, will be safeguarded for future highways improvements.

Winton East

Winton East ward is one of the early suburbs of Bournemouth and is largely characterised by Victorian properties arranged in a grid layout network of streets. The ward is popular with students due to its location close to the Talbot University campus, and existing bus links and proximity to the town centre. A large number of family sized houses are occupied by students as houses in multiple occupation. Bus routes to other parts of the conurbation are poor. Better links to Poole and Christchurch, and to community facilities/amenities such as the hospitals, the beach and open spaces, will be supported.

Sustainable Neighbourhoods

Winton East contains two sustainable neighbourhoods:

- **Winton and Moordown Sustainable Neighbourhood** which is based on the approximate walking catchment of the Winton and Moordown district centres. Wimborne Road forms the high street for Winton and has a good range of facilities and amenities, including small supermarkets and high street name stores, to provide for the day to day needs of residents. Wimborne Road benefits from high frequency bus links to Bournemouth rail station and town centre, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary and secondary schools, play area and, doctors surgeries.

- **Charminster and Queen's Park Sustainable Neighbourhood** which is based on the area served by Charminster District Centre and is largely within walking distance of open spaces, primary and secondary schools, play areas and doctors surgeries. Commercial units within Charminster District Centre include a number of independent businesses.

Active travel infrastructure, open space and recreational facility enhancements

The width of Wimborne Road and the volume of traffic presents a physical and perceived barrier for pedestrians and cyclists. Opportunities will be explored to enhance the public realm on Wimborne Road through tree planting, improvements to pedestrian and cycle infrastructure, addressing issues with parking on pavements, improving pavement surfacing, implementing sustainable urban drainage and removing street clutter.

Sections of Charminster Road are on a steep hill with wide, sweeping road junctions resulting in vehicles turning quickly into side roads which has a negative impact on pedestrians and routes to schools. The lack of safe connecting routes to the wider cycle network throughout the ward hinders active travel choices and therefore opportunities will be explored to improve the public realm, enhance the pedestrian and cycling environment and improve connectivity throughout the ward, particularly in relation to routes to schools, universities and the wider conurbation.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas. Winton Recreation Ground and Pine Road Park provide access to green space and play, but access to larger areas of open space (greater than 10 hectares) is limited. Facilities at Winton Recreation Ground include 6 tennis courts, a cycle track, cricket pitch, bowls club, children's playground, community café and public toilets. The Future Parks project has also funded a number of successful initiatives to improve biodiversity and encourage community involvement in the park such as the creation of a wildlife pond, bird boxes, meadow flowers, and the introduction of raised beds for community food growing. Other green spaces within the ward include Library Gardens on Wimborne Road, which has recently been partially reopened to the public for use when the library is open, and Fampoux Gardens, between Firbank and Green Roads.

Winton East was identified in the Urban Forest Strategy as one of the wards across BCP which contains the least trees. Therefore, proposals and initiatives to increase tree canopy cover within the ward will be encouraged.

Broad townscape characteristics

Beyond the retail areas Winton East predominantly consists of residential uses. Development originates from various eras – predominantly Victorian and Edwardian. New development should typically incorporate good quality soft landscape and boundary treatments to the frontage and integrate with the positive characteristics of the surrounding existing development. Within areas including Victorian, Edwardian and Interwar architecture, development should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors that are characteristic of architecture from these periods.

Retail areas

The centres at Winton High Street and Charminster High Street, as shown on the policies map, will be the focal points of the sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 375 homes to be built in the ward, 95 homes already benefit from planning permission, 90 new homes are allocated with around 190 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Three sites are allocated within the ward. In many areas telephone exchanges are being reviewed and rationalised. If the Telephone Exchange site on Wycliffe Road becomes available for development the site is considered suitable for residential uses. The Winton Health Centre on Alma Road has now closed and existing patients have been moved to other surgeries within the area. The site now provides an opportunity for redevelopment for either residential or a mix of medical/community use at ground floor with residential above. The former Wilkos store and Cranmer Road car park site is identified for potential redevelopment comprising a mix of commercial uses at ground floor fronting Wimborne Road with residential uses above, a suitable level of car parking to serve the district centre and a pedestrian route through to Cranmer Road.

Local opportunity areas

Winton East contains two local opportunity areas:

- **Wimborne Road** local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of period shopping terraces and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Period buildings and frontages that make a positive contribution to the area's townscape, such as the Post Office buildings (367 & 369 Wimborne Road and 2 – 6 (evens) Cardigan Road), 324 Wimborne Road, 317 & 319 Wimborne Road, 520 Wimborne Road and 561 Wimborne Road, should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive period buildings within the area while avoiding poorly executed

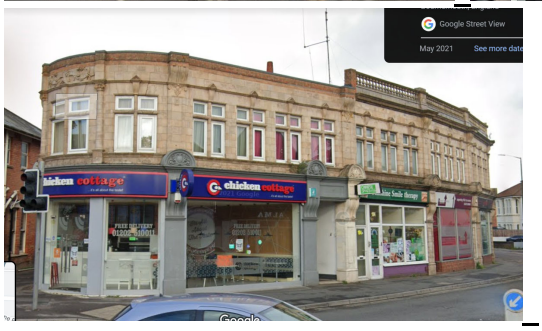
pastiche. The significance of designated heritage assets, such as Winton Public Library (Grade II Listed), must be preserved or enhanced. Development within Winton District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce car journeys to Castlepoint.

- **Charminster Road** local opportunity area is focused on the Charminster District Centre and located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the 180-198 Alma Road (evens), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Roman Catholic Church of the Annunciation and Church of St Alban (both Grade II* Listed), must be preserved or enhanced. Development within Charminster District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce car journeys to Castlepoint.







Local opportunity streets

Sections of Charminster Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P33: Winton East

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Winton & Moordown will be enhanced by:

a. Maintaining and enhancing the vitality, and strengthening the role, of Winton and Charminster district centres;

b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
   - Alma Road
   - Bengal Road
   - Cardigan Road
   - Charminster Road
   - Fitzharris Avenue
   - Fiveways Roundabout
   - Heron Court Road
   - Talbot Road
   - Wimborne Road

c. Improving the safety and attractiveness of walking and cycling routes to and around schools, including St Lukes Church of England Primary School and Linwood School;

d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
   - Winton Recreation Ground, play area and drainage improvements
   - Pine Road Park, play area improvements
   - Winton Library Gardens
   - Fampoux Gardens
   - Bus infrastructure improvements, including better shelters and real-time information along Wimborne Road

e. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 375 homes.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Telephone exchange Wycliffe Road (WE.1)

If this site becomes available it is suitable for residential uses and shall deliver in the region of 30 homes. Development should seek to retain and convert the existing building.

b. Alma Road Surgery (WE.2)

The site is allocated for a mixed residential and community use (Use Classes E(e), E(f), F1 and F2(b)), or residential use delivering in the region of 20 homes. Development must;

i. Be predominantly 2 storeys (6-9 metres) in height; and

ii. Include some houses suitable for families.

c. Wilko/Cranmer Road car park site (WE.3)

The site is allocated for a mixed use development with in the region of 40 homes and commercial, business, service or community uses (Use Classes E and F). Development must:

i. Provide an active ground floor commercial frontage along Wimborne Road;
ii. Retain sufficient car parking spaces to serve the district centre;
iii. Retain a public pedestrian and cycle connection through the site between Wimborne Road and Cranmer Road; and
iv. Be predominantly between 2 and 3 storey (6-12 metres) in height and up to 4 storeys (12-15 metres) in height along Wimborne Road.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Winton High Street (WE.A (Area 1))

Development proposals must:

i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage;
ii. Enhance the district centre's retail, cultural and community facility offer; and
iii. Integrate with and enhance the area's positive historic characteristics.

b. Charminster High Street (QP.A)

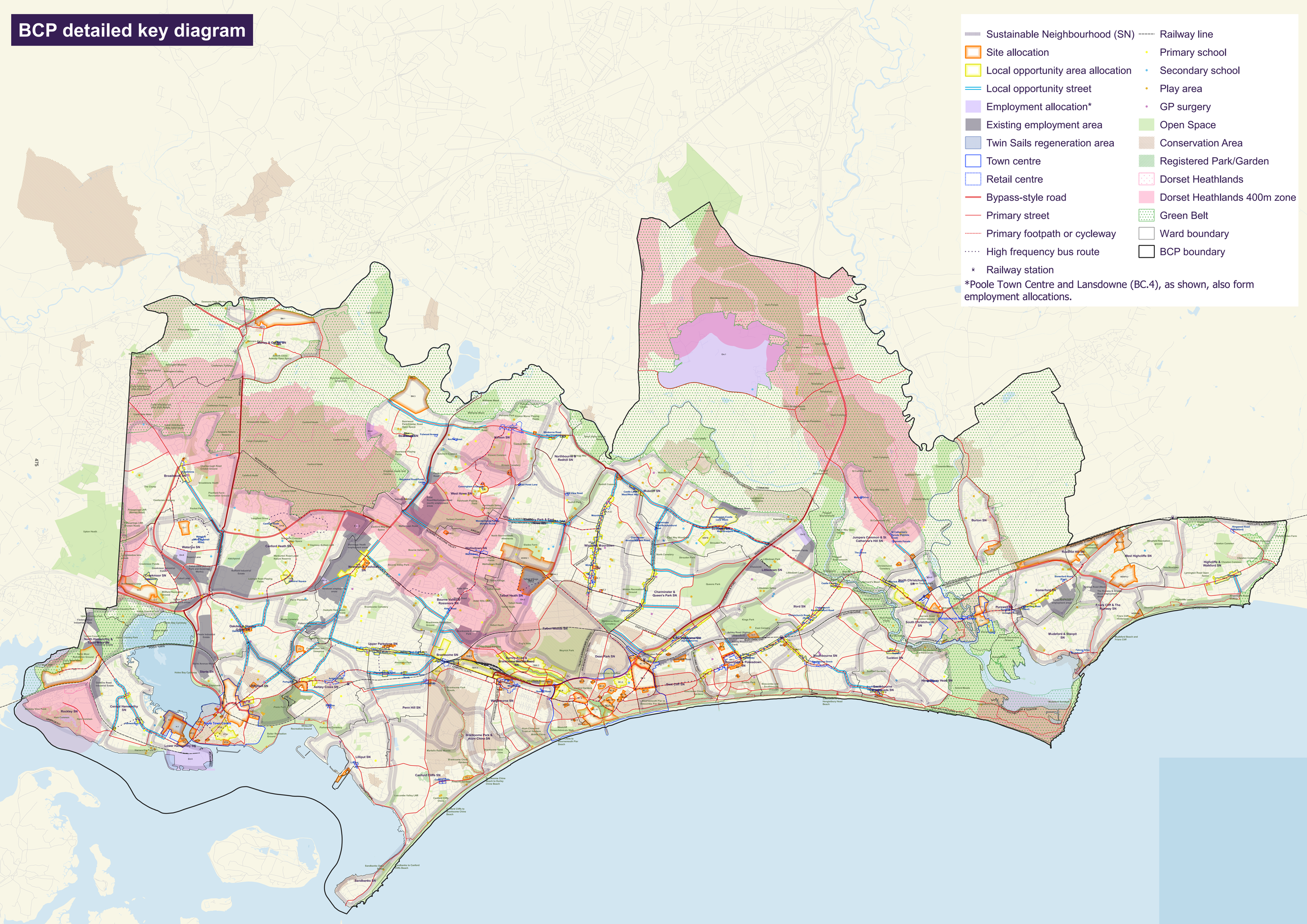
Development proposals must:

i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
ii. Enhance the district centre's retail, cultural and community facility offer; and
iii. Integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity street on Charminster Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

BCP detailed key diagram



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Community Infrastructure Levy

Draft Charging Schedule

January 2024

Author: Planning Policy
Version: Overview and Scrutiny Board
Date: 4 December 2023

Community Infrastructure Levy
Draft Charging Schedule

The Charging Authority: Bournemouth Christchurch and Poole Council

Date of Approval: tbc. **Date of Commencement:** tbc

The Charging Schedule has been issued, approved and published in accordance with the Community Infrastructure Levy (CIL) Regulations 2010 (as amended) and Part 11 of the 2008 Planning Act.

Scope of CIL: CIL charge of '£ per sqm' will be chargeable on the net additional floorspace (gross internal area) of all new development – apart from those exempt – under the CIL Regulations 2010 (as amended).

CIL Charge Rates: The charging rates for development in Bournemouth Christchurch and Poole Council area are set out as follows:

Use	Land	Zones	Charge	Areas
Residential (Use Class C3) Minor developments of: • 1 to 9 homes	Brownfield	BP	£250	Bournemouth & Poole town centres
	Brownfield	VA1	£150	Value area 1
	Brownfield	VA2	£300	Value area 2
	Brownfield	VA3	£360	Value area 3
	Brownfield	VA4	£630	Value area 4
Residential (Use Class C3) for Major developments of: • 10 or more homes	Brownfield	BP	£20	Bournemouth & Poole town centres
	Brownfield	VA1	£30	Value area 1
	Brownfield	VA2	£120	Value area 2
	Brownfield	VA3	£250	Value area 3
	Brownfield	VA4	£315	Value area 4
Residential (Use Class C3)	Greenfield*	VA2	£500	Value area 2
	Greenfield*	VA3	£650	Value area 3**
	Greenfield*	VA4	£850	Value area 4
Industrial and Warehousing (Use Class B2 / B8)	Any	All	£100	Across BCP area
Comparison retail (Use Class E(a))	Any	All	£25	Across BCP area – (in town centre or out of town centre)
All other development		£0		

* excluding gardens

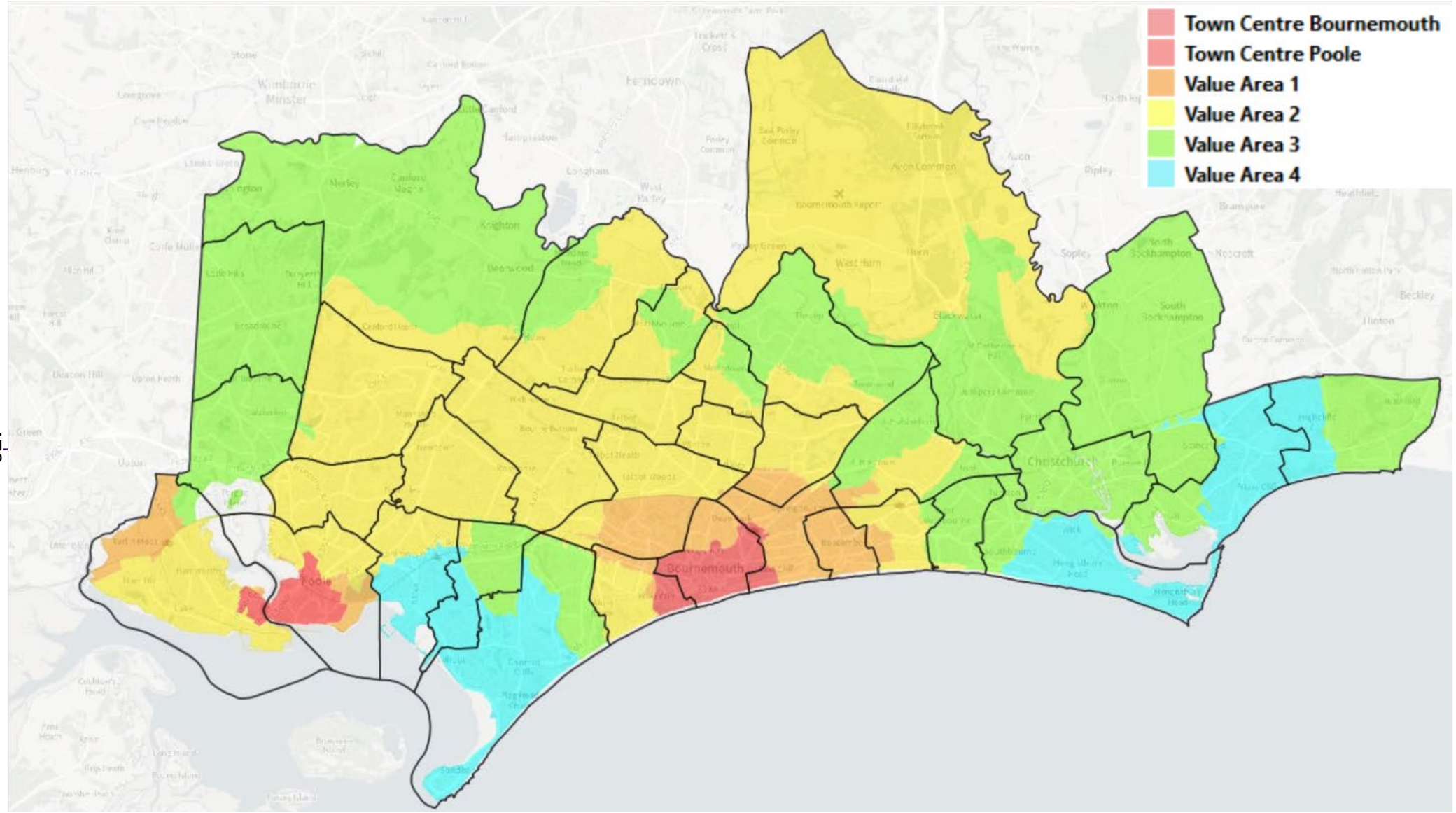
** Land north of Bearwood, Land north of Merley and Roeshot Hill– rate to be confirmed

Calculating the Chargeable Amount: The Council will calculate the amount of CIL payable ("chargeable amount") in respect of a chargeable development in accordance with the relevant formulae in the CIL Regulations (as amended): *https://www.legislation.gov.uk/ukdsi/2014/9780111106761/regulation/6*

The charging zones: The charging zones are set out in the attached map.

For more information please visit: https://www.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Community-Infrastructure-Levy/Community-Infrastructure-Levy.aspx

The charging zones



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The BCP Local Development Scheme

Delivering our vision

Bold Confident Proud

Introduction

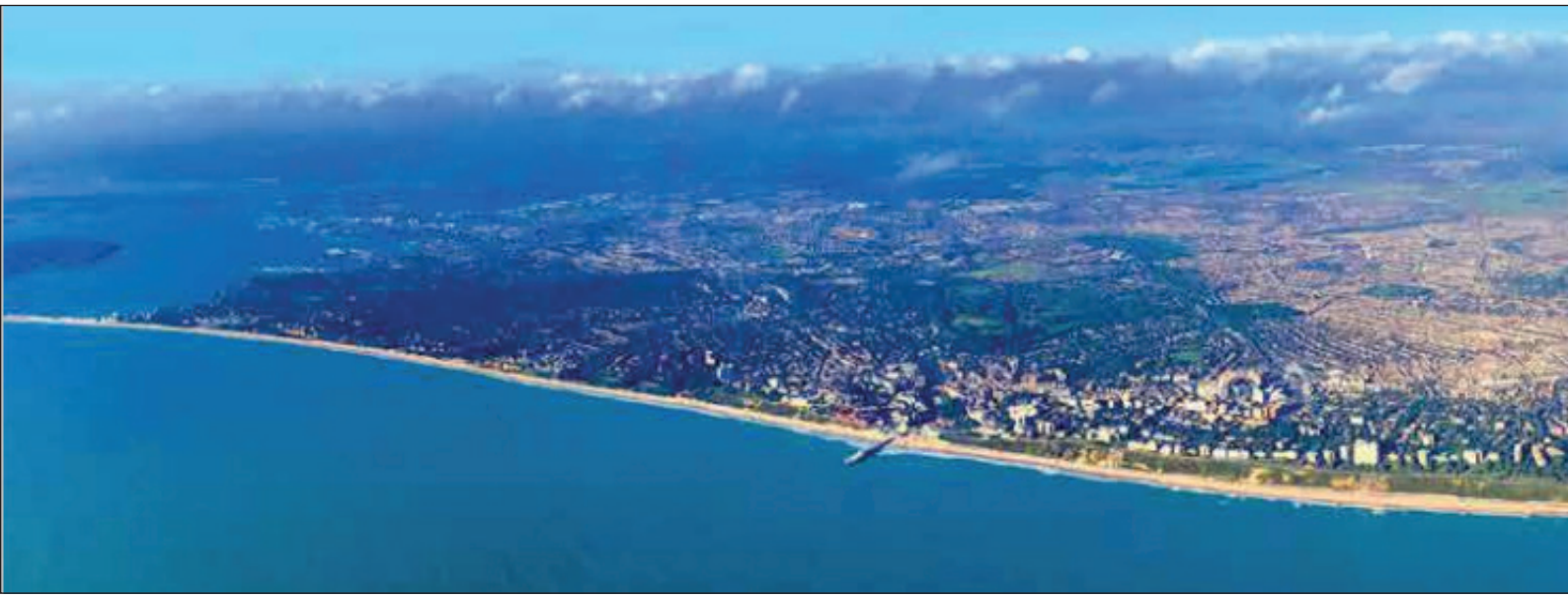
1.1 Local planning authorities are required by the Planning and Compulsory Purchase Act 2004 (as amended) to publish and maintain a Local Development Scheme (LDS). The primary role of the LDS is to set out what documents will make up the development plan for the area and provide a timetable for their preparation.

1.2 Legislation states that a Local Development Scheme must specify:

- The Local Development Documents which are to be Development Plan Documents;
- The subject matter and geographical area to which each development plan document relates;
- The timetable for the preparation and revision of the Development Plan Documents;
- Which Development Plan Documents, if any, are to be prepared jointly with one or more other local planning authorities;
- Any matter or area in respect of which the authority has agreed (or proposes to agree) to the constitution of a joint committee (with other Local Planning Authorities); and
- The timetable for the preparation of the Authorities' monitoring reports.

1.3 The Planning Practice Guidance (PPG) requires the LDS to be kept up-to-date and be made publicly available, so that local communities and interested parties can keep track of the progress of development plan documents.

1.4 This LDS supersedes the Council's previous LDS published in 2019. The focus of this LDS is to provide an up-to-date timetable for the production of a new Local Plan for the Bournemouth, Christchurch and Poole area as the primary development plan document.



Development Plan Documents

2.1 The Development Plan Documents for the BCP area currently consists of:

- Bournemouth Local Plan (saved policies) 2002
- Bournemouth Affordable Housing Development Plan Document 2009
- Bournemouth Core Strategy 2012
- Bournemouth Town Centre Area Action Plan 2013
- Christchurch Local Plan (saved policies) 2001
- East Dorset and Christchurch Local Plan Part 1: Core Strategy 2014
- Poole Local Plan 2018
- 'Made' Neighbourhood Plans (Broadstone, Poole Quay Forum and Boscombe and Pokesdown)
- The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)
- The Bournemouth, Dorset and Poole Minerals Strategy and Minerals Sites Plan (2014)

2.2 In the future the Development Plan Documents for the BCP area will consist of:

- The BCP Local Plan
- 'Made' Neighbourhood Plans
- The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019)
- The Bournemouth, Dorset and Poole Minerals Strategy and Minerals Sites Plan (2014)

2.3 In addition to the development plan documents listed above, there are also other important documents that relate to the development plan, including;

- Community Infrastructure Levy Charging Schedule
- Statement of Community Involvement
- Supplementary Planning Documents
- Conservation Area Appraisals and Management Plans

2.4 These are not development plan documents and this is no requirement for these to be included within a LDS. However, some further information about each of these is provided so that interested parties are aware of the progress of these documents.



The BCP Local Plan

Introduction

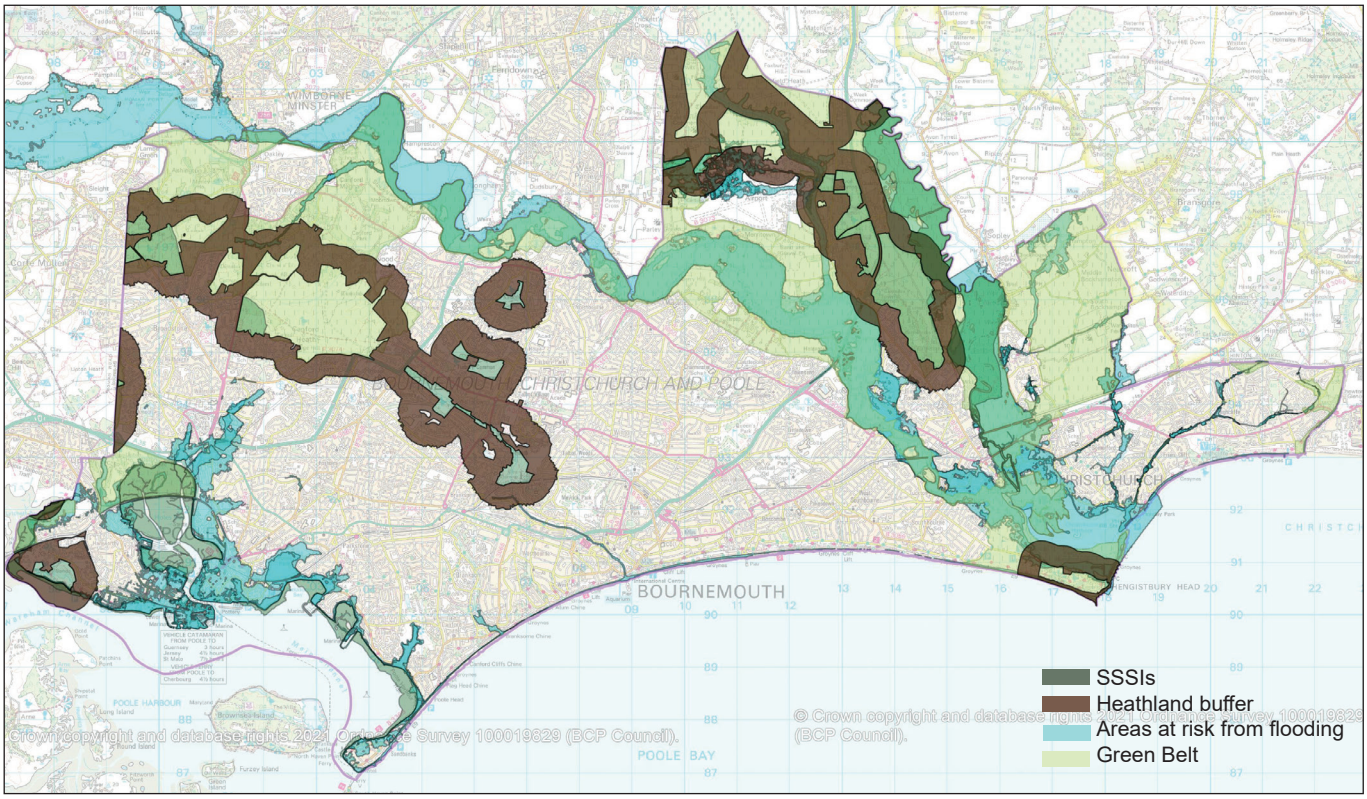
3.1 The BCP Local Plan is being produced to set a new overarching and cohesive development strategy for the BCP area. It will set out how much, where and what type of development will take place across our area, giving us control over development decisions. The Local Plan will be critical in helping to delivery the Council's Big Plan and will help us to raise the quality of development so we can achieve the placemaking objectives we aspire to within the BCP area.

3.2 The BCP Local Plan will cover the period 2023-2038 and, once adopted, will provide one up to date planning document that is based on up to date social, economic and environmental evidence, and is conformity with all recent new planning legislation, policy, guidance and relevant case law. As well as setting out our development strategy the Local Plan will provide policies by which to determine planning applications, and will allocate sites to guide new development.

3.3 The BCP Local Plan will cover the whole of the Bournemouth, Christchurch and Poole administrative area and will be produced by BCP Council.

3.4 Once adopted the BCP Local Plan will supersede:

- Bournemouth Local Plan (saved policies) 2002
- Bournemouth Affordable Housing Development Plan Document 2009
- Bournemouth Core Strategy 2012
- Bournemouth Town Centre Area Action Plan 2013
- Christchurch Local Plan (saved policies) 2001
- East Dorset and Christchurch Local Plan Part 1: Core Strategy 2014
- Poole Local Plan 2018



The BCP Council administrative area and key planning constraints

Timetable

3.5 The preparation of the BCP Local Plan must follow the process set out in the Town and Country Planning Regulations and it must be consistent with the aims of the National Planning Policy Framework.

3.6 Work on the preparation of the BCP Local Plan commenced in 2019 when the Council undertook an Issues and Call for sites consultation. A further Issues and Options consultation was completed between January and March 2022 and engagement with service providers and the public continued during 2023.

3.7 In addition to these consultation exercises, a wide range of evidence has been prepared to ensure that the resulting Local Plan is evidence based and can be found sound once it reaches the examination stage.

3.8 There are four main remaining stages required to complete the Local Plan process.

- Publication of the draft BCP Local Plan (Regulation 19): The draft plan is published for further public participation before being submitted for Examination in Public. The regulations require a minimum period of publication of six weeks.

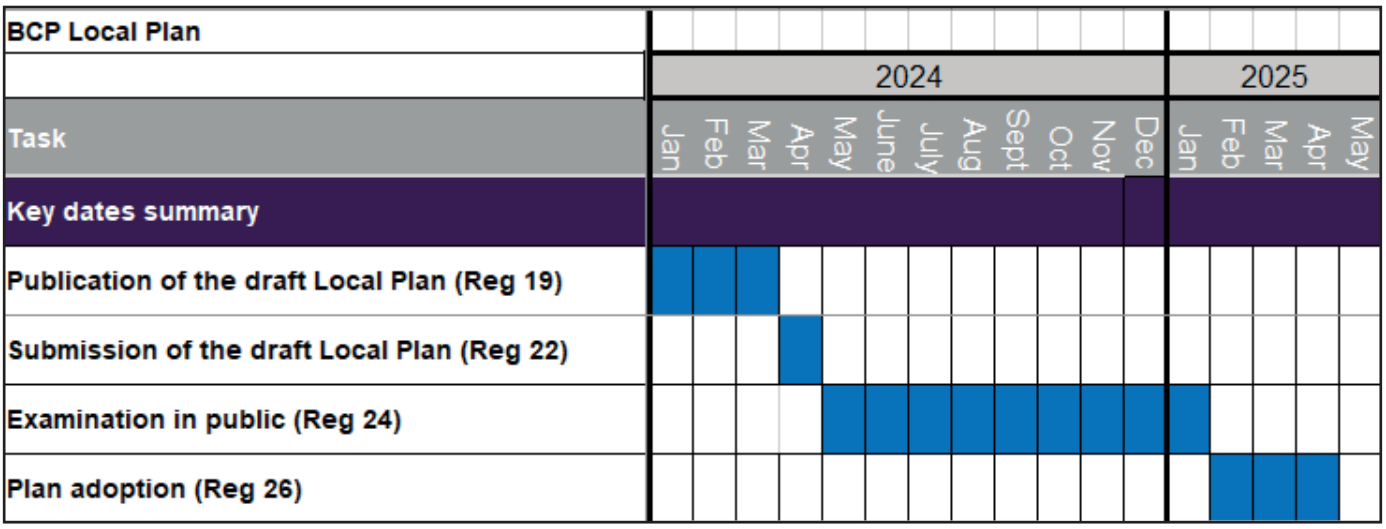
- Submission of the draft BCP Local Plan (Regulation 22): The draft plan which was published is submitted to the Secretary of State for examination.

- Examination in Public (Regulation 24): The plan will be tested by an Independent Inspector at examination who will test the plan for 'soundness' to ensure the Plan and its policies are justified in the context of national policy and based on robust evidence. The Inspector can make recommendations on possible amendments prior to adoption. Any modifications will be subject to further consultation.

- Plan adoption (Regulation 26): The plan is formally adopted by the Council

3.9 We propose the following timetable for the remaining stages of the Local Plan preparation

- January/February 2024 Draft Local Plan published (Reg 19)
- Spring 2024: Draft Local Plan submitted for examination (Reg 22)
- Remainder of 2024: Examination in public (Reg 24)
- Spring 2025: Adopt BCP Local Plan (Reg 26)



Duty to cooperate

3.10 The Council is currently legally obliged by section 33A(1) of the Planning & Compulsory Purchase Act 2004, to demonstrate how it has co-operated with other authorities and statutory agencies in relation to cross boundary strategic matters and priorities. The 'Duty' is not a duty to agree, but every effort should be made to secure the necessary co-operation. Local Authorities produce a statement of compliance together with evidence of 'effective working' to present at Local Plan 'Examination', in order to demonstrate how they have complied with the Duty.

3.11 We are currently working with Dorset Council, New Forest National Park and New Forest District Council on strategy planning matters. Under the duty to co-operate members we will continue to work together and as the BCP Local Plan develops will prepare a statement of common ground to set out how we have worked together on relevant strategic issues.

SEA and SA

3.12 All Local Plan documents are subject to on-going Sustainability Appraisal which informs the content of the Local Plan. The Sustainability Appraisal must meet the requirements of United Kingdom regulations. As such, the Sustainability Appraisal and Strategic Environmental Assessment (SA/SEA) are an integral part of the Local Plan preparation process. A Scoping Report was published prior to the Issues and Options 2022 consultation. The Sustainability Appraisal process will continue alongside local plan preparation and the relevant reports will be made available at the various stages of plan preparation. A detailed Sustainability Appraisal and Strategic Environmental Assessment will be published along side the draft Local Plan.

Evidence

3.13 A wide range of evidence is required to support the Local Plan process. Various studies have already been completed. As it becomes available evidence will be published at www.bcpcouncil.gov.uk/localplan.

Neighbourhood Plans

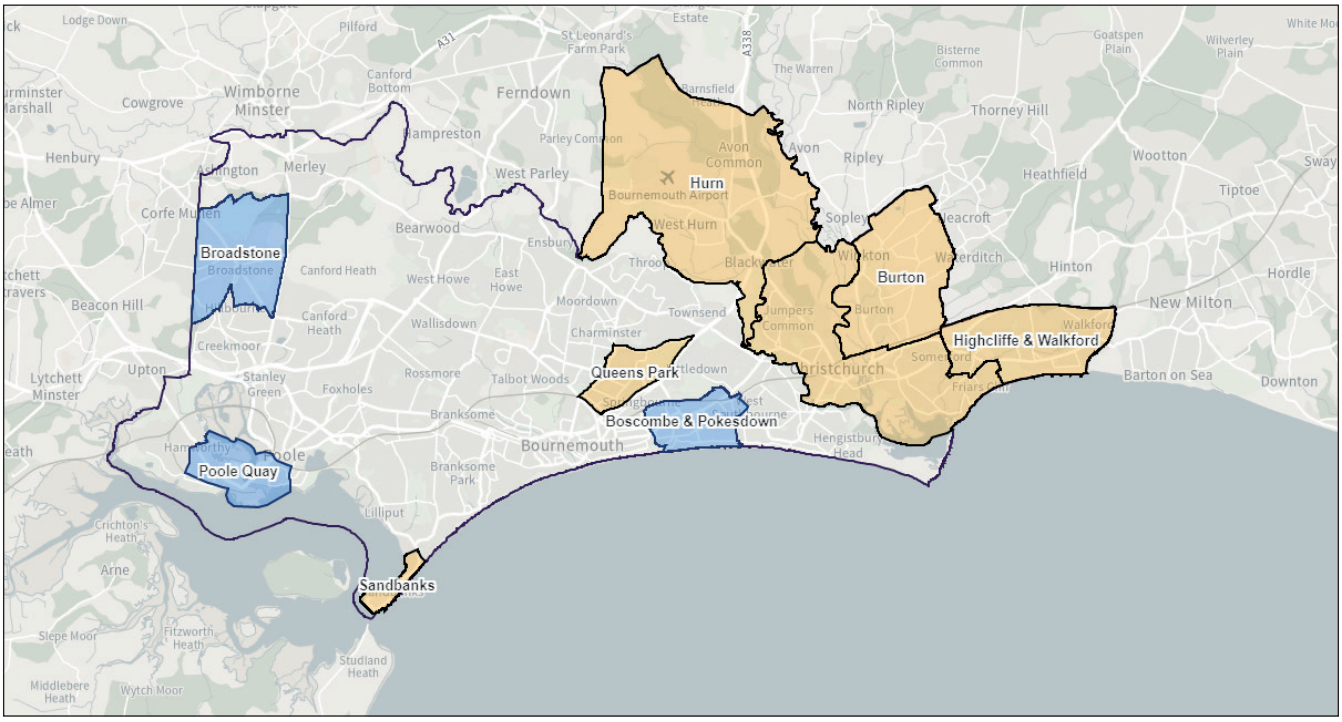
Introduction

4.1 Neighbourhood Plan cover specific designated 'neighbourhood areas'. A parish council, town council or a designated neighbourhood forum can apply to have an area designated as a 'neighbourhood area' for the purpose of preparing a neighbourhood plan. Neighbourhood plans provide a specific strategy and/or set of policies for future development in the neighbourhood area.

4.2 A neighbourhood plan must meet certain specified 'basic conditions'. These ensure plans contribute to the achievement of sustainable development, have regard to national policy and guidance and are in general conformity with adopted strategic local planning policies.

4.3 There are currently four made neighbourhood plans
- Broadstone (2018)
- Poole Quays Forum (2017)
- Boscombe and Pokesdown (2019)
- Highcliffe and Walkford (2022)

4.4 In addition, the following areas are working on preparing a neighbourhood Plan
- Christchurch Town Council
- Hurn
- Burton Parish
- Queen's Park and Charminster
- Sandbanks Peninsula



BCP neighbourhood areas

Status

4.5 The preparation of Neighbourhood Plans must follow the process set out in Neighbourhood Planning (General) regulations 2012. The main stages of the Neighbourhood Plan process are:

- Publication of the draft Neighbourhood Plan (Regulation 14): The draft plan is published for consultation by the neighbourhood planning body.
- Submission of the Neighbourhood Plan (Regulation 16): The draft Neighbourhood plan is submitted to the local planning authority and is publicised for a minimum of 6 weeks.
- Examination (Regulation 18): The local authority appoint an independent examiner to consider that the neighbourhood plan meets the basic conditions and other requirements set out by law. The examiner will issue a report to confirm if the plan can proceed to referendum or if modifications are required.
- Referendum: People on the electoral register are entitled to vote on whether or not the neighbourhood plan should be used to help decide planning applications in the neighbourhood area.
- Plan is 'made': If successful at referendum the neighbourhood plan is formally made and becomes part of the development plan.

4.6 The status of each neighbourhood plan is set out below.

Plan area	Status
Broadstone	Made
Poole Quay Forum	Made
Boscombe	Made
Highcliffe and Walkford	Made
Hurn	Draft plan published (regulation 14)
Sandbanks	Draft plan published (regulation 14)
Christchurch Town	Formal designated as neighbourhood plan area (2021)
Burton Parish	Formal designated as neighbourhood plan area (2017)
Queens Park and Charminster	Formal designated as neighbourhood plan area (2018)

Minerals and Waste Plans

5.1 The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) identifies sites for new waste management facilities to meet the county's needs. It provides the policy framework for determining planning applications for waste management facilities up to 2033. This plan is currently up to date and will be reviewed after 5 years.

5.2 The Bournemouth, Dorset and Poole Minerals Strategy was adopted in 2014. A five year review was carried out in 2020, as required by the National Planning Policy Framework. The review concludes that while an update of the Strategy is not currently required, a further review is now required to ensure the strategy remains suitable.

5.3 Both the Waste Plan and Minerals Strategy and prepared jointly between Dorset Council and BCP Council to cover the administrative areas of both Council's.

Other policy documents

Community Infrastructure Levy Charging Schedule

6.1 The Community Infrastructure Levy (CIL) will sets out a charging schedule of tariffs to be applied to qualifying development in the BCP area. This will allow funding to be secured for infrastructure that is needed because of development in the area. The tariff is typically applied per m2 of net additional residential floorspace. The rate of the tariff has been determined by examining the ability of development to bear the charge without unduly affecting a development's viability.

6.2 The CIL charging schedule will be prepared by BCP Council to cover the administrative area of the Council.

6.3 The stages and the proposed timetable for the production of the CIL Charging is set out below and follows that of the proposed BCP Local Plan timetable.

January 2024: Consultation on Draft Charging Schedule (Reg 16)

Spring 2024: Draft Charging Schedule Submitted for examination (Reg 19)

Autumn 2024: Examination (Reg 21)

Spring 2025: Approval of the Charging Schedule (Reg 25)

Statement of community involvement

6.4 The Statement of Community Involvement (SCI) was adopted in 2020. It sets out how the district council will consult on planning matters including the preparation of planning policy and the determination of planning applications. The Neighbourhood Planning Act 2017 introduced new requirements for the SCI and as such it is now a requirement to review the SCI every 5 years. The next review of the SCI is therefore due to take place in 2025.

Supplementary Planning Documents

6.5 Supplementary Planning Documents (SPDs) are typically produced to provide more detailed guidance on how a particular policy (or policies) should be implemented. There are currently a number of Supplementary Planning Documents that relate to the legacy areas Local Plans. A full list of the existing SPDs is available on out website at www.bcpcouncil.gov.uk/planningpolicy. The SPDs required to support the BCP Local Plan will be reviewed as the Local Plan is developed.

Authority monitoring report

7.1 The Council is required to produce an Authority Monitoring Report (AMR), setting out how it has monitored progress against key milestones in the programme of plan making, including how effective the programme has been. The AMR will also show how the Council has monitored the implementation of plan policies and will help to establish whether there is a need to revise the LDS. The AMR will be produced annually.

Proposal Title: Draft BCP Local Plan and Draft CIL Charging Schedule

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	
Waste & Resource Use	Amber - Minor negative impacts identified / unknown impacts	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **2.5**

Answers provided indicate that the carbon footprint of the proposal is:	**Low**	

Proposal ID: **598**

Proposal Title: **Draft BCP Local Plan and Draft CIL Charging Schedule**

Type of Proposal: **Policy**

Brief description:

New planning policies that will be used to determine planning applications, and new CIL rates that developers must pay towards infrastructure.

Proposer's Name: **Steve Dring**

Proposer's Directorate: **Regeneration & Economy**

Proposer's Service Unit: **Growth & Infrastructure**

Estimated cost (£): **No Cost**

If known, the cost amount (£):

Ward(s) Affected (if applicable):

All Wards

Sustainable Development Goals (SDGs) supported by the proposal:

3. Good Health and Well Being 4. Quality Education 6. Clean Water and Sanitation 7. Affordable and Clean Energy 8. Decent Work and Economic Growth 9. Industry, Innovation and Infrastructure 10. Reduced Inequalities 11. Sustainable Cities and Communities 13. Climate Action 14. Life Below Water 15. Life On Land

Climate Change & Energy

Is the proposal likely to have any impacts (positive or negative) on addressing the causes and effects of climate change? **Yes**

If the answer was No, then the explanation is below (in this case there are no answers to subsequent questions in this section):

1) Has the proposal accounted for the potential impacts of climate change, e.g. flooding, storms or heatwaves? **Yes**

2) Does it assist reducing CO2 and other Green House Gas (GHG) emissions? E.g. reduction in energy or transport use, or waste produced. **Yes**

3) Will it increase energy efficiency (e.g. increased efficiency standards / better design / improved construction technologies / choice of materials) and/or reduce energy consumption? **Yes**

4) Will it increase the amount of energy obtained from renewable and low carbon sources? **Yes**

How was the overall impact of the proposal on its ability to positively address the cause and effects of climate change rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The plan locates new development in the most sustainable locations to avoid the need to travel by car. However car trips will increase due to personal choice, but as this is not due to necessity I have not hghlighted it as a negative. New buildings will be zero carbon ready and new commercial building Very Good/Excellent BREEAM. There are flood defences, green infrastructure to reduce heat and other positive elements

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Communities & Culture

Is the proposal likely to impact (positively or negatively) on the development of safe, vibrant, inclusive and engaged communities? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help maintain and expand vibrant voluntary and community organisations? **Yes**

2) Will it promote a safe community environment? **Yes**

3) Will it promote and develop cultural activities? **Yes**

How would the overall impact of the proposal on the development of safe, vibrant, inclusive and engaged communities be rated?

Green - Only positive impacts identified 

Reasoning for the answer (details of impacts including evidence and knowledge gaps):

The plan will strengten communities by identifying sustainable neighbourhoods and using policy to improve the facilities and accessibility within each community. The plan provides positive policy towards developing our culture offer.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Proposal Title: Draft BCP Local Plan and Draft CIL Charging Schedule

Waste & Resource Use

Is the proposal likely to have any impacts (positive or negative) on waste resource use or production and consumption? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it prevent waste or promote the reduction, re-use, recycling or recovery of materials? **Partially**

2) Will it use sustainable production methods or reduce the need for resources? **Partially**

3) Will it manage the extraction and use of raw materials in ways that minimise depletion and cause no serious environmental damage? **No**

4) Will it help to reduce the amount of water abstracted and / or used? **Partially**

How would the overall impact of the proposal on the sustainable production and consumption of natural resources be rated?

Amber - Minor negative impacts identified / unknown impacts 

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

We are planning 26,000 homes, employment and retail growth over the next 15 years. There will be the need to extract minerals for building materials, more people living in the area will increase consumption including water.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Water usage - we have policy to lower water use in buildings to the minimum allowable building standard. Building materials - we can only encourage the reuse of building materials from demolition. Buildings

Economy

Is the proposal likely to impact (positively or negatively) on the area's ability to support, maintain and grow a sustainable, diverse and thriving economy? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will the proposal encourage local business creation and / or growth?
   Yes

2) Will the proposal enable local jobs to be created or retained?
   Yes

3) Will the proposal promote sustainable business practices?
   Partially

=How would the overall impact of the proposal on it's potential to support and maintain a sustainable, diverse and thriving economy be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The Plan has policies to promote economic growth, with sites allcoted for employment development. The Plan also includes policy to reduce the need to travel by car to employment sites with improvements to walking, cycling and public transport.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Proposal Title: Draft BCP Local Plan and Draft CIL Charging Schedule

Health & Wellbeing

Is the proposal likely to impact (positively or negatively) on the creation of a inclusive and healthy social and physical environmental for all? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will the proposal contribute to improving the health and wellbeing of residents or staff?
   Yes

2) Will the proposal contribute to reducing inequalities?
   Yes

3) Will the proposal contribute to a healthier and more sustainable physical environment for residents or staff?
   Yes

How would the overall impact of the proposal on the creation of a fair and healthy social and physical environmental for all be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

Through the provision of housing, jobs, open space, green infrastructure, nature, sustainable trasnport and better accessibility to key services by walking and cycling.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Learning & Skills

Is the proposal likely to impact (positively or negatively) on a culture of ongoing engagement and excellence in learning and skills? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it provide and/or improve opportunities for formal learning?
   Partially

2) Will it provide and/or improve community learning and development?
   Partially

3) Will it provide and/or improve opportunities for apprenticeships and other skill based learning?
   Yes

How would the overall impact of the proposal on the encouragement of learning and skills be rated?

Green - Only positive impacts identified 

The reasoning for the answer (details of impacts including evidence and knowledge gaps):

We are introducing local labour agreements to ensure developers use local people in construction which will increase skills and wages for local people. There are also proposals for the expansion of our universities and schools.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Natural Environment

Is the proposal likely to impact (positively or negatively) on the protection or enhancement of local biodiversity or the access to and quality of natural environments?
Yes

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it help protect and improve biodiversity i.e. habitats or species (including designated and non-designated)? **Yes**

2) Will it improve access to and connectivity of local green spaces whilst protecting and enhancing them? **Yes**

3) Will it help protect and enhance the landscape quality and character?
Yes

4) Will it help to protect and enhance the quality of the area's air, water and land?
Yes

How would the overall impact of your proposal on the protection and enhancement of natural environments be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The plan has policy to increase and better connect green infrastructure, deliver biodiversity net gain, protect the landscape around the urban area from development, introduce more trees, green roofs, protect heathlands and mitigate air quality isues around heathland sites. Development will not worsen water quality in Pooel Harbour and the River Avon and the Plan seeks to bring the habitat sites back into favourable ecological status.

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Sustainable Procurement

Does your proposal involve the procurement of goods, services or works? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

We have procured consultants in the process of collating evidence an

Has or is it intended that the Strategic Procurement team be consulted?
Yes – already underway

If the Strategic Procurement team was not consulted, then the explanation for this is:

1) Do the Government Buying Standards (GBS) apply to goods and/or services that are planned to be bought?
   Not Relevant

2) Has sustainable resource use (e.g. energy & water consumption, waste streams, minerals use) been considered for whole life-cycle of the product/service/work?
   Not Relevant

3) Has the issue of carbon reduction (e.g. energy sources, transport issues) and adaptation (e.g. resilience against extreme weather events) been considered in the supply chain?
   Not Relevant

4) Is the product/service fairly traded i.e. ensures good working conditions, social benefits e.g. Fairtrade or similar standards?
   Not Relevant

5) Has the lotting strategy been optimised to improve prospects for local suppliers and SMEs?
   Not Relevant

6) If aspects of the requirement are unsustainable then is continued improvement factored into your contract with KPIs, and will this be monitored?
   Not Relevant

How is the overall impact of your proposal on procurement which supports sustainable resource use, environmental protection and progressive labour standards been rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

We procure consultants to undertake specialist work that inputs into the local plan process. This work is report based and most criteria above are not relevant.

Proposal Title: Draft BCP Local Plan and Draft CIL Charging Schedule

Details of proposed mitigation/remedial action and monitoring (inc. timescales, responsible officers, related business plans etc):

Transport & Accessibility

Is the proposal likely to have any impacts (positive or negative) on the provision of sustainable, accessible, affordable and safe transport services - improving links to jobs, schools, health and other services? **Yes**

If the answer was No, then the explanation is below (there are no answers to subsequent questions in this section):

1) Will it support and encourage the provision of sustainable and accessible modes of transport (including walking, cycling, bus, trains and low emission vehicles)?
Yes

2) Will it reduce the distances needed to travel to access work, leisure and other services? **Yes**

3) Will it encourage affordable and safe transport options?
Yes

How would the overall impact of your proposal on the provision of sustainable, accessible, affordable and safe transport services be rated?

Green - Only positive impacts identified



The reasoning for the answer (details of impacts including evidence and knowledge gaps):

The local plan is about reducing the need to travel by car and improving accessibility by walking, cycling and public tranport from new and existing homes to basic facilities.

Details of proposed mitigation and monitoring (inc. timescales, responsible officers, related business plans etc):

CABINET

Report subject	**Council Newbuild Housing & Acquisition Strategy (CNHAS) 2023-2028**
Meeting date	13 December 2023
Status	Public
Executive summary	This report makes recommendations regarding the progression of BCP Councils direct delivery housing response through CNHAS, 1. its drive towards the People & Communities key objective of **"ensuring everybody can live in good quality, sustainable and affordable homes**" 2. the pressing challenges posed by Homelessness and our robust acquisition & development response. 3. the social rent preference where possible in lieu of affordable rent - Hillbourne housing project leading the way!. The report highlights 5 'critical aspects' for this progression: • **Key projects** - 7 major Housing projects to be achieved (some completed but all to have started construction works) by 2028, refer para-2.1. • **Key Construction & planning commitments** - those schemes either currently being built, have yet to be contractually committed to or be submitted for planning approval. • **Key partnerships** - Homes England, DLUHC (department of Levelling up Housing & Communities), Royal Foundation & various development & construction parties! • **Key Context** – new Local Plan, 5-year BCP Council Housing Strategy - including **Homelessness** and the significant Temporary/move -on accommodation response needed – all led by the *Housing Delivery* service within the newly created directorate of Investment & Development. • **Key Successes** – safe, sustainable homes & learning from Completed schemes and acquisition programmes.
Recommendations	Cabinet endorses the recommendations below for onward approval at full council: **1. A revised capital budget (Total scheme Cost) of £33,360,000 for the Hillbourne Housing project, previously approved in 2018 and in April 2022, for 110 homes.** **1.1 Awarding the build works for the 110 home Hillbourne housing project and satisfying outstanding planning conditions etc, to Wates Residential in the sum provided in the confidential section of this report.** **1.2 The delegation to the relevant Service Director, in consultation with the Chief Finance Officer of the authority to enter into the Contracts for build works with Wates Residential, provided that all key**

	parameters (including delivery within the approved capital budget) are met. **1.3 Resolves that the Council as local housing authority appropriates the land shown edged red on the plan annexed at Appendix 7 for housing purposes pursuant to section 19 of the Housing Act 1985.** **1.4 The transfer of land shown edged red on the plan annexed at Appendix 7 from the General Fund to the Housing Revenue Account (HRA) to enable the development of the affordable housing.** **2 BCP Council execute the Deed of Variation to the Homes England Agreement entitled Bournemouth, Christchurch and Poole Council (5069) - AHP 21 - 26 Grant Agreement (LA), previously approved at September 2022 Cabinet & Council meetings.** **3 BCP Council execute the Grant Agreement (Local Authority) in relation to the Single Homelessness Accommodation Programme 2023 –2028.**

Reason for recommendations	To effectively contribute to the relevant Key Objectives of 1. ensuring everybody can live in good quality, sustainable and affordable homes 2. ensure the most vulnerable receive the care they need to feel secure and supported – Extra care & specialist housing. 3. Meeting future growth needs. 4. Preventing homelessness and rough sleeping. 5. Improving housing options, opportunities and choice for all. 6. Empowering and co-creating neighbourhoods where residents wish to live and be part of the community. 7. Improving safety and sustainability across Bournemouth, Christchurch and Poole's housing. 8. to directly deliver against the Corporate Strategy target of building at least 1,000 new homes on BCP Council owned land/property (sites) over the next 5 years

Portfolio Holder(s):	Cllr Vikki Slade - Portfolio Holder for Dynamic Places & Cllr Kieron Wilson, Portfolio Holder for Housing and Regulatory Services
Corporate Director	Jess Gibbons, Chief Operations Officer
Contributors	Nigel Ingram – outgoing Head of Housing Delivery Jonathan Thornton – Interim Head of Housing Delivery
Wards	Council wide
Classification	For Decision

1.0 Background

1.1 The original Council Newbuild Housing & Acquisition Strategy (CNHAS) approved by Council in November 2021 had 24 sites identified in its programmes 1-3 and a potential further 9 were placed in the harder to reach programme 5 – programme 4

related to acquisitions.

1.2 More sites/properties have been identified/brought forward over the last 2 years- refer para 3 and annex 5.

1.3 CNHAS when launched, was stated as the mechanism by which the Council's Corporate Plan Dynamic Places aim of building at least 1,000 homes on council owned land across a 5-year period of a mix of tenure types, would be realised.

1.4 It was reported to Council in March 2023, in the 'Maintaining the Momentum' report on CNHAS that significant supply chain inflation was experienced by some of the larger housing schemes, and this was impacting the delivery timing of this build programme - as is the case across the country. Consequently, both initiating starts on site of construction works for projects and maintaining satisfactory progression during the build phase remains challenging going forward- refer para's 3.2 & 3.3.

1.5 Importantly CNHAS has a variety of property types and tenures represented within the programmes as well as new builds and property acquisitions, remodelling of existing homes and sourcing appropriate opportunities to address the diverse needs of BCP residents and those wanting to live here. It aims to create homes fit for the remainder of the 21st Century and generate a positive financial outturn for the Council, and an MTFP contribution.

1.6 This positive revenue income helps support other spending priorities for the council. The new homes also provide cost avoidance by providing good quality alternative housing to people who would otherwise be accommodated in bed and breakfast, (For an average family placed in bed and breakfast, the cost incurred by BCP Council can be approximately £30k / year). General needs, specialist & homelessness housing and residential care via extra care housing all contribute.

1.7 The Housing Delivery teamwork with many departments within the council to enable its activities but also external parties such as contractors, suppliers, other councils, housing associations, landlords and government sponsored funding /resource organisations who all form an essential link in the chain that delivers additional homes for BCP council and its current and potential residents.

1.8 The quality – from an environmental performance and space standards of new homes we develop is high - to ensure they are fit for the future and do not place unnecessary demand on existing maintenance and energy resources. The specifics of these quality principles were approved in November 2021 and are regularly reviewed and updated to reflect emerging issues and regulations such as sustainability, fire performance and accessibility.

1.9 In 2023 (to date) 7 new build sites have been completed representing 83 affordable-predominantly Social and Affordable rented homes. A further 74 homes have been delivered through street acquisitions and turnkey new build contracts.
The table1 at the end of section 3 provides more detail.

2.0 Summary of 'critical aspects' required to deliver the homes needed.

At November 2023 the number of sites within CNHAS is 44, (37 yet to be completed and at various stages along their development pipeline- refer section 3) these represent 1153 homes and are being prioritised to reflect the council's Vision, Priorities and Key Objectives, alongside reflecting housing need, viability and funding availability. Members are therefore asked to support the following proposals, requirements, and adjustments.

2.1 **Promotion of priority schemes** with local communities and existing and potential partners – particularly Homes England, Annex 1 presents a schedule of the current 7 housing led projects under discussion – four of these are within CNHAS already. 2

strategic meetings, one an on-site tour of these 7 keys sites took place at the end of October 2023 with senior Homes England officers.

7 Major place shaping Projects + Carters Quay – with significant Housing - 2023-2028



2.2 **Hillbourne Housing Project**, represents the 1st of these 7 that could start on site this financial year, it is presented in detail to members at annex 2, its primary proposals & budgets for this 110-home scheme were initially approved in 2018 and again in April 2022.

2.2.1 The Capital budget for Hillbourne has understandable increased over the last 18 months, but work undertaken by Wates Residential has assisted in mitigating the impact of this through the Pre-Construction Services Agreement (PCSA) with BCP Council – which has now concluded. A report analysing the value for money aspects, by Rider Levett Bucknall (RLB) is presented in appendices for Annex 2 and Recommends that BCP should proceed, and the revised project cost proposed by Wates of £3,228m² is above the RLB and BCIS benchmark data averages, and whilst at the upper end, is within what they consider to be an acceptable range. This is partially explained by the standard of units being provided - which are higher than many affordable housing schemes in respect of the sustainability and space credentials aimed at future proofing the development.

2.2.2 An additional mitigation approach to make the project viable, is bidding for Homes England grant for more homes - 70 compared to 40 previously envisaged and differing tenures, including Social Rented homes - compared to just shared ownership. The outcome of this bid will be known before any legal or financial commitment deadlines and was a central point in the tour of 27th October discussed in para 2.1.

2.3 **Amendments to Homes England Grant Agreement -** Following an internal review, Homes England need to make changes to the AHP 21 -26 Grant Agreement we have agreed with them, through a Deed of Variation ('DOV'). The DOV reflects changes Homes England are making to facilitate operational practices and future flexibilities, to support delivery of allocations in the programme should they be required.

2.3.1 It was over a year ago since Council originally approved this agreement, but officers do not consider the changes to be material, from what can be established at this moment in time, but it should be noted that if BCP Council does not agree to this DOV then we will not receive grants issued for affordable housing issued under this Agreement. Reference to para 2.2.2 above highlights

the impact of this. Annex 3 presents a legal review from the in-house legal team of these changes.

Since the agreement was executed, Homes England have undertaken a thorough review and refocus and their new objectives align more closely with BCP Councils- refer extract below from their recent presentation.



2.4 **A separate new Grant Agreement (Local Authority)** in relation to the Single Homelessness Accommodation Programme 2023 –2028 (SHAP) also requires councillors' approval to execute, pertinent points are that it is like the previous Rough Sleepers Accommodation Programme (RSAP) that this council successfully bid for and secured Capital and revenue grants for the delivery of 40 properties- 30 of which were individual street property conveyances, for the period 2021-2023.

2.4.1 SHAP is the next incarnation of that project and referred to many times in previous CNHAS reports- the difference this time is a number of consecutive bids (rather than 1) over the course of 2023 have been made & been successful for up to 70 homes & **over £6m of** grant. To draw down this grant we require councillors to approve the terms of the Grant Agreement. Annex 4 provides a legal summary. Paragraph 4.1 below provides details on the need's groups.

2.5 The streamlining of our processes to help the purchasing of street property acquisitions for our challenging Homelessness situation, to enable officers to keep up with demands under various programmes identified in section 4 of this report.

3.0 4 stages of the Development Pipeline

There are 44 BCP council sites/properties representing 1153 homes in **programmes 1, 2, 3 & 5** of CNHAS development pipeline, refer annex 4 for the list of the 44.

3.1 **Feasibility** – when a property/site is in the 'control' of the housing delivery team, ascertaining how feasible it is to get both planning permission for an appropriate scheme and the financial viability of doing so. Budgets (often indicative) are preferred for this activity if you need to get to the pre-app stage of the planning process. For example, the *Royal Foundation* work is at this stage.

3.1.1 Oakdale AEC and Constitution Hill are a further 2 of the 7 referred projects at Annex 1, both with authority and budgets to proceed to planning submission stage. Architects are appointed and engagement with stakeholders has

commenced and will be ongoing for many months prior to formal applications being made.

Both Oakdale and Constitution Hill sites have existing buildings, and these are to have demolition notices served on them at the appropriate time – ward councillors and portfolio holders are aware.

3.1.2 Many projects at this stage include those earmarked for Homelessness and alleviating the temporary accommodation/bed and breakfast challenges in the region. These include the former day centre at Darracot Road, and sites 44, 45, 46, 48 & 49 (refer Annex 4) being progressed through the pre-app planning stage.

3.2 **Planning application/submission** – when a positive feasibility position is established and preferably a sufficient budget allocated, a planning application will be made to get "consent". Targeting start on site occurs when receipt of planning consent enables completion of the procurement /tendering process with a contractor or developer. On occasion it may be appropriate to tender a scheme prior to grant of planning consent.

3.2.1 The Princess Road site- also one of the 7 projects at Annex 1, already has a planning consent and has been through a full construction tender process and funding approval at council but was unable to get to the next stage of the development pipeline for reasons previously reported - excessive construction costs.
A working group across departments established in summer 2023 determined that the current designs and proposals – commissioned in 2018 - needed changes to reflect policies (fire safety particularly) but Homelessness challenges also – the 20 unit hostel currently proposed may not be appropriate. Consequently 4 actions are underway:-

3.2.1.1 Homes England have been invited to consider options for progressing the project and be part of a working group.
3.2.1.2 Officers are reviewing the current planning consent to establish a technical start on site before the existing permission lapses in late April 2024.
3.2.1.3 Consideration of new designs and potentially a new application could be made in 2024 if it improves viability.
3.2.1.4 The external grant allocated to this site from Homes England has been reallocated to another project by them.

3.3 **Construction gets underway** after a successful tendering/negotiation, a start on site can occur if adequate budgets/approvals have been secured at relevant Governance levels. Currently 5 projects are at this stage, 3 with future financial challenges, these are:-

3.3.1 Cabbage patch site-St Stephens Road, the 11 apartments are almost finished but installation of statutory services substation is delaying completion & elongating preliminaries that push costs beyond approved budgets. Since scheme approval by Council in September 2020, build costs and specific inclusion of an electrical substation have pushed the cost to the limit of the previous approval and Officer Decision Record limit of £500k. It is anticipated that the final cost will surpass this limit and will be reported back to Cabinet in due course, once costs are finalised.

3.3.2 Craven Court, this 24-home scheme is progressing well but additional demolition and asbestos relating matters at the start of the scheme have expended the full contract contingency. As the scheme progresses, and further costs are known, it will be reported back to Cabinet as required.

3.3.3 Templeman House- the contractor going into administration in 2022 has meant the re-start of this required a new tender process which means a delay to completion obviously. A re-start in early 2024 with a new contractor will mean a review of the budget when details are known.

3.4 **Delivery** (handover to internal client). The successful navigation of these stages enables the Completion and Handover to occur, and the homes Delivered to the end client- BCP Homes, Childrens services, Adult Services, Seascape etc.

3.4.1 The table below represents completions this calendar year (2023)

Moorside Road, Bournemouth	14 nr 4 bed Houses	Bournemouth
Cynthia House (Alice Gardens), Poole	22 homes- 10 houses 12 apartments	Poole
Northbourne Day Centre	9 homes- 4 houses 5 apartments	Bournemouth
Godshill close, large disabled family bungalow	1 accessible bungalow	Bournemouth
Wilkinson Drive, Bournemouth	11 homes- 2 houses 9 apartments	Bournemouth
Herbert Avenue / Bourne Valley, Poole	24 flexible homes for temporary accommodation	Poole



Herbert Ave - CGI & Today

It is essential to make progress along the development pipeline if we are to address the needs of local people and those wanting to re-locate here. Current performance against these stages is presented in the table below.

Table 1. CNHAS summary of homes distribution over **N**ewbuild & **A**cquisitions

4 stages of development	Feasibility	Planning secured	Construction /on-site	Delivered
Sites (44)	25	7	5	7
Homes (1153)	725	275	70	83
Acquisition Pogramme (250+ Homes)	BCP Target / DLUHC or Homes England Bid	Identified - Offer yet to be accepted	Offer accepted (in construction or yet to commence)	Completed acquisition
Rough Sleepers Accommodation Programme **RSAP** (2023-23)	40 target 40 bid			40
Single Homelessness Accommodation Programme including Young People provision **SHAP** (2023-25)	86 target 86 bid	10	46	
Care Experienced Young People Programme **CEYP** (2022-27)	20 target	4		4
Local Authority Housing Fund **LAHF** 1 (2023-24)	25 target 25 bid	4	22	3
Local Authority Housing Fund **LAHF** 2 (2023-25)	10 target 10 bid	10		
Private Sector Rented **PRS**	160 target	**On Hold**	**On Hold**	27
Temporary Accommodation **TA** (B&B families) Q2 of 2023-2025	83 target	0	13	
Specialist Housing	10 target TBC			

4.0 The Acquisition programmes

4.1 Single Homelessness Accommodation Programme (SHAP) is the next 2-year capital and 3 year revenue temporary accommodation initiative that DLUHC is funding, it replaces the successful BCP council Rough Sleepers Accommodation Programme (RSAP) of 2021-23, but is a more targeted endeavour focussing on:-

- those with the longest histories of rough sleeping or the most complex needs (including those known to Councils as the Target Priority Group), to help them recover from rough sleeping and its associated traumas;
- vulnerable young people (age 18-25) who are experiencing or are at risk of homelessness or rough sleeping.
- BCP council have bid for and secured funding for up to 70 homes at a total grant of **£6.19 m** (Recommendation 3)

4.2 Local Authority Housing Fund (LAHF) is currently a 2 phase 5 Quarter programme (to April 2024) £500m DLUHC initiative (Local Authority Housing Fund) aimed at Ukrainian and Afghan refugee families - 2,3 & 4 bed houses- and BCP council have had the number of units and grant levels predetermined by DLUHC, at 25 homes and **£4m** respectively for phase 1 and 10 further homes **£1.5 m** at phase 2. Phase 3 has recently been announced by DLUHC, with a fund of £450m to deliver 2,400 new

homes, nationally.

4.3 The Strategic Housing (Housing Options) Team have identified a need to further expand the available temporary accommodation to reduce the financial burden of bed and breakfast accommodation. 80 properties are required of which BCP will provide a minimum of 30 properties by March 2024. A further 50 will be provided by working in partnership with Registered Providers (Housing Associations)

.

5.0 Financial statements for the development pipeline & acquisition programmes.

5.1 The £221m of funding targeted in the February 2023 MTFP towards CNHAS (General fund and HRA budgets), will require significant re-profiling for the next 3 years to reflect ongoing challenges, including Homelessness - Permanent and Temporary accommodation.

5.2 The first of these reprofiles will be for the Hillbourne Housing Project – increasing the existing budget for the new one in recommendation 1.

5.3 The General fund Budget for all of CNHAS projects at the February 2023 Budget for the Medium-Term Financial Plan 2023/24 was £86m, which represents spend allocated going forward (not previously spent).

5.4 The CNHAS HRA Budget was at February 2023 projected at £135m, of which £70m required no further approval, but the balance will be presented for approval through appropriate Governance channels when the reprofiling has taken place in line with 5.1 above.

6.0 Summary of legal implications

6.1 Recommendation 1 is the approval of Formal documents will be required to finalise the grant of the contract to the selected tenderer for the Hillbourne project and accept grant.

6.2 Recommendations 2 and 3 are to comply with the Constitution the approval of Council is required for the Council to enter into the following agreements:

- a Deed of Variation to the Homes England 5-year Capital funding agreement entitled Bournemouth, Christchurch and Poole Council (5069) - AHP 21 - 26 Grant Agreement (LA),
- a Grant Agreement (Local Authority) in relation to the Single Homelessness Accommodation Programme 2023 –2028.

The above documents set out the basis on which the Council will secure the funds it has successfully bid for. Councillors' attention is drawn to the further legal advice on the terms and obligations being entered into, as set out in annexures 3 & 4 respectively.

7.0 Summary of human resources implications

7.1 Staff resourcing continues to be monitored to facilitate the delivery.

8.0 Summary of DIA impact

8.1 The CNHAS vision and aims reflect the Council's sustainability agenda, the formal DIA Impact summary statement is below with a carbon footprint estimate of 3 (low).

Impact Summary

Climate Change & Energy	**Amber - Minor negative impacts identified / unknown impacts**
Communities & Culture	**Amber - Minor negative impacts identified / unknown impacts**
Waste & Resource Use	**Amber - Minor negative impacts identified / unknown impacts**
Economy	**Amber - Minor negative impacts identified / unknown impacts**
Health & Wellbeing	**Amber - Minor negative impacts identified / unknown impacts**
Learning & Skills	**Green - Only positive impacts identified**
Natural Environment	**Amber - Minor negative impacts identified / unknown impacts**
Sustainable Procurement	**Green - Only positive impacts identified**
Transport & Accessibility	**Amber - Minor negative impacts identified / unknown impacts**



Major negative impacts identified

Minor negative impacts identified / unknown impacts

Only positive impacts identified

No positive or negative impacts identified

Answers provided indicate that the score for the carbon footprint of the proposal is: **3**	The Carbon Footprint is banded as follows:		
	0-4	4.5-9.5	10-14
	Low	Moderate	High

9.0 Summary of public health implications

9.1 None expected.

10.0 Summary of equality implications

10.1 CNHAS considers the profile of the future customers and additional demographic information on the population of BCP, which has influenced the identified priorities and objectives.

10.2 The EIA Panel met on 26th August 2021 and gave CNHAS an overall amber rating • Amber – good to go subject to minor changes or mitigating actions being put in place and followed through in the development of the project/service/policy/procedure or practice.

11.0 Summary of risk assessment

Overall Project Risk Rating		
Key Project Risks	**Gross Risk Rating**	**Mitigating Actions**
Rising construction costs render the projects unaffordable	Medium/high	Build costs on projects are based on either A) Estimates based on data sets B) recent tender values C) contract values Good feasibility & project management will enable the preparation of accurate estimates prior to engaging with prospective contractors and close monitoring of progress when on site, will mitigate most issues that may arise and be dealt with promptly. Contingencies help for the project unforeseen aspects, but the risk remains medium to high for primary reasons: 1. because of many projects being regeneration in nature with existing buildings so there are unknowns 2. The current volatility in the marketplace means inflation is causing difficulties in predicting costs. Even when In contract with builders whose supply

Overall Project Risk Rating		
Key Project Risks	**Gross Risk Rating**	**Mitigating Actions**
		chains 'struggle' if the duration of the contract is over 6months – 2 quarters.
Fall in housing need for accommodation tenure provided caused by changes to the housing market or economy	Low	Monitor through construction period the requirement for Social and affordable rent with Strategic Housing Options team. If required, the Housing Delivery Team can appraise and suggest changes to tenure to suit need and financial viability as required.
Insufficient funding available,	Low	Monitor and review spend of such funding on other schemes within the development programme. Should insufficient funding be available, schemes will be prioritised and potentially some schemes put on hold until sufficient funding is available. Alternative tenures could attract different funding, which could be used to ensure the scheme is brought forward.
Increased fire risk during construction phase	Low	Design and construction will be closely monitored by Housing Development Team, Employers Agent and the Construction Team & in House specialists for Health & Safety.

Background Information

Original (first) CNHAS report Sept 2021

Original (to be updated in 2024) 2021 CNHAS strategy details - Vision, standards etc.

Homes England 5 Year Framework 2021-26 Approval

Annex 1 - Homes England officers – Tours of Key sites

Annex 2- Hillbourne Housing Project Revised Budget
Restricted as Commercially Sensitive

Appendix 1-6 for Annex 2
Restricted as Commercially Sensitive

Annex 3 – Summary of legal advice in relation to Homes England Deed of Variation legal summary, Bournemouth, Christchurch and Poole Council (5069) - AHP 21 - 26 Deed of Variation (LA**)**

Annex 4 – Summary of legal advice in relation to Homes England Grant Agreement (Local Authority) in relation to the Single Homelessness Accommodation Programme 2023 –2028.

Annex 5 - List of CNHAS Pipeline developments

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Homes England Housing Regeneration officers Tour of Strategic sites @ BCP Council- 27th October 2027

Our Vision

Where nature, coast, communities and towns come together to create a healthy and sustainable environment.

Our Priorities



The way we will work to deliver our objectives:

We are committed to being an **inclusive, open** council, getting the basics right, **working with partners** to realise the potential for people, communities and place.

We will:

- put people at the heart of what we do and ensure customer care is embedded in our service delivery
- be an open, transparent, and accountable council
- seek, listen, act on feedback and implement our children services improvement plan
- work with others to make the most of all our strengths
- be fair, accessible and inclusive in all we do
- value, recognise and reward our staff so they feel proud of where they work
- develop a diverse and inclusive workforce that reflects the communities we serve
- use our limited resources sustainably by transforming the way we plan, develop, and deliver services



BCP Council

Key objectives

People and Communities

We will:

1. ensure the most vulnerable receive the care they need to feel secure and supported
2. promote quality of life for all, where people live active, independent lives
3. ensure skills, development and learning are available to anyone at any time of life
4. ensure everybody can live in good quality, sustainable and affordable homes
5. work with partners to ensure everyone feels safe
6. involve local communities in decisions to shape the services that matter to them
7. celebrate our cultural identity and diverse heritage to inspire a sense of pride
8. work with partners to reduce the impact of the rising cost of living.

Place and Environment

We will:

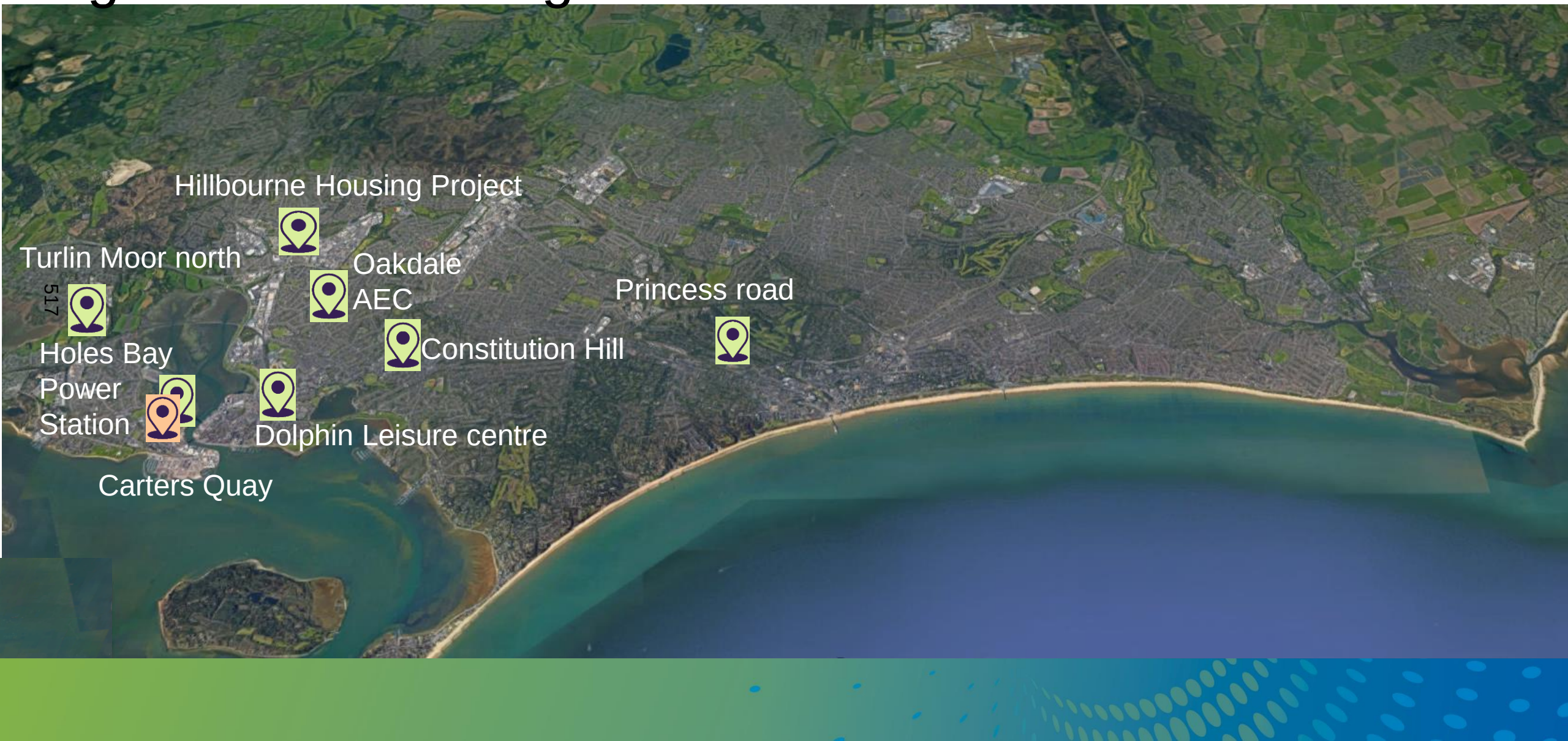
1. create sustainable and contemporary infrastructure that connects our communities, offers choice, and encourages people to be active
2. nurture and stimulate the growth of a more inclusive, sustainable, and green economy
3. reinvent our high streets, revitalise our local communities and regenerate key sites
4. restore, recover, and regenerate our natural environment and enhance community access
5. help people, nature, and places to adapt to the changing climate
6. support an environment where wildlife flourishes and we leave only footprints
7. keep our streets, parks and public spaces clean, tidy and attractive
8. strive to be as self-sustaining as we can be in water, energy, and economy.

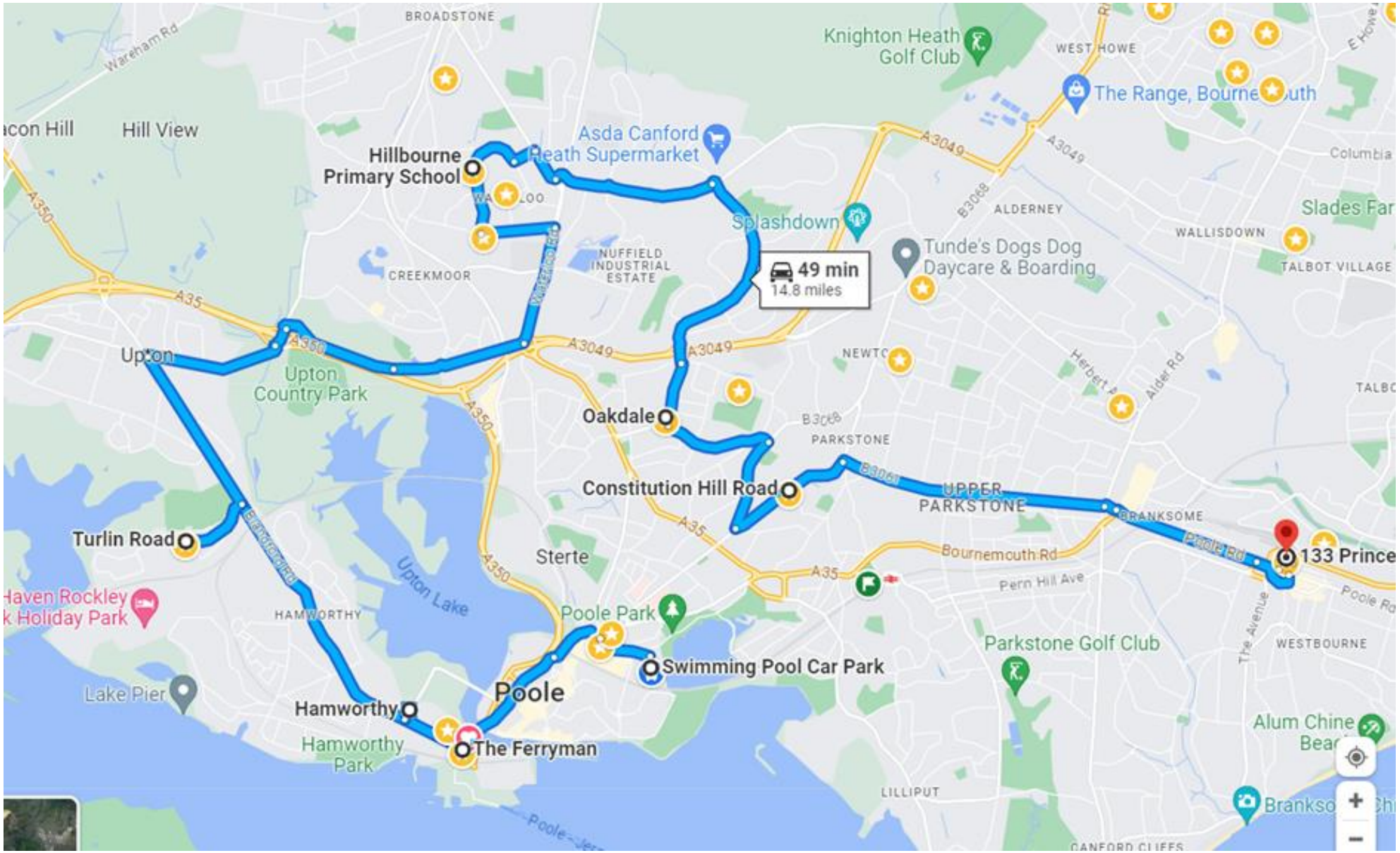
Draft August 2023

Our values We treat everyone with **respect** We are **pride** We embrace **innovation** We take **pride** in what we do

BCP Council

7 Major place shaping Projects + Carters Quay – with significant - Housing 2023-2028




BROADSTONE
Wareham Rd
Hill View
Hillbourne Primary School
Asda Canford Heath Supermarket
Knighton Heath Golf Club
WEST HOWE
The Range, Bournemouth
Columbia
Slades Farm
WALLISDOWN
TALBOT VILLAGE
ALDERNEY
B3068
Splashdown
Tunde's Dogs Dog Daycare & Boarding
49 min
14.8 miles
NUFFIELD INDUSTRIAL ESTATE
CREEKMOOR
A350
A35
A3049
Upton
Upton Country Park
Oakdale
NEWTON
PARKSTONE
Herbert Ave
Alder Rd
Constitution Hill Road
B3061
UPPER PARKSTONE
BRANKSOME
Bournemouth Rd
Pern Hill Ave
Poole Rd
133 Prince
Turlin Road
Sterte
Upton Lake
HAMWORTHY
Poole Park
Swimming Pool Car Park
Parkstone Golf Club
The Avenue
WESTBOURNE
Poole
Hamworthy
The Ferryman
Hamworthy Park
Lake Pier
Alum Chine
LILLIPUT
CANFORD CLIFFS

Major place shaping Projects – with significant housing potential (circa 2000 homes) in Bournemouth, Christchurch and Poole.

Dolphin Leisure Centre (formerly part of the Heart of Poole Scheme)



Proposed Development - Residential element

Between 100 and 165 homes dependant on planning acceptability including affordable, extra care and NHS worker



Option A



Option C (version 2)



Option D

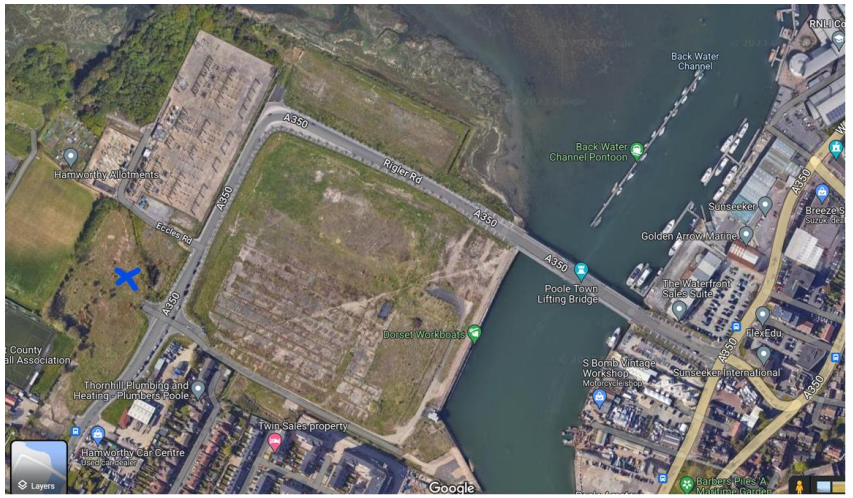
Holes Bay Power Station

Proposed Development

- 1,100+ new homes across a series of phases
- Mixed commercial, leisure and cultural uses

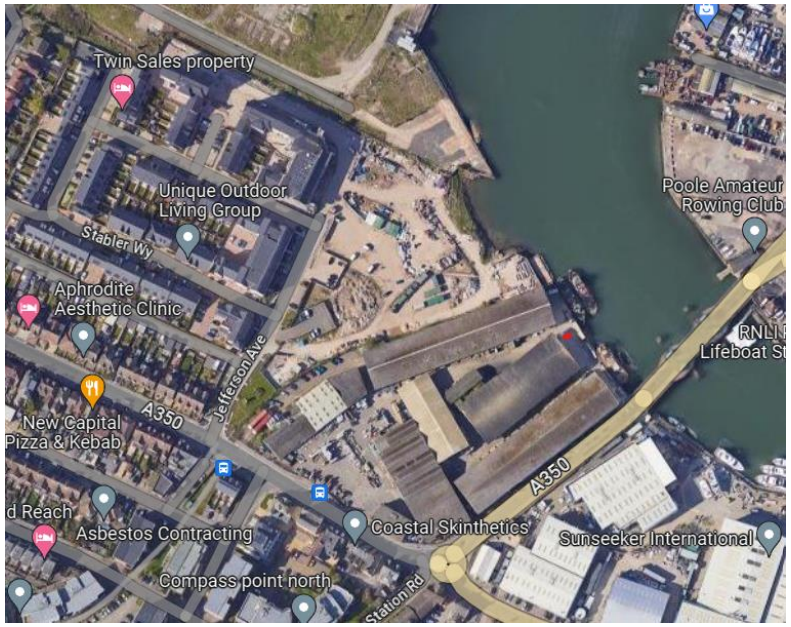






BCP Council

Carters Quay Phase 4, 5 & 6



161 Homes & 4 commercial units

- works completed to date completed up to February 2023 include;

a. Sea wall sheet piling and capping
b. Retaining wall to Sydenham's site boundary
c. Piled Foundations to all four blocks installed, tested and cropped
d. Drainage attenuation tanks and drainage below roadways
e. Crane bases installed and tested





BCP Council

Turlin Moor north

Previous Development propsals

- 300+ new homes across a series of phases
- Allocation in Poole strategic plan for 300+ homes
- Had a previous HE grant allocation- not drawn down





Site Boundary
Sewer Easement
Proposed Built Form
Key pedestrian/cycle links
Primary Street
Secondary Streets
Shared Surface
Proposed Street Trees
Play Areas
Attenuation
Poole Rugby Football Club
P Rugby Football Club Car Park
Rugby Football Club Access
Emergency Access/Egress

Accomodation Schedule - 400 Units

Apartments x 189 Units

Family Housing x 211 Units

Sector	1B		2B		3B		4+B	
Market		19		101		91		29	240
Affordable		74		48		34		5	160
		93		149		125		34	

BCP Council

Hillbourne school site

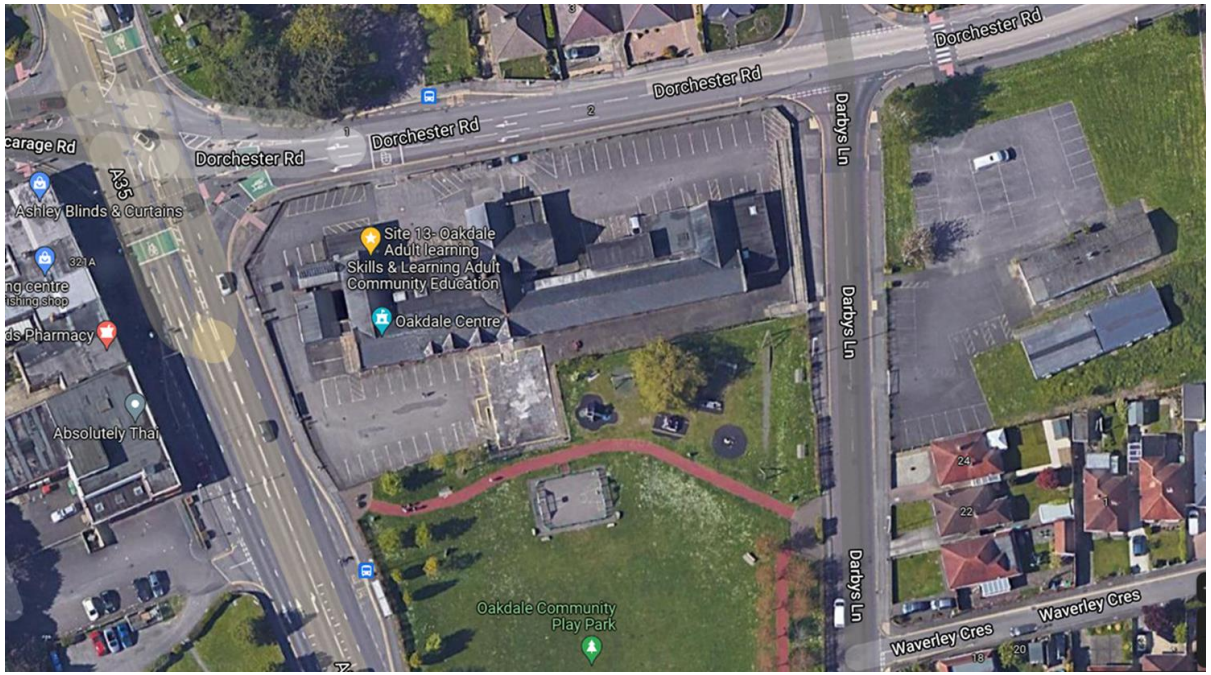
Proposed Development - Residential element



- 110 mixed tenure homes – PCSA with Wates Residential, starting to review 'prior to commencement' conditions.
- Cabinet to consider in November 2023 through Council Newbuild Housing & Acquisition strategy.
- Potentially 70 homes for HE funding- S.O.S= Q4



Oakdale AEC



Proposed Development - Residential element

Circa 60 mixed tenure Extra care homes - architect/designer for planning appointed, public engagement commenced-submission for planning by spring 2024.



Constitution Hill

Proposed Development - Residential element

Between 88 - 100 mixed tenure homes - out to tender for architect/designer services for planning submission.





Princess Road

Proposed Development

- Planning permission till April 2024 for 119 s/c mixed tenure homes and 20 bed family hostel.
- PCSA with Keir 2022 complete - not progressed.
- Cabinet to consider in November 2023 through Council Newbuild Housing & Acquisition strategy.
- 2 current HE allocations - LAAC @ £0.48m & AHP @£1.05m 20 S/O homes





Next steps – Joint evaluation for Homes England support!

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

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

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Annex 3 – Bournemouth, Christchurch and Poole Council (5069) - AHP 21 - 26 Deed of Variation (LA)

The main changes concern Clause 14 (***Grant Claim Procedures***) and Clause 16 (***Adjustments to Remaining Tranches***) which was previously named ***Adjustments to Final Tranche***.

New definitions have been added, in particular:

Additional Tranche Grant means each sum approved by Homes England in IMS pursuant to Clause 14.5 (Grant Claim Procedures) in relation to a Firm Scheme

Alternative Interest means such interest in land permitted by Homes England (in its absolute discretion) in writing in respect of a Firm Scheme (other than a Single Claim Scheme) pursuant to Clause 14.7 (Grant Claim Procedures)

GB Scheme means a Firm Scheme:

(a) in respect of which the Grant Recipient holds a **Golden Brick SLI**;

(b) in respect of which the Grant Recipient has not made any claim for Acquisition Tranche Grant; and

(c) that is not a Flex Scheme or a Single Tranche Scheme

Golden Brick SLI means the Grant Recipient has in respect of the relevant Site entered into a binding contract with the owner of the legal and beneficial interest in the Site to acquire a Completed Interest in the relevant AHP Dwellings to be constructed on that Site such that:

(a) the binding contract prescribes that legal completion of the transfer or lease of the Completed Interest to the Grant Recipient shall take place:

(i) no earlier than the point at which the relevant AHP Dwellings constitute partly constructed buildings as defined in paragraph 4.7.4 of HM Revenue & Customs VAT Notice 708; but

(ii) prior to the relevant AHP Dwellings achieving Practical Completion;

(b) the owner of the legal and beneficial interest in the Site is responsible pursuant to such binding contract for undertaking or procuring the construction of the relevant AHP

Dwellings up to the point at which the Completed Interest is to be transferred or leased to the Grant Recipient; and

(c) the Grant Recipient has or will have by the point at which the Completed Interest is to be transferred or leased to the Grant Recipient contractual arrangements in place (whether as part of such binding contract or pursuant to a separate Building Contract) to undertake or procure the continued construction of the relevant AHP Dwellings to Practical Completion following its acquisition of the Completed Interest; and

(d) unless otherwise agreed with Homes England (in Homes England's absolute discretion), the Grant Recipient's acquisition of the Completed Interest pursuant to such binding contract is otherwise conditional only upon matters that are in form and substance within reasonable control of either the owner of the legal and beneficial interest in the Site and/or the Grant Recipient

Remaining Tranche means any remaining Tranche due to be paid to the Grant Recipient in respect of the relevant Firm Scheme

RTB Disposal means a disposal to a tenant of an AHP Dwelling pursuant to the tenant exercising their Right to Buy

The definition of "**Scheme Default**" has been expanded to include the following events (which include those new definitions referred to above):

(j) the Grant Recipient does not hold a **Golden Brick SLI** for a **GB Scheme**;

(k) the Grant Recipient does not hold the requisite **Alternative Interest** previously approved by Homes England in respect of a Firm Scheme; or

(l) any conditions attached to an **Alternative Interest** are not satisfied within the relevant timeframe required by Homes England (in its absolute discretion)

In addition, there have been amendments to various clauses, in particular the following, including Clauses 14 and 16 as mentioned above, which instructing officers would be advised to read in the attached Comparison Report:

- Clause 5.4 (*Firm Schemes*)
- **Clause 14 (*Grant Claim Procedures*)**

- **Clause 16 (*Adjustments to Remaining Tranches*) – previously named *Adjustments to Final Tranche***
- Clause 17.1.4 (*Withholding of Grant*)
- Clause 18.2.12 and 18.3.9 (*Repayment of Grant*)

Finally, Schedule 9 (*Agreed Principles*) is a useful section as it summarises the key principles of the funding agreement. Instructing officers would be advised to take note of the amendment to Principle numbered 9 with the highlighted yellow text below and the new Principles numbered 13 and 14:

9	The Grant Recipient must hold Registered Provider status at the point at which any AHP Rent Dwelling, Rent to Buy Dwelling or Nil Grant Unit provided pursuant to this Agreement is made available for rent and must be the immediate landlord of the individual occupational tenants in such AHP Rent Dwelling, Rent to Buy Dwelling or Nil Grant Unit at that point and throughout the period of the Grant Recipient's ownership of such AHP Dwelling.
13	The aggregate of the Acquisition Tranche Grant, Start on Site Tranche Grant, the Practical Completion Tranche Grant and each or any Additional Tranche Grant in respect of each Firm Scheme cannot exceed one hundred per centum (100%) of the Firm Scheme Grant.
14	The Grant Recipient acknowledges that it:
14.1	must hold a Completed Interest:
14.1.1	on submission of a claim made in respect of a Flex Scheme pursuant to Clause 14 (Grant Claim Procedures); or
14.1.2	on submission of a claim made for Final Tranche in respect of any Firm Scheme pursuant to Clause 14 (Grant Claim Procedures); and
14.2	must hold a Golden Brick SLI or Completed Interest (as applicable) in respect of a GB Scheme.

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CABINET

Annex 4 –Summary of legal advice on Grant Agreement (LA) in relation to the Single Homeless Accommodation Programme 2023-2028 (SHAP 23-28)

the Homes England Bournemouth, Christchurch and Poole Council (5069) - AHP 2023 - 2028

Homes England are responsible for administering grants being made by DLUHC pursuant to Section 19 of the Housing and Regeneration Act 2008 to Local Authorities under the SHAP 23-28 programme.

CONFIDENTIAL

The Council have been successful in securing an initial grant from the programme in the sums of:

I. £6,190,000.00 as a capital grant to facilitate the provision of dwellings to individuals within the target group; and

II. £3,727,803.00 as a revenue grant to reimburse revenue costs of providing support services to the target group.

Once drawn down the monies must be used in accordance with the terms of a grant agreement.(The “Agreement”.)

The Council has the power to enter into the Agreement with Homes England under the general power of competence provided for in the Localism Act. Full Council approval must be given for the Council to enter into the Agreement and a Council solicitor needs to sign a legal opinion in the form set out in Schedule 11 of the Agreement to confirm this.

The Agreement is detailed and complex and in order to fully appreciate its terms extensive reference must be made to the glossary in Clause 1.

In addition, the terms of the "Capital Funding Guide", published on the government's website at https://www.gov.uk/guidance/capital-funding-guide, are incorporated within the Agreement and must therefore be consulted in conjunction with the Agreement.

The Agreement contains many terms which place a burden on the Council to comply with stringent conditions. These include under Clauses 12 to 16, delivery, operational, review, monitoring, reporting and transparency obligations.

There are additional requirements to make extensive warranties to Homes England throughout the duration of the Agreement. These will form part of the contract between the parties.

Under Clause 24 there are detailed provisions entitling Homes England to terminate the Agreement, to withhold payments under Clause 22 and to require the Council to repay the grant monies to Homes England under Clause 23.

CONFIDENTIAL

In the event that the decision is made to enter into the Agreement it will be important to ensure that at an operational level there is detailed knowledge and understanding of the obligations imposed by its terms. Particular attention should be paid to Clause 23 pursuant to which Homes England reserves the right to recover the grant monies in the circumstances detailed in that Clause. (It is important to note that such circumstances include breaches of the extensive provisions referred to above.)

It is understood that there is no scope to negotiate the terms of the Agreement with Homes England. If the Council is not prepared to accept the Agreement as written then the grant monies will not be paid.

Whilst it is noted that the Agreement places a number of burdens on the Council this should be balanced against the value of the grant in supporting the Council to achieve the delivery of affordable housing.

Annex 5– List of CNHAS Pipeline developments

CNHAS Reprofiled Pipeline @ OCT 31 2023

CNHA S Site nr (fixed)	Scheme or Street name			total unit nr	Location
		houses / bungalow	Flats		
Delivered					
4	Mountbatten Gardens - **completed** in May 2022	2	0	2	Bournemouth
2	Moorside Road, Bournemouth		14	14	Bournemouth
1	Cynthia House (Alice Gardens), Poole	10	12	22	Poole
3	Northbourne Day Ctr ART	4	5	9	Bournemouth
41	Godshill close, large disabled family bungalow	1		1	Bournemouth
6	Wilkinson Drive, Bournemouth	2	9	11	Bournemouth
10	Herbert Avenue / Bourne Valley, Poole	10	12	24	Poole
Construction	7			83	
9	Cabbage Patch car park, St Stephens Rd		11	11	Bournemouth
5	Craven Court, 8 Kneveton rd. Bournemouth		24	24	Bournemouth
25	43 Bingham rd,		6	6	Bournemouth
42	Summer Ave, 2 wheel chair bungalows	2		2	Bournemouth
7	Templeman House, Leedham Rd, Bournemouth	0	27	27	Bournemouth
	5			70	
Planning secured					
11	Hillbourne School, Poole	81	29	110	Poole
17	Surrey Road, Bournemouth	8	0	8	Bournemouth
12a	Princess Road/Prince of Wales Road HRA, Bournemouth	0	82	82	Bournemouth
12b	Princess Road - Hostel and Private Rented Sector development	0	57	57	
8	Duck Lane, Bournemouth	0	12	12	Bournemouth
27	Grants Close, Bournemouth	2	0	2	Bournemouth
30	Rochester Road, Bournemouth	2	0	2	Bournemouth
28	Craigmoor Avenue, Bournemouth	2	0	2	Bournemouth
Feasibility	7			275	
19	Egmont Road, Turlin Moor		9	9	Poole
13a	Oakdale Adult Ed site GF, Poole	3	20	63	Poole
13b	Oakdale Adult Ed HRA site, Poole	10	30		
20	Redhorn Close, Turlin Moor	6		6	Poole
21	Junction Road, Turlin Moor	3		3	Poole
22	Dale Close		4	4	Poole
23	Lake Avenue		4	4	Poole
24	Cavan Crescent/Sopers Lane	3		3	Poole
29	Heart of West Howe, Bournemouth	0	50	50	Bournemouth
43	Darracott rd (fomer day centre), Bournemouth		6	6	Bournemouth
40	260-262 Lymington Road, Chrstchurch	0	7	7	Christchurch
32	Extra Care/Specilist homes 1 (D)	0	0	47	Bournemouth
33	Extra Care/Specilist homes 2 (L)	0	0	40	Bournemouth
34	Extra Care/Specilist homes 3 (T)	0	0	50	Poole
35	Extra Care/Specilist homes 4 (Q)	0	0	48	Christchurch
37	Extra Care/Specilist homes 5 (S)	0	0	38	Poole
38	Extra Care/Specilist homes 6 (W)	0	0	116	Poole
39	Extra Care/Specilist homes 7 (H)		0	22	Bournemouth
39	Swanmore Bowls club - to be determined	12	0	12	Bournemouth
18	Alma Road (above doctors surgery) flats, Bournemouth	0	20	20	Bournemouth
16a	Constitution Hill			28	Poole
16b	Constitution Hill			60	Poole
44	BCP site 1 park rd	**0**	**23**	23	BCP
45	BCP site 2 penn hill	**0**	**16**	16	BCP
46	BCP site 3 northmead	**23**	**16**	39	BCP
48	BCP site 5 Houghton	**6**	**0**	6	BCP
49	BCP site 6 Chichester	**5**	**0**	5	BCP
	25			725	
sites	**44**			**1153**	

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CABINET

Report subject	**BCP Public Electric Vehicle Infrastructure Strategy (PEVIS) and Local Electric Vehicle Infrastructure (LEVI) grant**
Meeting date	13 December 2023
Status	Public Report
Executive summary	The purpose of this report is to present the outputs from public engagement for a BCP Public Electric Vehicle Infrastructure Strategy (PEVIS) to 2030 and to seek approval to adopt it. The BCP PEVIS has been developed in line with the guidance for the Department for Transport (DfT) Office for Zero Emission Vehicles (OZEV) Local Electric Vehicle Infrastructure (LEVI) fund. The council has been indicatively allocated £1.447m of LEVI funding subject to successful submission of a full business case that should include a PEVIS. The report also seeks approval to accept the LEVI grant (subject to award) and to invest it in accordance with the BCP PEVIS which aims to increase accessibility to electric vehicle (EV) chargers in residential areas. The purpose of seeking approval to accept the grant before final award is to accelerate delivery if/when the LEVI award is confirmed which is expected to be in January 2024. The BCP PEVIS is aligned with the emerging new Corporate Strategy and the Council Climate Action Strategy 2023 to 2028.
Recommendations	**That Cabinet recommends to Council that it:** **(a) adopts the BCP Public Electric Vehicle Infrastructure (PEVIS) Strategy to 2030** **(b) accepts the £1.447m Local Electric Vehicle Infrastructure (LEVI) capital funding from the Department for Transport Office for Zero Emission Vehicles (subject to confirmation of award)** **(c) delegates delivery of the LEVI programme to the Service Director for Infrastructure in consultation with the Portfolio Holder for Climate Response, Environment and Energy.**
Reason for recommendations	The investment of the LEVI funding (subject to confirmation) in accordance with the PEVIS Strategy would be aligned with the

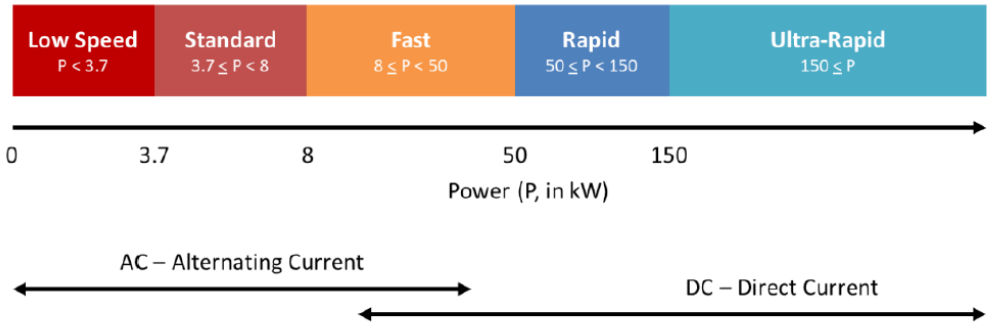
	Council's emerging new Corporate Strategy and the Climate Action Strategy 2023 to 2028.
Portfolio Holder(s):	Councillor Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Jess Gibbons, Chief Operations Officer
Report Authors	Julian McLaughlin, Service Director for Infrastructure Richard Pincroft, Head of Transport and Sustainable Travel John McVey, Sustainable Transport Policy Manager Richard Wintrip, Senior Transport Officer
Wards	Council-wide
Classification	For Decision

Background

1. In accordance with the UK government's Electric Vehicle (EV) charging strategy, 'Taking charge: the electric vehicle infrastructure strategy', the Council has developed a BCP Council Public Electric Vehicle Infrastructure Strategy (PEVIS). This sets out the Council's vision and action plan for the rollout of public electric vehicle charging infrastructure within the conurbation up to 2030. The key objective of the strategy is to work towards decarbonising the transport sector. In BCP council area in 2020, Transport was responsible for 33 percent of carbon dioxide (CO_2) emissions, an estimated 390 kilotons of CO_2 equivalent.

2. EV Chargers are categorised as follows:

- **Low Speed** – for charging equipment dispensing at a maximum power of up to 3.7 kW.
- **Standard** – for charging equipment dispensing at a power of greater than or equal to 3.7 kW, but less than 8 kW.
- **Fast** – for charging equipment dispensing at a power of 8 kW and above, but less than 50 kW.
- **Rapid** – for charging equipment dispensing at a power of 50 kW and above, but less than 150 kW.
- **Ultra-Rapid** – for charging equipment dispensing at a power of 150 kW and above.



Charge times for vehicles (varies based on size and type of use of vehicle) using the respective charger types are broadly as follows:

Low Speed = 8 hours plus

Standard = 4 to 8 hours

Fast = up to 4 hours

Rapid = 40 minutes to 1 hour

Ultra-rapid = 30 minutes (200 miles)

Current public EV charging provision in the BCP Council area

3. The council is currently undertaking an installation programme of supplier funded fast and rapid EV charge points (EVCPs) in its car parks (up to 65 sites). The delivery of the programme is progressing well, with 23 new sites delivered and operational. In addition, 12 legacy EV sites have been upgraded with new rapid charging units, through a contract with JoJu. This is in addition to publicly available charge points on private land e.g., supermarkets, public houses etc.

4. There are currently 53 operational EVCPs, providing 48 rapid sockets/bays and 54 fast sockets/bays within the area. The installation programme has expanded the network of publicly available EVCPs. Statistics from the DfT, show an increase from 88 units in April 2022 (at commencement of contract), to 133 units by July 2023. This is the equivalent of 33.2 charging devices per 100,000 population and compares favourably with other areas in the region e.g., City of Bristol has 31.6 charge points per 100,000 of population.

5. The remaining sites in the Phase 1 programme will continue to be delivered over the coming months and work on a contracted follow-on phase is also underway (all fast and rapid chargers). The experience of working with the current Service Provider has been positive. Customer experience has significantly improved due to better reliability as well as network growth. This has benefited both residents and visitors.

Local Electric Vehicle Infrastructure (LEVI) funding

6. The government has launched the LEVI fund to support local authorities in England to work with the EVCP industry, to improve the roll out and commercialisation of primarily low-powered local charging infrastructure to support residents without off-streetcar parking. It is estimated that between a quarter and a third of residential properties do not have off-street parking and need to access publicly available EVCPs to run an electric vehicle. The LEVI fund would subsidise the capital cost of the installation of EVCPs (fast and rapid) where they are not currently commercially viable due to grid connection costs for example. The Council is contacted approximately twice a month by residents without off-street parking requesting a charging facility.

7. BCP Council has been provisionally allocated LEVI funding of **£1.447m** capital and has a confirmed **£373k** of capability (revenue). The purpose of the LEVI Fund is to accelerate delivery of local charge points, to enable more residents to switch to EVs, and in particular to support those without off-street parking. The capability (revenue) element is to enable authorities to resource the planning and delivery of charging infrastructure and the capital funding is for EVCP purchase and installation.

8. While the LEVI grant provides an opportunity to significantly improve access to EVCPs, the Council will continue to work post LEVI project delivery, to fill remaining

gaps in the public EVCI network, focussing on areas with a high reliance on on-street parking.

LEVI fund application timeline

9. The LEVI fund application is a 3-stage process as described in Table 1.

Table 1 – LEVI fund application stages and key dates

Stage	Objective	Deadline	Outcome
1. Expression of Interest (EOI)	To demonstrate ambition, the council requested funding in the 2023/24 financial year as a tranche one Local Authority.	26/05/2023	BCP Council was subsequently confirmed as a Tranche 1 authority in August 2023 by DfT OZEV and therefore eligible to proceed with the development of a full business case to secure the £1.447m allocated to it.
2. Submit full funding application	As a Tranche one authority the council must complete and submit a full LEVI Capital fund application and draft tender documentation.	30/11/2023	Pending review by DfT OZEV in January 2024 (if successful) then 90% of the funding would be released for the Council to deliver EV infrastructure in accordance with the BCP PEVIS.
3. Contract review	To assess whether the commercial arrangement between the local authority and private sector partner meets the fund criteria	30/09/2024	The final 10% of funding released upon confirmation of a satisfactory review by DfT OZEV

Procurement

10. The DfT OZEV has advised that it would confirm the outcome of the LEVI stage two applications between December 2023 and March 2024 (it is aiming for January 2024). If successful, the council would receive 90% of the funding at this point. A competitive procurement exercise to appoint an EV Service Provider(s) through a concession contract model would follow in early in 2024.

11. The procurement strategy would see BCP Council use the LEVI funding as a capital investment to cover costs associated with providing site electrical connections and to provide and install EVCPs at locations which are not currently commercially viable/deliverable without subsidy support. This model will allow the Council to retain some control over the quality of service and/or location of the EVI by having an active role in contract management and performance monitoring of the service provider.

12. The risk and responsibility associated with installation, maintenance, operations, and asset utilisation lies with the service provider who finances the capital and replacement costs of the charging infrastructure. The DfT OZEV has provided a clear instruction to Local Authorities that it expects a competitive procurement

exercise to achieve a minimum 50% funding contribution from the appointed Service Provider(s).

13. The concession contract will include a profit share arrangement that will generate a revenue stream to the Council. This is estimated to be worth £10k per annum (based on the current Council EV concession contract with JoJu).

Project Delivery

14. Subject to the successful award of a concession-based contract, the winning supplier will be expected to commence delivery of the council LEVI project in April 2024.

Draft Public Electric Vehicle Infrastructure Strategy

15. There is an expectation for the council to either have an Electric Vehicle Infrastructure Strategy in place or be working towards one at the full business case submission stage (by end of November 2023). To ensure compliance with this requirement the Council has developed the BCP PEVIS (Appendix 1).

16. The BCP PEVIS can be summarised as follows:

- A short-term strategy (2024 to 2030) which aims to improve public EV charge point consumer experience and to accelerate the roll out of public local charging infrastructure, with a target focus on residents without access to off-street parking.
- A plan for how the Council can contribute to removing 'barriers' for the public to transition to EVs quicker, and to contribute to achieving local and national net-zero carbon targets by 2050.
- Identifies the demand for public EVCI in the local area up to 2030.
- Identifies the forecast provision of public EVCI required, in order to meet the demand up to 2030.
- A focus on key delivery areas e.g., destination charging; residential charging; mobility hubs; opportunities related to upgrading the BCP Car Club to EV and expanding the network; and the promotion of community EV charging infrastructure (whereby electric car drivers can access EV charge points by borrowing them from others while they are not in use).
- No charging infrastructure will be considered on residential streets, to avoid causing pavement obstructions that could discourage walking and cycling, as well as creating accessibility issues.
- A moderate increase in the provision of other publicly available charge points, for example those provided by supermarkets is expected in the short term, this has been factored into the PEVIS when recommending locations that could be supported/delivered as part of the LEVI funded programme.

17. To inform the BCP PEVIS, a public consultation was undertaken for 6 weeks from Monday 21 August to Sunday 1 October 2023. A summary consultation report is attached (Appendix 2). The headline outcomes from the Consultation were as follows:

- **366** respondents completed the consultation questionnaire, with **192** suggested locations for Public EV charging points and **63** suggested locations for E-car club vehicles.
- **51%** of responses confirmed their household had access to an EV (Electric Vehicle) or plug-in hybrid.
- **32%** of those who had access to an EV, did not have access to EV charging point at home.
- **15%** of respondents who did not currently have access to an EV, are planning to transition to an EV within the next two years. **35%** plan to transition between 2 and 5 years.
- The second biggest 'barrier' to motorists transitioning to an EV is the lack of publicly available EV charge point infrastructure close to where they live. The greatest barrier is the cost of purchasing/leasing an EV.
- **73%** of all respondents would be willing to walk up to 10 minutes to access a public charge point for an EV.
- **37%** of respondents would consider booking and hiring a car club electric vehicle to replace some car journeys or the need for a personal vehicle entirely, if a vehicle was located close to their home.
- Many respondents complained about having to pay for parking while charging.
- Several respondents declared that EVCPs needed to be more accessible for disabled users.
- A number of respondents expressed concerns about safety in poorly-lit and remote car parks, especially for the disabled.

18. A longer-term EV strategy will form part of the new Local Transport Plan (LTP4) expected during 2025. This will have a wider scope to include work place charging, EV for logistics, Public Transport etc.

19. It is recommended that Cabinet endorses the adoption of the BCP PEVIS and acceptance of the LEVI grant (subject to DfT award) to Council.

Options Appraisal

20. The options are as follows:

a) Approve acceptance of the £1.447m LEVI funding; delegate the delivery of the LEVI funding in line with the adopted BCP PEVIS to the Service Director for Infrastructure in consultation with the Portfolio Holder for Climate Response, Environment and Energy. (**Recommended**).

b) Decline the funding and not adopt the BCP PEVIS to 2030 (**Not Recommended**).

Summary of financial implications

21. The Council has been awarded an indicative capital funding allocation up to £1.447m and a confirmed Capability Fund (revenue) allocation of £373k (£1.820m total) to deliver the LEVI programme subject to full business case approval.

22. Any fees, charges or officer time spent on delivery of the LEVI programme is fully rechargeable to the £373k Capability Fund (revenue) allocation. If/when the £1.447m capital allocation is confirmed then any fees and charges that directly contribute to the delivery of the EVCPs assets would rechargeable against the award.

23. The contract for the delivery of the LEVI funded infrastructure will include a profit share element to BCP Council in line with the current arrangements (10% of the price of the electricity supplied to each EVCP). This is expected to be approximately £10,000 per annum.

24. The EVCPs and associate infrastructure will remain the property of the supplier who will be responsible for the cost of maintenance of the equipment and future upgrades for the term of the contract.

Summary of legal implications

25. There is no statutory requirement for local authorities to install Electric Vehicle Charging Infrastructure, although the technical and operational arrangements are regulated through the Electric Vehicles (Smart Charge Points) Regulations 2021 and the Public Charge Point Regulations 2023.

26. A robust procurement process would be developed and followed in accordance with advice from the Council procurement team and financial regulations.

Summary of human resources implications

27. LEVI Capability (revenue) funding has been made available to recruit 2 x temporary Senior EV Project Officers (in progress). Electric Vehicle charging infrastructure also forms part of the work undertaken by members of the Sustainable Travel (Operations) Team and the Sustainable Transport Policy Manager.

28. The programme has and will continue to need support by some Corporate Services and revenue funding has been made available for this through the aforementioned Capability Fund (revenue).

Summary of sustainability impact

29. A Decision Impact Assessment DIA Proposal ID 590 has been created for this decision.

Impact Summary

Climate Change & Energy	Green - Only positive impacts identified	
Communities & Culture	Green - Only positive impacts identified	

Waste & Resource Use	Green - Only positive impacts identified	
Economy	Green - Only positive impacts identified	
Health & Wellbeing	Green - Only positive impacts identified	
Learning & Skills	Green - Only positive impacts identified	
Natural Environment	Green - Only positive impacts identified	
Sustainable Procurement	Green - Only positive impacts identified	
Transport & Accessibility	Green - Only positive impacts identified	

Answers provided indicate that the score for the carbon footprint of the proposal is: **0.5**

Answers provided indicate that the carbon footprint of the proposal is:	**Low**	

Summary of public health implications

30. Urban traffic speeds are falling by on average 2% every year, causing NOx emissions to rise. Diesel cars are the single biggest contributor to NOx levels, responsible for 41% of all NOx emissions from road transport. Installing EVCPs contributes to the BCP Council priority of developing an eco-friendly and active transport network with positive implications for public health.

Summary of equality implications

31. An Equalities Impact Assessment screening has been undertaken and can be read in Appendix 3.

Summary of risk assessment

32. The following risks have been identified:

(a) Risk of accident/injury during the installation of Electric Vehicle Charging Infrastructure.

- Agreed Method Statements with supplier setting out health and safety precautions to be taken during installation.

(b) Risk of accident/injury to the public whilst using Electric Vehicle Charging Infrastructure.

- Equipment and installations to be in accordance with the Electric Vehicles (Smart Charge Points) Regulations 2021 and the Public Charge Point Regulations 2023.

Background papers

33. Taking charge: the electric vehicle infrastructure strategy

Appendices

Appendix 1 – PEVIS Strategy
Appendix 2 – PEVIS Consultation (Summary)
Appendix 3 – EIA Screening

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Appendix 1

Bournemouth, Christchurch, and Poole Council Public Electric Vehicle Infrastructure Strategy 2024 to 2030

Contents:

1. Introduction 05

1.1 Context 05

2. Scope 06

2.1 Destination charging 06

2.2 Residential charging 06

2.3 Mobility Hubs 07

2.4 Upgrading the BCP car club network 07

2.5 Charging provision for leased/fleet vehicles 07

2.6 Community Charging 07

2.7 Development Policies 08

2.8 Areas out of scope for the PEVIS 2024 to 2030 08

3. The current demand for EV carging infrastructure in the BCP Council area 09

3.1 The BCP Council area vehicle mix 09

3.2 The current demand for / supply of public EVCI 11

4. The future requirements for public EV charging infrastructure 13

4.1 The future demand for EVCI in BCP Council area 13

4.2 Western Gateway Strategy Transport Body modelling 14

5. The BCP Council public EV charge point network 16

5.1 Existing Provision 16

5.2 Current BCP Parking policy for EV users 17

5.3 Additional planned provision 17

5.4 Seasonality and impact of tourism 18

6. The PEVIS vision 18

6.1 Objectives 18

6.2 Key stages of development up to 2030 19

7. Links to other Strategies and Plans 21

7.1 Link to the Transport Decarbonisation plan 21

7.2 Links to Local Transport Plan goals 21

7.3 Links to the BCP Council Climate and Ecological Emergency Action Plan 22

7.4 Other links 23

8. BCP Council Electric Vehicle Charging Infrastructure Consultation 23

8.1 Consultation background 23

8.2 Consultation findings 24

9. Destination charging – EV1 26

9.1 Priorities for 2024 to 2030 26

9.2 Opportunities 26

9.3 Key Stakeholder groups 27

9.4 Destination charging actions 27

10. Residential charging – EV2 29

10.1 Priorities for 2024 to 2030 29

10.2 Opportunities 29

10.3 Key Stakeholder groups 31

10.4 Residential charging actions 31

11. Mobility Hubs – EV3 38

11.1 What is a Mobility Hub? 38

11.2 Priorities for 2024 to 2030 38

11.3 Opportunities 39

11.4 Key Stakeholder groups 39

11.5 Mobility Hub actions 40

12. Upgrading the BCP car club network – EV4 41

12.1 Priorities for 2024 to 2030 41

12.2 Opportunities 42

12.3 Car Club actions 42

13. Charging provision for leased/fleet vehicles – EV5 43

13.1 Priorities for 2024 to 2030 43

13.2 Opportunities 43

13.3 Leased/fleet EVCI actions 44

14. Promotion and incentivisation of Community Charging – EV6 44

14.1 Priorities for 2023 to 2030 44

14.2 Opportunities 44

14.3 Community Charging actions 45

15. Development policies – EV7 45

15.1 BCP Council Parking Standards Supplementary Planning Document 45

15.2 Priorities for 2024 to 2030 46

15.3 Opportunities 46

15.4 Development policy actions 47

16. Strategy Approach 47

16.1 PEVIS Approach 47

16.2. LEVI Funding Approach 47

17. Action Plan Summary 50

18. Monitoring Progress 50

Glossary 52

1. Introduction

1.1 Context

The transport sector, due to its dependency on fossil fuels, is a major contributor to society's carbon footprint, and affects air quality and public health. In 2020, transport in the Bournemouth, Christchurch and Poole (BCP) area was responsible for 33 percent of carbon dioxide (CO2) emissions, an estimated 390 kilotons of CO2 equivalent. Decarbonising the transport sector will be a key challenge in moving towards a zero-carbon future.

Reducing car travel and achieving modal shift in favour of public transport and active travel will have a significant role in addressing these impacts. However, for certain activities and particularly in parts of the BCP Council area with limited public transport provision, cars and vans are the most suitable means of transport. Replacing existing petrol or diesel vehicles with electric vehicles (EVs) is therefore a key part of BCP Council's Climate and Ecological Emergency action plan to help achieve our climate change and air quality goals. It is also in accordance with the environmental objectives of the Council's draft Corporate Strategy and Vision.

The UK Government has introduced a ban on the sale of new petrol and diesel cars and vans from 2035. The ban will speed up the transition to EVs. By 2030 it is estimated that EVs could account for up to 44 percent of all cars and vans in the BCP Council area (approximately 106,000 vehicles).

Charging infrastructure is essential to encourage EV ownership. In the BCP Council area there are currently 133 public electric vehicle charge points or 33.2 per 100,000 population. To meet growing charge point demand, it is forecast that between 997 to 1178 public charge points will be needed by 2030 to meet demand from residents, businesses, and visitors (Nevis/Cenex, 2023).

By adopting this Public Electric Vehicle Infrastructure Strategy (PEVIS), BCP Council is demonstrating a commitment to promote the uptake and deployment of EVs. This document sets out a vision, the Council's planned approach in the form of an action plan, and how the Council will use data to monitor the impact of the strategy.

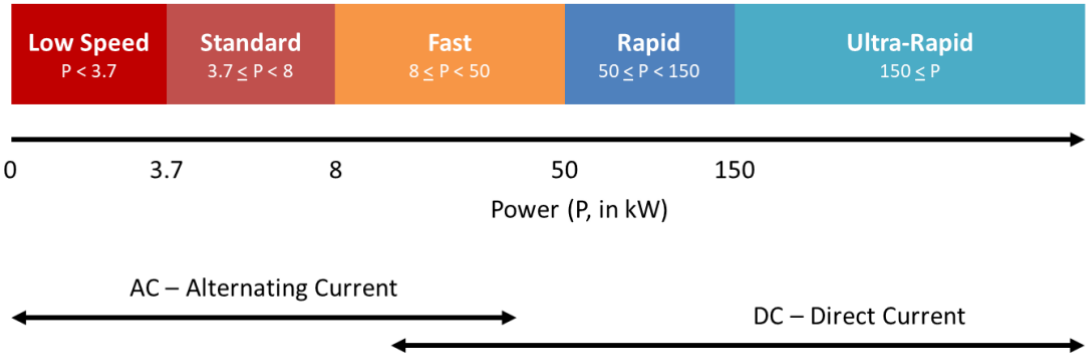
The PEVIS, covers 2024 to 2030. During this period the PEVIS shall focus on what is currently known, what can be practically delivered, and for the EV market in the UK to mature. This timespan also:

- Aligns with Office for Zero Emissions Vehicles (OZEV) Local Electric Vehicle Infrastructure (LEVI) funded deployment, which provides an opportunity to secure both capital and revenue funding streams to support this strategy.
- Aligns with the scheduled conclusion of the Council's current programmed Electric Vehicle Charging Infrastructure programme, which is being delivered through a contracted Commercial Service Provider (JoJu/Mer).

The PEVIS will be reviewed regularly to provide opportunity to reflect upon rapid technological and socio-economic change.

The following nominal charging equipment power ratings have been defined to describe different types of EV charging infrastructure referenced in this strategy:

- **Low Speed** – for charging equipment dispensing at a maximum power of up to 3.7 kW.
- **Standard** – for charging equipment dispensing at a power of greater than or equal to 3.7 kW, but less than 8 kW.
- **Fast** – for charging equipment dispensing at a power of 8 kW and above, but less than 50 kW.
- **Rapid** – for charging equipment dispensing at a power of 50 kW and above, but less than 150 kW.
- **Ultra-Rapid** – for charging equipment dispensing at a power of 150 kW and above.



Charge times for vehicles (varies based on size and type of use of vehicle) using the respective charger types are broadly as follows:
***Low Speed** = 8 hours+ ; **Standard** = 4-8 hours; **Fast** = up to 4 hours; **Rapid** = 40-60 minutes; **Ultra-rapid** = 30 minutes (200 miles)*

2. Scope of the PEVIS

This Strategy covers the following:

2.1 Destination Charging

Publicly accessible off-street charge points in destinations. This includes public car parks, retail, leisure, and tourist attractions. Destination charge points provide top up charging opportunities and address range anxiety concerns. This includes the concept of hub-based charging (a group of charge points at a central location in or out-of-town). Sufficient grid capacity must be available to accommodate high powered charging. Power can also be generated on-site from renewable sources.

2.2 Residential Charging

Charge points located at or near EV owners' homes (there may be an overlap with destination charging). These serve residents primarily for overnight charging and are important for residents that lack private off-street parking at home. Charge points could be

situated on-carriageway or in off-carriageway locations depending on the setting and local constraints. Convenience for residents will be a priority consideration when locating these charge points. No charging infrastructure will be considered on residential streets, to avoid causing pavement obstructions that could discourage walking and cycling, as well as creating accessibility issues. Community charging also falls into this category.

2.3 Mobility Hubs

Mobility hubs conveniently bring together shared transport (bike, e-bike, e-scooter, e-cargo bike and car club services), public transport (bus and rail) with active travel options at a single location. This enables seamless interchange between transport modes. They provide an opportunity to deliver publicly accessible EV charging infrastructure as part of the local sustainable transport offer.

2.4 Upgrading the BCP car club network

Car clubs provide socially inclusive, low emission mobility which helps to break dependency on private car ownership. They help policy makers to meet targets at local, regional, and national levels, including emissions reduction; reduce congestion; support improved air quality and encourage individuals to increase their use of sustainable modes. BCP Council in partnership with Co-Wheels run a fleet of 12 vehicles predominantly powered by Internal Combustion Engines. Upgrading the BCP car club fleet to electric vehicles will rely on the provision of Electric Vehicle Charging Infrastructure (EVCI).

2.5 Charging provision for leased/fleet vehicles

The British Vehicle Rental & Leasing Association BVRLA has provided data showing that 50% of all new vehicle registrations are fleet/leased vehicles. In addition, 80% of UK Battery Electric Vehicles (BEV) are forecast to be fleet or leased vehicles by 2025.

The PEVIS needs to consider several challenges faced by van drivers to help drivers transition to EVs:

- Many residents are van drivers and will need to park works vehicles at home over night. The assumption that all van users can re-charge in a workplace depot is not accurate.
- Insurance policy requirements for van drivers, requiring vehicles to be parked within sight of home.
- Consider public EV charge point bay dimensions. Vans require longer bay lengths.
- Consider existing height access restrictions to car parks hosting public EV charging infrastructure.

The potential for bookable EVCI. EV van users working to a schedule, want to be able to book charging appointments to fit in with their work schedule. Software and hardware procured/supplied through LEVI needs to be future proofed.

2.6 Community Charging

Community charging is where electric car drivers can access EV charge points by borrowing them from others while they are not in use, a fee is paid for the use of the charge point. Community EV charging gives drivers who are looking to get an electric car the confidence

to make the switch, knowing that there are local home chargers that they can use. Individuals/community groups can generate revenue by renting out their home chargers while supporting their local EV community.

There are currently a number of companies that facilitate community charging, for example Co Charger and Just Charge . The providers offer app-based tools which allow individuals/community groups to sign up and register their charge points, set their own tariffs, and receive payment for the use of their charge point. The app also allows drivers to search, book, and pay for a convenient private charge point. There are currently an estimated 600,000 privately owned electric charge points in the UK. Providing the public paid access to a community charging network could speed up the transition to EV, by drivers that do not have access to their own off-street parking and charge point.

2.7 Development Policies

The application of planning requirements on new developments to ensure planning applications fully provide for future uptake of EVs. The council already expects the inclusion of charging points for electric vehicles in all new developments as outlined in section 3.6 of the BCP Parking Standards document.

2.8 Areas out of scope for the PEVIS 2024 to 2030

Not within the scope of the PEVIS are:

- **Charging at BCP Council sites** - Charge points installed in depots and at Council offices to enable electrification of the Council operational and pool fleet. Sufficient grid capacity must be available to accommodate high powered charging.
- **Workplace charging on private land** - Charge points installed at workplaces within private car parks for use by a company's employees and fleet vehicles. Workplaces could also provide community charging facilities if the charge point is made publicly accessible.
- **Bus and taxi charging** - Charging infrastructure that meets the requirements of future electric bus and taxi fleets. Sufficient grid capacity must be available to accommodate high powered charging.
- **Renewable energy generation and supply for electric vehicle charging** - The generation of renewable energy to supply electric vehicle charging infrastructure. Renewable energy could either be generated on-site co-located with charging infrastructure or be generated off-site.
- **Motorbikes** – There is currently low demand for e-motorbikes. Almost all e-motorcycles currently use 3-pin chargers and therefore no dedicated charging infrastructure is required.
- **Rail transport** – rail infrastructure is the responsibility of Network Rail. BCP Council has limited powers to influence the rail sector and its adoption of zero emission vehicle technology.

- **Freight transport** – The adoption of zero emission vehicle technology will occur later than the period covered by this strategy. It is unclear at this time if electric or hydrogen will emerge as the primary energy source for powering freight vehicles.
- **E-Bikes and e-cargo bikes** – Ebike batteries can be removed and are charged using a standard 3 pin plug. Therefore, no dedicated charging infrastructure is required.
- **Hydrogen power solutions** – The technology and vehicle availability of hydrogen powered solutions is not at a mature enough stage to be considered as part of this strategy.

En-route charging along the strategic road network – This is managed by Highways England.

3. The current demand for EV charging infrastructure in the BCP Council area

3.1 The BCP Council area vehicle mix

The most recent data from the National Charge Point registry for 2022 **(Figure 1)**, shows that 1.6% of the BCP Council area vehicle population were classified as electric vehicles. The number of EV's in the BCP Council area is currently estimated to be 8900 **(Figure 2a)**, with the number expected to reach nearly 106,000 by 2030 **(Figure 2b)**. Aligned to this significant increase in number of EV's, comes the increase in demand for Electric Vehicle Charging Infrastructure.

Figure 1 – 2022 BCP Council area vehicle mix for car and light goods vehicles data (National Charge Point Registry (NCR), compiled by NEVIS).

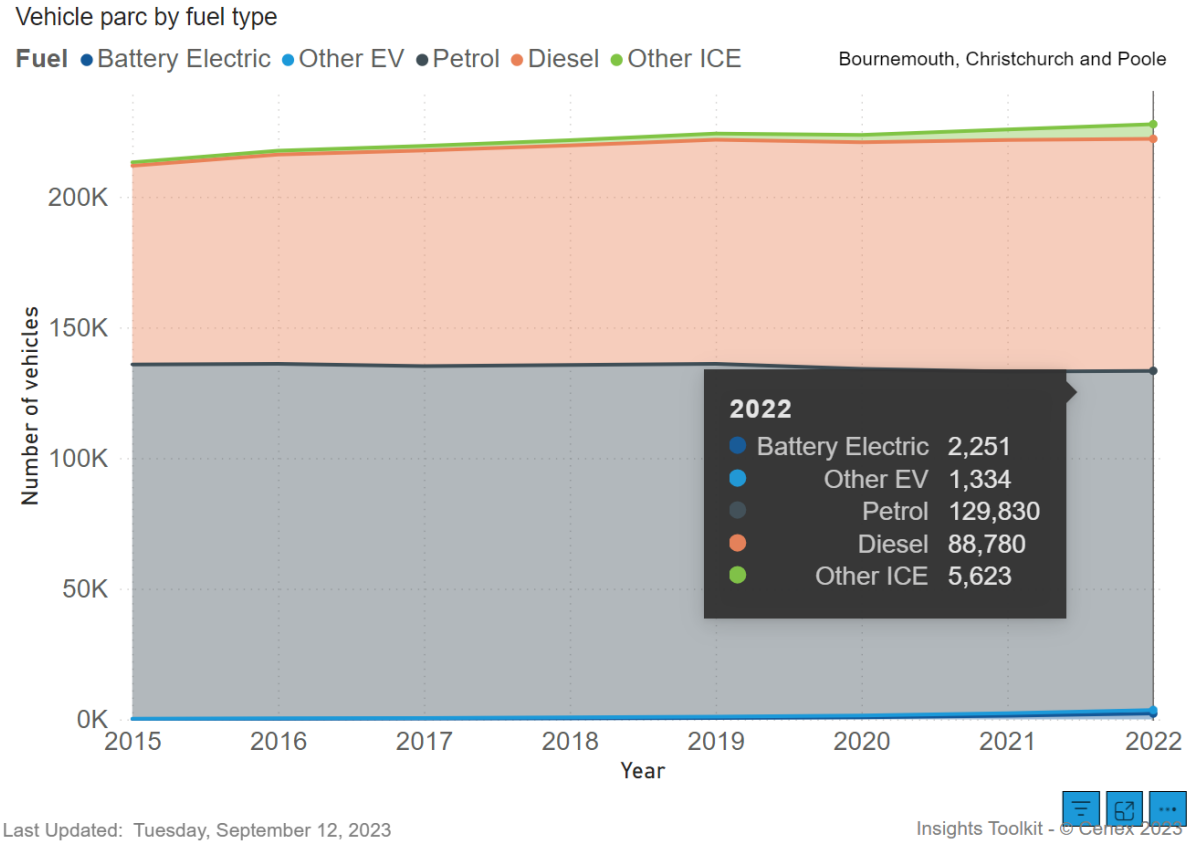
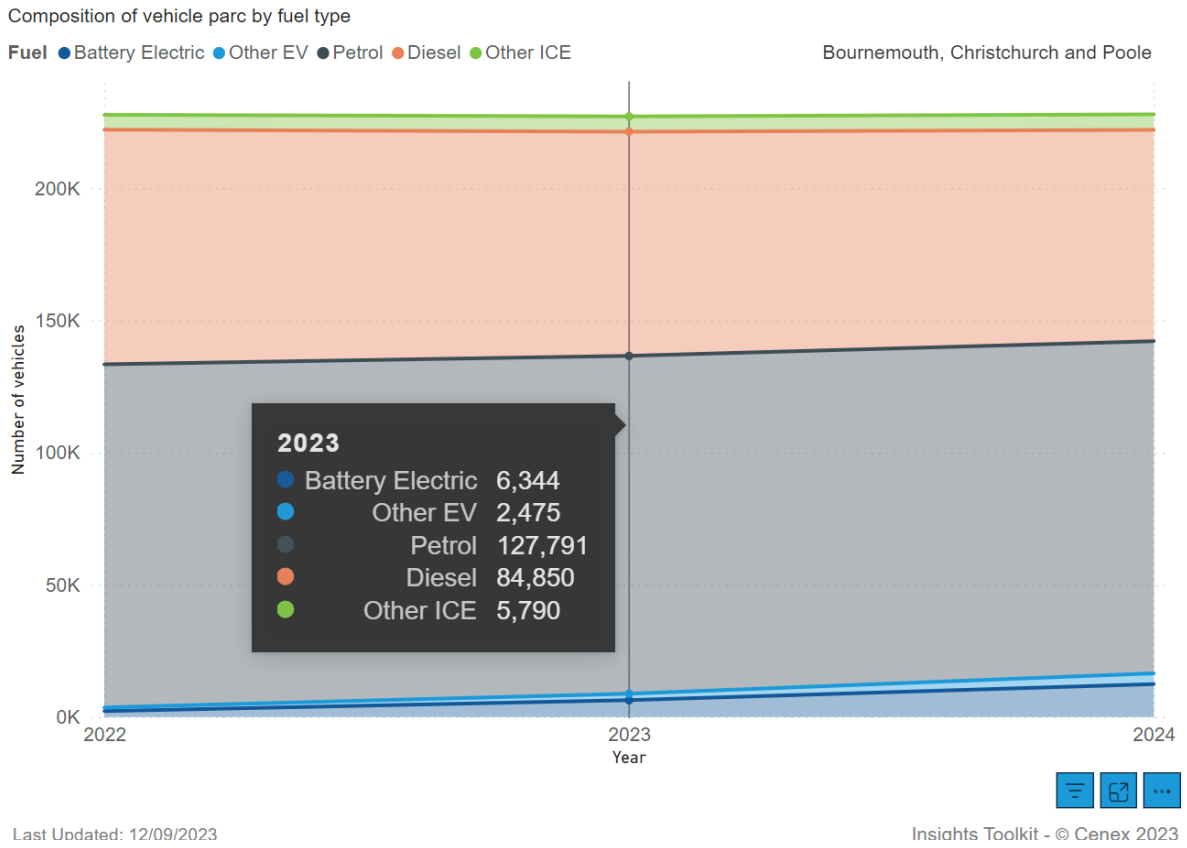


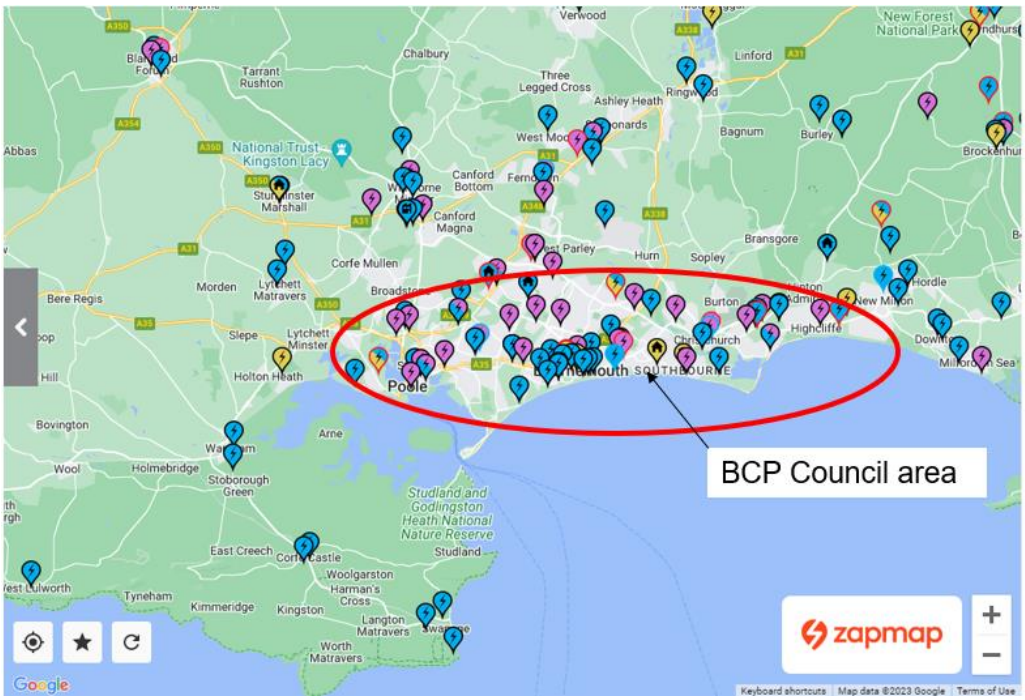
Figure 2a - BCP Council area vehicle mix (cars and light goods vehicles) 2022 to 2024



3.2 The current demand for / supply of public EVCI

Figure 3 provides a visual summary of the current quantity and distribution of publicly accessible EVCI in the BCP Council area and surrounding areas (SE Dorset and Hampshire), source: https://www.zap-map.com/live/ (May 2023).

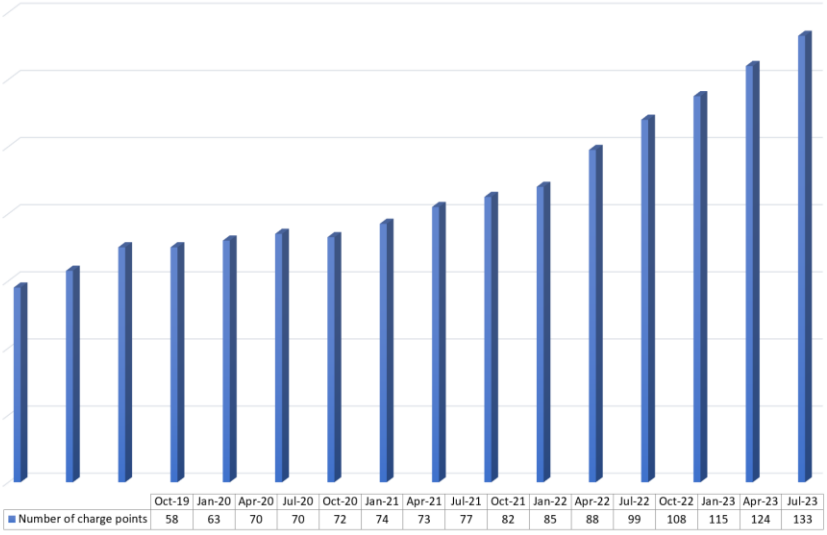
Figure 3 – Current publicly available EVCI in SE Dorset and surrounding areas



In July 2023, the number of publicly accessible charging points in the BCP Council area was estimated at 133. This is an increase of over 50% over the previous 12 months (Figure 4). This shows the impact of the BCP Council public EV charging contract that was awarded to JoJu/Mer in April 2022.

This equates to 33.2 devices per 100,000 population. It is lower than the English national average of 66.7 charging devices per 100,000 population including London at 152, but higher than Bristol at 31.6 (a comparable area in terms of environment and population).

Figure 4 - The Public EVCI network growth (BCP Council area) Oct 2019 to July 2023



	Oct-19	Jan-20	Apr-20	Jul-20	Oct-20	Jan-21	Apr-21	Jul-21	Oct-21	Jan-22	Apr-22	Jul-22	Oct-22	Jan-23	Apr-23	Jul-23
Number of charge points	58	63	70	70	72	74	73	77	82	85	88	99	108	115	124	133

4. The future requirements for public EV charging infrastructure

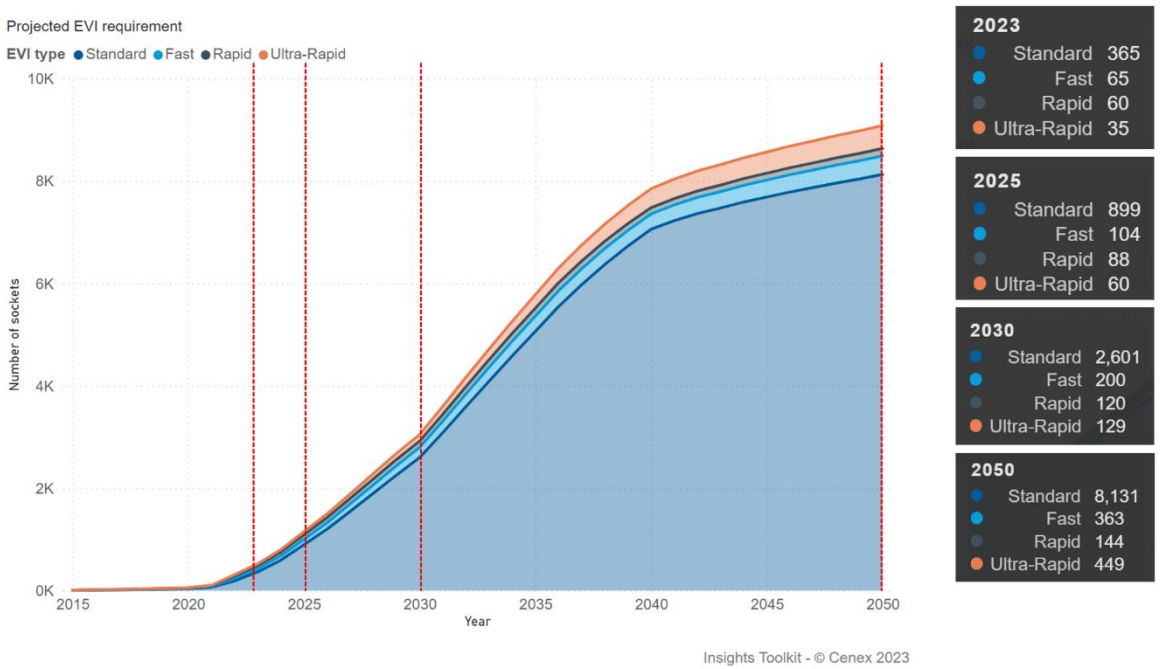
4.1 The future demand for EVCI in the BCP Council area

Data estimates from the Nevis/Cenex Insights toolkit, indicates that the number of EVCI devices required in the BCP area will increase exponentially over the next few years. The extent of the requirement will vary dependent on the speed of uptake and the preferred strategy for delivering EVCI across the local area. There are three different roll out approaches considered:

1) **Residential** - This provides a projection with a preference towards standard charging near-home.
2) **Hub-based** - This provides a projection with a preference towards ultra-rapid charging which is similar to the current fuelling station approach.
3) **Blend** – This provides a projection with a blend between the two other approaches.

Based on a medium EV uptake projection in the BCP Council area from 2023 to 2030, **Figure 5** outlines the number of EVCI units that will be required, based on a blended delivery approach of residential charging / hub provision. Based on this projection scenario, the quantity of charge points required to meet the local demand will increase to 2,600 standard charge points; 200 fast charge points; 120 rapid charge points; and 129 Ultra rapid charge points.

Figure 5 – Projected EVCI requirement in BCP Council area 2023 to 2050, based on a medium uptake of EV provided for by a blended residential/hub charging approach



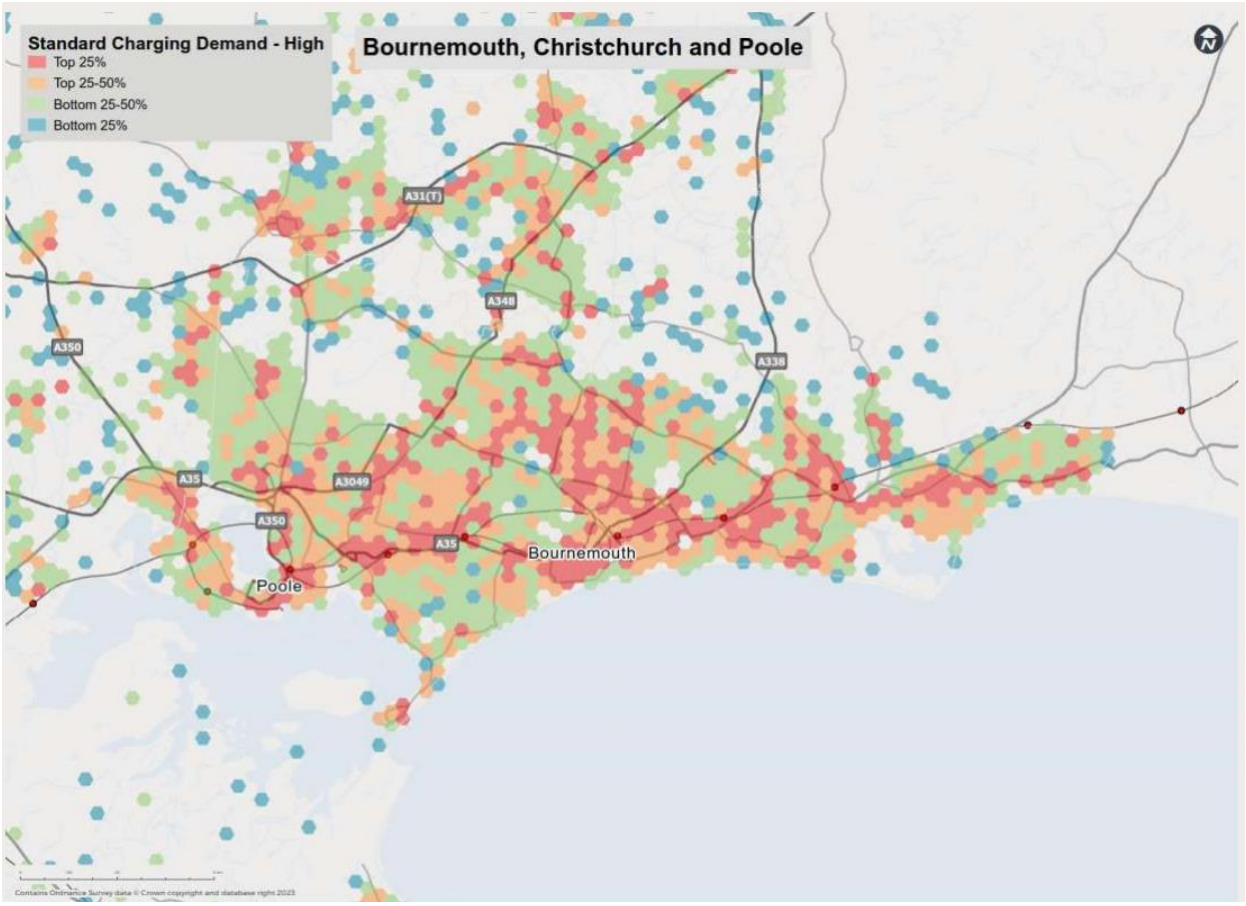
4.2 Western Gateway Strategic Transport Body modelling

The Peninsula and Western Gateway Sub-National Transport Bodies (STBs) have commissioned a strategic Electric Vehicle Charging Study for the Southwest region. As part of this work, an analysis was undertaken to provide an initial indication of where to deploy charging infrastructure for AC charging demand (up to 22 Kw).

Figure 6 is a map of the BCP Council area, highlighting locations which will have the greatest need for charging provision by 2030 (red and orange hexagons). The greatest demand is focussed in residential areas where drivers do not have access to domestic off-street charging. The PEVIS will consider this analysis when identifying suitable sites for the provision of public residential charging infrastructure.

As part of the STBs EV charging study, some analysis was also undertaken of areas that have the greatest reliance on on-street parking. **Figure 7** is a map which shows the results for the BCP Council area. The red and orange hexagons highlight which areas within the conurbation have a proportion of households that rely on on-street parking (45% or more).

Figure 6 – Bournemouth, Christchurch, and Poole - Charging Demand area analysis

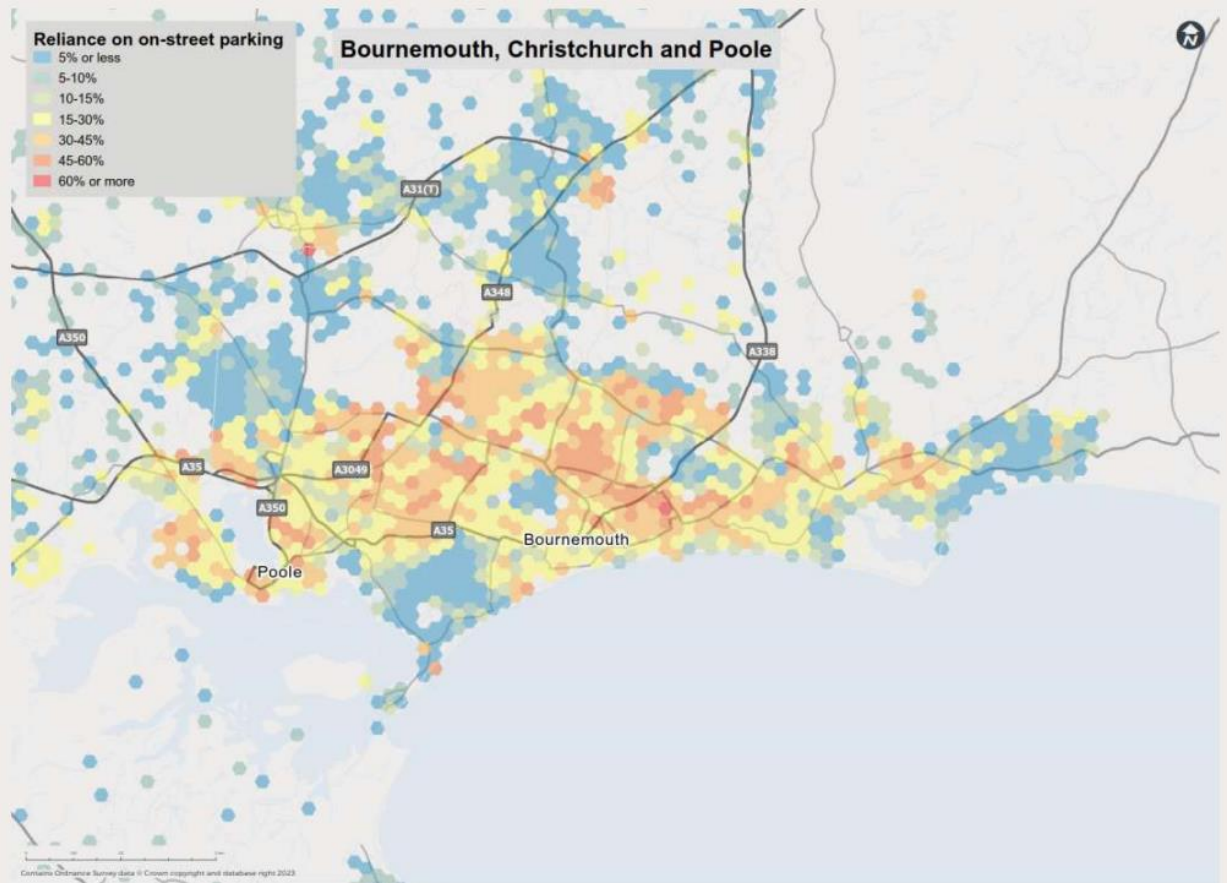


Source: The Peninsula and Western Gateway Sub-National Transport Bodies (STBs) Electric Vehicle Charging Study.

The STB model takes a range of inputs in order to calculate EV uptake at a neighbourhood level. A key metric used is an estimate of the reliance on street parking within a hex area (400x400m). This is calculated using Experian Mosaic consumer demographic data which includes information around the housing stock within each postcode area. The model made assumptions around the types of housing which are likely to have a private driveway. Whilst this metric is an approximation, testing highlighted a high rate of accuracy.

The PEVIS will also consider this analysis when identifying suitable sites for the provision of public residential charging infrastructure.

Figure 7 – Bournemouth, Christchurch, and Poole – map showing areas with the greatest reliance on on-street parking



Source: The Peninsula and Western Gateway Sub-National Transport Bodies (STBs) Electric Vehicle Charging Study.

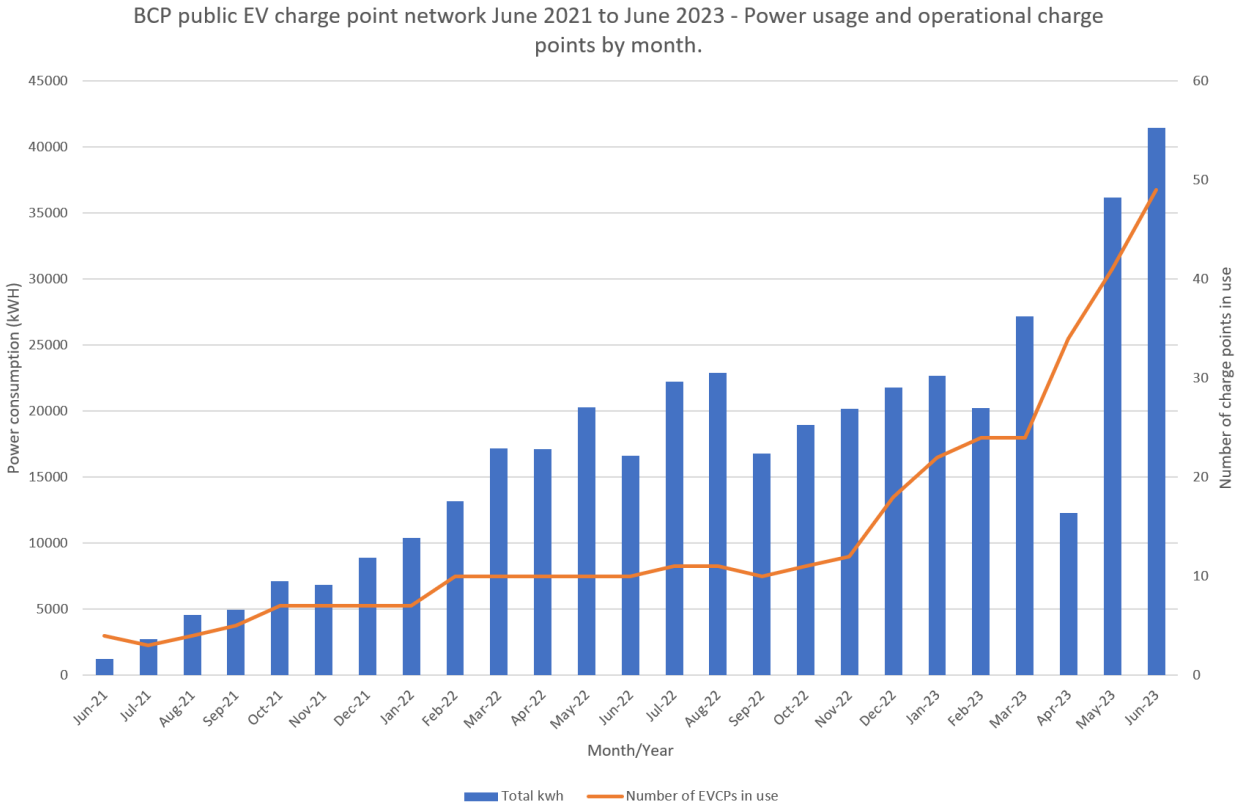
5. The BCP Council public EV charge point network

5.1 Existing provision

BCP Council's past and current role in the delivery of publicly accessible EVCI is summarised as follows:

- In what is now the BCP Council area, 12 rapid charge points were installed in 2015 by Borough of Poole, Bournemouth Borough Council and Dorset County Council, following a grant funding award from OLEV, under an own and operate model. Due to issues with the appointed contractor responsible for maintenance, the resolution of faults was problematic and slow, leading to on-going issues with poor reliability and frequent, negative user experience.
- The 12 legacy rapid charge points were upgraded in 2021 by BCP Council's current Service Provider JoJu/Mer. The performance of the charge points has significantly improved and has resulted in improved user experience and utilisation.
- In 2022 BCP Council appointed JoJu (charge point installer) and Mer (charge point operator) to deliver an agreed program of rapid and fast EVCPs at key destination based public car park sites across BCP. This is a supplier funded arrangement, through a concession-based contract. BCP Council receives a % of profit share from electricity supplied to power the infrastructure. To date this arrangement has delivered 29 operational publicly accessible EVCP sites in BCP Council car parks, a mix of 40 fast and rapid public charge point units, serving 80 sockets/EV bays). **Figure 8** is a graph which illustrates the positive impact that this contract has had on the roll out and supply of publicly available EVCI in the BCP area. **Figure 8** also details the impact of the infrastructure provision on energy consumption, required to supply the BCP charge point network.

Figure 8 BCP Council Public EVCP Network June 2021 to June 2023 – No. of Charge Points and Power Usage



5.2 Current BCP Parking policy for EV users

Existing BCP Council Parking policy stipulates that vehicles using public EV charge point bays located within BCP car park sites must pay the appropriate fee for the use of the parking space in addition to paying for the use of the charge point. Feedback from the BCP Council EV consultation (see section 8) indicates that this is unpopular with some drivers.

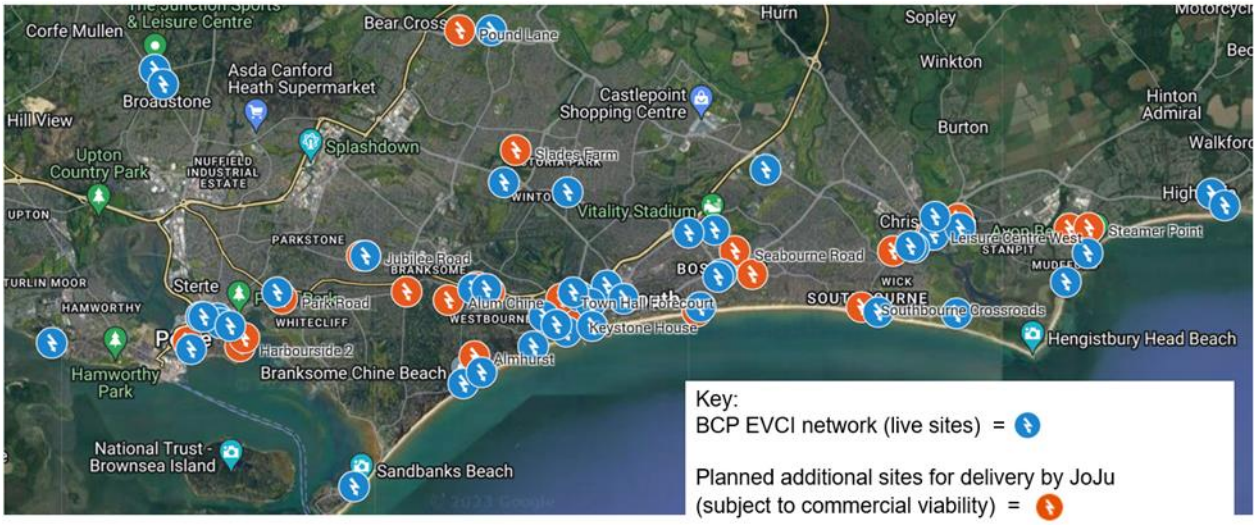
The current policy reflects the use of space and fact that the BPC EVCP network operates as a concession, whereby the Council receive a small profit share of the electricity used during EV charging. This revenue is used by the Council to support the administration of the scheme and would be insufficient to cover lost income should parking charges be removed.

The removal of parking charges for EV drivers whilst other users are required to pay would also present issues in terms of monitoring the legitimate use of public EV charge point bays in BCP Car Parks.

5.3 Additional planned provision

Through existing contractual arrangements, BCP Council is working with JoJu/Mer to deliver a further 36 sites with public EVCPs by March 2025.

Figure 9 - Map to show the location of existing and planned EVCP sites provided through BCP Council contracts



5.4 Seasonality and impact of Tourism

The tourism industry is important to the local area with an estimated 9.9 million visits (day visits and staying trips) annually, contributing £1.3 billion to the local economy in 2021 (BCP Tourism Strategy 2023-2027). A surge in demand for EV charge points in the summer poses a specific challenge, which is already being addressed through the installation of rapid and fast charge points, as described in 5.1 and 5.3. Data from existing BCP Council public rapid charge points shows that the average demand increases across the network by 10-14% in the months of July and August. At certain locations, the average demand can increase by as much as 140% in the peak summer months. As a result, the PEVIS will need to consider the provision of public EVCI to meet the needs of both residents and visitors throughout the year.

6. The PEVIS vision

6.1 Objectives

Our vision is to create a reliable and accessible charging infrastructure for residents, businesses and visitors, and to contribute to making the area carbon neutral before 2050.

By implementing this strategy BCP Council will:

- Lead by taking action in areas which the Council directly controls.
- Lead on securing funding and generating revenue.

- Lead on keeping residents, businesses and visitors engaged and consulted on future measures.
- Enable the expansion of a reliable and accessible public charge point network that complements commercial networks.
- Enable residents without off-street parking to access convenient and affordable public charge points.
- To consider the electric charging needs of van drivers and fleet vehicle users.
- Explore opportunities to encourage taxi operators to switch to EVs.
- To consider opportunities to support Community Charging schemes.
- Provide increased access to public charge points through the provision of Mobility Hubs, to promote a range of sustainable travel modes. The hubs will include infrastructure for e-car club vehicles at priority sites.
- Provide a fully electric car club offer within the local area.
- Enable, through planning policy, new developments to install active or passive charging infrastructure.
- Work closely with the private sector to leverage private match funding capital and to maximise capital funding secured through central government grants.
- Work with Councillors, the Community and other public sector organisations.
- Co-ordinate with other commercial and public network operators to deliver EVCI.

Work with Scottish and Southern Electricity Networks (SSEN) Distribution Network Operator (DNO) to identify future public EV charge point demand to feed into strategic infrastructure plans.

6.2 Key stages of development up to 2030

Figure 10 presents a summary of the progress made by BCP Council to install publicly accessible EVCI to date, as well as outlining the major stages of EVCI development up to 2030.

Figure 10 – Key stages of development up to 2030

Year	EV Market Share BCP	Stage	Resource	
			BCP	Private sector
2015 to 2021	Increased up to 1%	**1 Foundation** The number of chargers increases dramatically from a small base with destination EVCPs in strategic town/ neighbourhood centres. Investment led by the private sector.	£	££

		12 Rapid charge Points installed and operated by a consortium of local authorities. BCP Council takes ownership of this EVCI network in 2019 when the Unitary authority is formed. The network experiences poor reliability and user experience as a consequence of on-going maintenance issues through the own and operate model.		
BCP Council enters a concession-based contract with Private Service Provider to rollout EVCI in BCP council area				
2022 to 2023	Increasing to 5.4% (estimate)	**2 Development** Chargers added into 65 BCP public car park sites through a concession contract with a commercial service provider to fill network gaps and roll out charging at other public locations (leisure centres, parks etc). BCP submits LEVI funding to roll out EVCI aimed at residents without access to off street parking. BCP Council secures LEVI funding for a dedicate EV project officer resource. BCP launch EVCI strategy 2024 to 2030.	~~£~~£	~~£~~£~~£~~£
BCP Council launch EVCI strategy 2024 to 2030				
2024 to 2025	Increasing to 12.9% (estimate)	**3. Expansion** The residential public charging network to undergo significant expansion with the support of LEVI capital funding. Increasingly EVCPs will be available in towns, neighbourhoods and tourist destinations.	~~£~~£~~£~~	~~£~~£~~£~~£
2026 to 2027	Increasing to 23.6% (estimate)	**4. Growth** Charging infrastructure is now widely available across BCP Council area. Public charging is expected to increase substantially as EV usage increases and as more households without access to off-street parking adopt EVs. More recharging hubs with significant renewable energy development. BCP Council focus is on enabling EVCI through private sector investment and delivery.	~~£~~	~~£~~£~~£~~£~~£
2028 to 2030	Increasing to 44.1% (estimate)	**5. Maturity**	~~£~~	~~£~~£~~£~~£~~£

		EV charging easily accessible at destinations, in residential areas and at workplaces. It is likely that the growth in the number of charger locations may flatten, although capacity at existing charge stations is likely to increase.		

7. Links to other Strategies and Plans

7.1 Link to the Transport Decarbonisation plan

The UK Government has developed a plan to decarbonise transport. The Transport Decarbonisation Plan (TDP), published in July 2021, sets out in detail how to deliver the significant emissions reduction needed across all modes of transport to achieve net zero emissions from transport by 2050. The Setting the Challenge 2020 report identifies the decarbonisation of road vehicles as one of six strategic priorities:

In March 2022, the UK Government published its Taking Charge EV Strategy which sets out a vision and action plan for the rollout of electric vehicle charging infrastructure in the UK.

The UK Government's Local Electric Vehicle Infrastructure (LEVI) Fund supports local authorities in England to work with the charge point industry, to improve the roll out and commercialisation of local charging infrastructure, with a focus on planning and delivery of charge point infrastructure for residents without off-street parking. The fund comprises of:

- **Capital funding** to support charge point delivery. In April 2023, BCP Council was indicatively allocated up to £1,447,000 of capital to deliver a step-change in the deployment of local, primarily low power, on-street charging infrastructure and to accelerate the commercialisation of, and investment in, the local charging infrastructure sector.
- **Capability funding** to ensure that local authorities have the staff and capability to plan and deliver charge point infrastructure. BCP Council was awarded £67k of funding in March 2023 to progress a dedicated EV Officer resource and to upskill existing officer resource. A further £305k of capability funding was allocated to the Council in April 2023.

BCP Council is currently working through a 3 stage LEVI application process to secure the Capital funding allocations to deliver against the fund objectives.

7.2 Links to Local Transport Plan goals

The joint Local Transport Plan (LTP) with Dorset Council has a vision for a safe, reliable, and accessible low carbon transport system that assists in the development of a strong low carbon economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets (Bournemouth, Poole, and Dorset Local Transport Plan 2011 to 2026). As set out below, this Strategy will make a significant

contribution to meeting the LTP goals. The LTP is currently being refreshed (LTP4), and an updated plan is expected to be published in 2025.

The PEVIS supports the following LTP goals:

- **equality of opportunity** - improving access contributes to greater equality of opportunity, particularly for those who do not have home charging facilities.
- **reduction of carbon emissions** - BEVs produce zero exhaust emissions. Applying smarter choices and supporting “green technology” to encourage modal transfer and low carbon travel behaviour by providing infrastructure for charging electric vehicles in public locations, mobility hubs and at work/retail centres.
- **supporting the economy** - commitment to the guiding principles of the Green Knowledge Economy. Low carbon solutions will be favoured where possible.
- **improved quality of life** - reducing harmful vehicle emissions will improve quality of life for all, improve air quality, and the local environment.
- **value for money** - value for money will be achieved by maximising our assets.

better safety, security, and health - encouraging and supporting safe and sustainable travel will contribute to improved health.

7.3 Links to the BCP Council Climate and Ecological Emergency Action Plan

The Council Climate and Ecological Emergency Action Plan lists these areas for action that align with this strategy:

- Explore development of an extended network of EV charging points for Council use to provide certainty of provision.
- Investigate replacement of Council vehicles with zero emission EVs or hydrogen vehicles, or alternatives where practicable, such as cargo-bikes.
- Work with partners to consider installing electric vehicle charging points across the conurbation.
- Work with partners to promote and expand car club schemes across the BCP Council area.
- Seek to include policies in the new Local Plan for climate change mitigation and adaptation, including a policy to encourage zero carbon developments, subject to viability testing.
- Consider carrying out a strategic parking review to examine parking/car club standards.

7.4 Other Links

Besides being one of the supporting strategies for LTP and Local Plan, the EV strategy also plays a vital role to underpin the broader objectives and priorities, like reducing carbon emissions, improving air quality, sustainable environment and one of the best places in the world to live, work, invest and play, in our key objectives of the Council's Corporate Strategy. It also has strong links and synergies with:

- Health and Wellbeing Strategy
- BCP Economic Development Strategy
- Dorset Heathlands Interim Air Quality Strategy
- BCP Green Infrastructure Strategy
- BCP Council High Street and District Centre Strategy
- Parking Standards Supplementary Planning Document
- BCP Bus Service Improvement Plan (BSIP)
- BCP Local Cycling and Walking Infrastructure Plan (LCWIP)
- BCP Council Sustainable Fleet Management Strategy
- BCP Council Equality and Diversity Policy

8. BCP Council Electric Vehicle Charging Infrastructure Consultation

8.1 Consultation background

The Council conducted a 6-week public consultation on EV charging from 21 August to 1 October 2023 with the following aims:

- To identify the scale of EV ownership and prospective ownership across the area.
- To assess the demand for local public EV charge points.
- To generate interest in community EV charger sharing.
- To identify 'barriers' to transitioning to EVs from petrol/diesel vehicles.
- To assess interest in community car club electric vehicle hire.
- To identify locations where there is a need for publicly available EV charge points and electric community car club vehicles.
- To share and receive feedback on the priorities, opportunities, and actions for delivery of public EV infrastructure.

In total, **365** consultation on-line surveys were completed. There were **194** suggested locations provided on the public EV drop pin map, and **64** suggested EV car club locations provided on the electric community car club drop pin map.

8.2 Consultation findings

A full summary report of the consultation findings can be found in Appendix A. As result of the consultation feedback, the PEVIS should consider the following key issues/opportunities, broken down into key themes:

Demand for Public EVCI

- There is existing demand within the BCP Council area for public EV charging infrastructure. A sizeable proportion (**32%**) of respondents (current EV users) rely on charging facilities away from the home.
- Providing public EV charging infrastructure in the BCP Council area will be crucial to assisting existing non-EV drivers to transition to EV (**32%** of non-EV drivers stated that they planned to rely on charging facilities away from the home when they transition to an EV).
- The PEVIS will support a sizeable number of non-EV drivers (**49%** of respondents) who plan to own or lease an EV within the next 5 years.

Removing barriers to transition to EVs

- To remove significant barriers for existing non-EV drivers to transition to EVs. The barriers include being unable to install an EV charge point at home (**28%** of respondents); a lack of public EV charge points close to where drivers live (**41%**).

E Car Club vehicles

- Over **a third** of respondents would consider booking and hiring an EV Car Club vehicle to replace existing personal vehicle journeys.
- Nearly **40%** of respondents would be more likely to consider using a Car Club vehicle if it were an EV.
- Over **half** all respondents confirmed that they belong to a household which has two or more vehicles. The expansion of an electric car club fleet could help to reduce both first and second car ownership levels within the conurbation, whilst helping to increase access to public EV charging points in residential areas (on carriageway) where there is a lack of residential off-street parking.
- People are divided on whether they would be interested in joining the scheme. There is a need for more education, and possibly more visibility of the scheme.

Location, quantity, and type of public EVCI

- A significant number of respondents' feedback concern of a lack of existing public EV charge points in the BCP Council area and supported the aspiration to deliver an increased uplift in provision through the PEVIS.
- Many respondents support the idea of multiple EVCPs in a hub location to reduce chances of having to wait around / look for another charge point elsewhere.
- There is definite support for Fast charge points up to 22kwh, that can charge more than one vehicle at a time.

- Nearly **three quarters** of respondents are willing to walk up to **10 mins** to access public EV charging (**73.4%**).
- A clear message that EV users and drivers want to see banks of Fast charge points in car parks close to where people live/work/spend leisure time.
- Strategically located Rapid/Ultra Rapid charge points are valued and have a place within the PEVIS.

A consensus that facilities for residential areas without access to off street parking are necessary.

Design considerations

- The provision of future public EVCI should cater for Type 2 connectors.
- Respondents want a public EV charging solution which is easy and simple to use at all public charging points. Contactless payment at all charge points was a recurring feedback theme.
- Several respondents said that EVCPs needed to be more accessible for disabled users. In the absence of additional information, the Council should continue working to the industry accessibility standard PAS 1899.

Policy considerations

- Many respondents complained about having to pay for parking while charging. Consideration of BCP Car Park payment options to support EV drivers is required (for example, free or reduced fee parking in District Car Parks overnight).
- Consider systems and policies to prevent vehicles from continuing to park in EV bays for pro-longed periods once they have finished charging. This seems to be a current frustration for a number of local EV users.

Safety and accessibility

- Feedback was received requesting charge point infrastructure to be in the carriageway and not on the footway, to reduce clutter and improve/maintain space for pedestrians.
- **12.5%** of respondents reported that someone in their household was a Blue Badge holder. The design of public EV charging equipment, bay layout and back-office systems must consider the needs of users with accessibility needs.
- Several respondents expressed concerns about safety in poorly lit and remote car parks, especially for people with disabilities. Areas of elevated vehicle crime were also mentioned as a possible risk. User safety is an important consideration and needs to be carefully considered and addressed by the Council in collaboration with current and future EV infrastructure delivery partners.

Community Charging schemes

- There was a sizeable number of EV drivers that already have access to their own private charge point, who would consider making it available to others through a Community EV charging scheme. The consideration of support for a Community EV sharing scheme would provide an opportunity for many drivers that don’t have access to off street parking within the conurbation, to gain access to charging infrastructure.

- A number of respondents were unsure if they'd want to allow their home charger to be used for community charging. This presents an opportunity for to consider some way of informing users as to what Community Charging is and how it works.

Mobility Hubs

- There were several positive comments provided which supported the idea of Mobility Hubs, for example "Mobility Hubs would help make BCP a wonderful place to live. It would be useful to have car clubs in more locations and in easy reach of home". No negative comments were received.

9. Destination charging (EV1)

9.1 Priorities for 2024 to 2030:

- To continue to increase the destination charging network coverage in BCP Council area by working with the appointed Service Provider to install fast, rapid, and ultra rapid charge points (where viable) in agreed BCP Car Park sites.
- To have installed a minimum of **100** fast and or rapid destination charge points in **65** identified BCP Car Park sites by March 2025 (as shown in **Figure 7**).
- To include the opportunity for the further provision of EVCI at BCP destination car parks, by identifying potential/suitable commercial sites within BCP's LEVI Fund bid and to include within the scope of a new concession-based contract to deliver a BCP LEVI capital programme (subject to any funding award). This provides an opportunity to leverage private sector investment to deliver the core objectives of the LEVI Fund.

9.2 Opportunities:

- The council owns and manages public car parks, leisure centres and parks/open spaces. These can provide ideal locations for fast charging and the strategic positioning of rapid and ultra rapid charge points to support local community, visitor, and enroute charging.
- Consultation feedback from the public on the subject of parking charges in BCP Council car parks for EV users should be reviewed and measures to incentivise the use of car park sites for the purpose of EV charging considered.
- The Council is well placed to consider the location, type, and number of charge points in the context of current and future development plans.
- Network operators may fund destination charge points in locations where they can expect a return on investment. Working closely with operators can maximise on private investment while ensuring that provision matches the needs of residents, businesses, and visitors.
- The existing BCP Council public EV charging infrastructure provided by JoJu/Mer has been supplier funded. We are supportive of the commercial model as we know it provides users with a modern, well maintained, and operated public EV charging network, whilst generating a modest revenue stream for the Council. This revenue supports officer time associated with the contract management and administration of the

network. At the same time, the concession-based contract arrangements means that all on-going costs over the lifetime of the contract are the responsibility of the Service Provider and do not fall to the Council. The Council therefore will look to use a similar model to grow the existing public EVCI network in the BCP Council area. Other benefits of this model include improved consumer experience; wider geographic spread; and faster rollout rates.

9.3 Key stakeholder groups:

- SSEN
- National Grid
- Network operators
- Town and Parish councils
- Neighbouring local authorities
- Landowners
- Business Improvement Districts
- BCP Chamber of Trade & Commerce
- Tourism Board / Destination Management Board

9.4 Destination charging actions:

EV1.1 – Continue a phased roll-out of destination charge points through the existing contract with JoJu/Mer. Locations will be selected to meet current and future demand from residents, businesses, and visitors, fill in gaps in the charging network, and have good access from the strategic road network. Individual sites will be subject to a feasibility study including an assessment of local grid capacity. This programme commenced in April 2022 and is scheduled to be completed by 2025.

The upgrade of 12 legacy Rapid charging points was delivered in 2021. This involved the renewal of the existing charge point infrastructure to improve reliability at popular charging locations.

Phase One - The installation of fast and rapid charge points in BCP Council public car parks through an appointed Service Provider. **65** named sites were approved in April 2022. By May 2023, **29** sites had been installed and were operational, offering a mix of fast and rapid public charge points (**40** charge point units, serving **80** sockets/EV bays). The remaining **36** sites are due to be delivered by 2025 (subject to being identified as commercially viable by the service provider).

From feedback received through the Council EV public consultation, it was clear that many respondents would like to see multiple EVCPs in a Fast/Rapid hub location to reduce chances of having to wait around / look for another charge point elsewhere. There is also an opportunity to deliver public EVCPs at destination locations where people travel for work, retail, leisure, activities.

EV1.2 - Monitor charge point use and other market trends to inform future provision of fast and rapid charge points.

EV1.3 – Ensure that the charge point locations are communicated online via zap map, to promote availability and use.

EV1.4 - Match the power output of the charge points to suit average dwell times so that the right type of charger is available at the right location. **Table 1** provides a guide to which charge point types are appropriate for different situations.

EV1.5 – Review parking policy in relating to parking charges for EV users in BCP Car Park sites whilst charging vehicles during off peak periods.

EV1.6 – Procurement of a Service Provider to deliver destination-based charge points as part of a concessions contract to deliver a LEVI Fund EVCI programme in the BCP Council area.

Table 1 - Charge point Type Guide

Type	Capacity (kW)	Charge time (hours)	Suitable at
Low speed	0 to <3.7	12 to 15	Domestic
Standard	3.7 to <8	6 to 10	Residential
Fast	8 to 49	2 to 4	Residential/ destinations, charging hubs or workplaces
Rapid	50 to 149	0.5 to 1	Destinations, charging hubs, taxi ranks, enroute charging, and use by fleet or commercial vehicles
Ultra-rapid	150 plus	0.3 to 1	

EV1.7 – To work in partnership with the appointed supplier to install, maintain and operate the Council's destination charging network under the terms of the agreed contract. We will continue to work closely with the operator to select appropriate charging locations to deliver an enhanced network across the BCP Council area that is viable and accessible to all.

EV1.8 - Ensure that the network operator fulfils their service level obligations to maintain a reliable network and provide a customer focussed support function as set out in the contract. We will work with the operator to investigate any complaints about the network and respond to problems.

EV1.9 - Share experience and knowledge with other public bodies to help them expand the public charging network.

EV1.10 - Engage with neighbouring local authorities, landowners, other local charge point stakeholders, and commercial network operators to ensure coordination of charge point delivery. This approach will ensure that resources are maximised and the networks that develop are complementary to one another.

EV1.11 - Ensure that all charging bays meet all equalities legislative requirements and access for disabled people where possible.

EV1.12 - Enforce parking regulations in line with local restrictions. Enforcement will ensure the use of parking bays is restricted to EV use and that EVs are connected and charging. Under the current parking policy, fees will continue to apply at the times stipulated at the car park.

EV1.13 – The Council will seek opportunities to work with partners to ensure that public charge points on its land are being supplied with electricity from green energy suppliers who produce 100% of their electricity from zero-carbon sources.

10. Residential charging – EV2

10.1 Priorities for 2024 to 2030

To secure Office for Zero Emission Vehicle (OZEV) Local Electric Vehicle Infrastructure (LEVI) funding and/or On-street Residential Charge point Scheme (ORCS) funding to support the provision of residential charge points at scale for residents in the BCP area who do not have access to off street parking and to provide a high quality, reliable and consistent customer experience.

10.2 Opportunities

Work undertaken by the Western Gateway Sub-National Transport Body (WGSTB) has identified that an important factor to EV uptake and EVCP demand is the extent to which areas are reliant on on-street parking. To date, those with access to off street parking, where they can conveniently and reliably charge their vehicle overnight, have been over three times more likely to switch to an EV. Analysis undertaken by the WGSTB, estimates that **27%** of households within the BCP Council area are reliant on on-street parking (see Table 2). It can therefore be inferred that a high proportion of households within the BCP area will require access to public charging provision to assist households to transition to an EV. Data from the BCP Council EV consultation also highlights the need to provide for existing EV drivers who unable to charge at home (**32%**), and to consider non-EV drivers who plan charge away from their home when they transition to an EV (**32%**). Whilst home charging maybe the cheapest and most convenient way to charge a vehicle for many, it is not the only solution with destination, community charging, workplace, and charging hubs offering potential alternatives.

Table 2 – Household statistics

Area	Population	Households	Total vehicles	Average number of vehicles per household	Proportion of households reliant on on-street parking
BCP Council	400,000	173,800	245,802	1.41	27%
Western Gateway	3,108,300	1,321,100	2,244,332	1.7	26%

Source: Peninsular Transport and Western Gateway Electric Vehicle Charging Study, 2023

As the Local Highway Authority, we have control over most public highways in the Council area. This includes roads and footways, except for the main strategic routes (A31 and A35) which are the responsibility of Highways England.

A mechanism is required be in place for the Council to consider public requests for new charge point locations.

The Council aims to secure the full LEVI capital funding allocation indicatively awarded to BCP by OZEV. The objective of LEVI is to deliver at scale, local charge point infrastructure aimed at residents without access to off street parking. OZEV is encouraging Local Authorities to engage with the private sector to leverage more private investment to facilitate the provision of increased local EVCI. BCP Council has been classified as a Tranche 1 authority by OZEV, acknowledging the council has the ambition for, and capability of, delivering a capital EVCI programme from April 2024 to March 2025. The Council is required to submit a detailed business case (Stage 2 of the LEVI Fund application process) by 30 November 2023.

To deliver the LEVI Capability funding awarded in March 2023 and to secure the further allocated capability funding (April 2023). The Council is recruiting a dedicated Senior EV Officer post and will upskill existing staff, to ensure the council has sufficient staff resource and expertise to undertake the planning and delivery of the LEVI Capital scheme and EVCI delivery in general.

The Office for Zero Emission Vehicles (OZEV) On-street Residential Charge point Scheme (ORCS) grant, administered by the Energy Saving Trust, provides funding for local authorities to install residential charge points. Funding has been extended into 2023/24. A capped funding award of up to £200,000 is available to part-fund (50%) the capital costs of EVCP procurement and installation up to £7,500 per charge point. Charge points located off-street (for example, within public car parks) are also eligible for funding if it can be demonstrated they meet a local residential charging need. ORCS funding can also be put towards the costs of providing charging infrastructure for car clubs.

Figure 11 - A high-level timeline of key tasks associated with delivering EV1 to EV6

Date	Task	Status
March to November 2023	Develop a BCP Electric Vehicle Infrastructure Strategy (EVIS 2024 to 2030)	In progress
April to December 2023	Approval and recruitment of a dedicated EV Officer to provide additional resource, expertise and capability to deliver LEVI capital program.	In progress
May 2023	Submit Expression of Interest for LEVI capital and capability funding allocations.	Complete
August to September 2023	Public Consultation on EVIS 2023 to 2025.	Complete
August to November 2023	Develop and submit Stage 2 developed business case for LEVI capital funding. This will consider and include feedback from the public consultation on the EVIS.	In progress
December 2023	Cabinet approval to adopt EVIS 2023 to 2025 and to accept OZEV LEVI capital funding award (if successful)	Planned
January 2024 to March 2024	Procurement process via Crown Commercial Services Framework route to aware a concession contract to a Service Provider to design and deliver the EVCI through the LEVI capital funding award/Service Provider investment.	Planned
April 2024 to March 2025	EVCI program commences funded by LEVI capital funding.	Planned

10.3 Key stakeholder groups

- Residents
- Councillors
- Town and Parish councils
- Disability groups
- Landowners / internal council services
- SSEN
- National Grid
- Network operators
- Energy Savings Trust

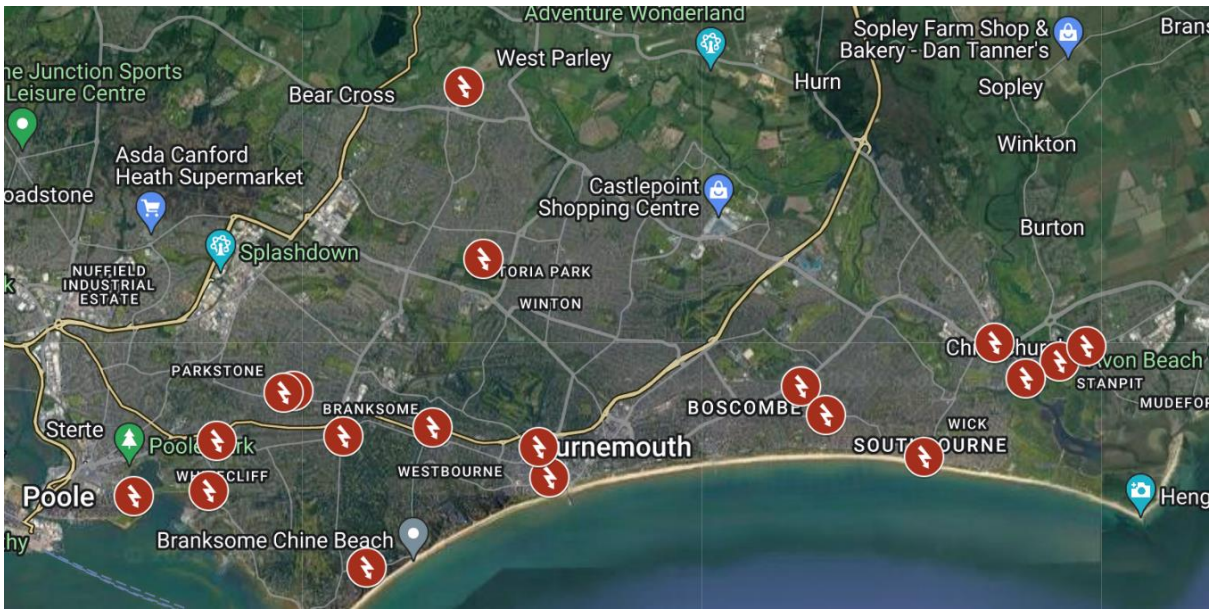
10.4 Residential charging actions:

EV2.1 - Consider the location of residential charge points. Locations will be identified where there is a high proportion of properties lacking off-street parking and the area demonstrates high demand for charge points.

The Council has identified BCP Council car park sites that are considered potentially appropriate for off peak residential fast charging hubs, due to being located within a short

walk (e.g., up to 10 minutes) of a high number and proportion of households without off-street parking. It is envisaged that between 8 and 12 Fast charging bays could be provided at each car park site, to deliver a significant quantity of 22kwh Fast charging sockets/bays in total. There is also the potential for the installation of Rapid Charge points at some of these sites. This will be explored through the procurement process for a EVCI delivery/service provider. **Figure 12** shows the BCP Car Park sites being considered for Fast residential charging hub sites.

Figure 12: Draft LEVI Implementation Plan – Fast residential charging hubs



The Council has undertaken a public EV consultation where the sites in **Figure 12** were shared. Respondents were invited to drop marker pins on an online map, indicating where they felt public EV charge points would be beneficial. In total **194** locations were provided. **Figures 13a, 13b, and 13c** show the location of the suggested locations.

A high-level cluster analysis has been undertaken for suggested public EV charge point locations. **Table 3** provides a list of 'cluster' sites for the East, West and Central BCP Council areas. A cluster is defined as two or more requests within a 5-minute radius. The outputs of **Table 3** will be considered when considering locations for public EV charge points to be submitted within the Council's LEVI bid. Some of the suggested locations are already being progressed through the existing delivery of the BCP Council public EV charge point contract with Joju/Mer, as indicated by the Notes column in Table 3. For these sites refer to EV1.1.

Figure 13a – Consultation map pin outputs West BCP Council area - suggested locations for public EV charging infrastructure by the public

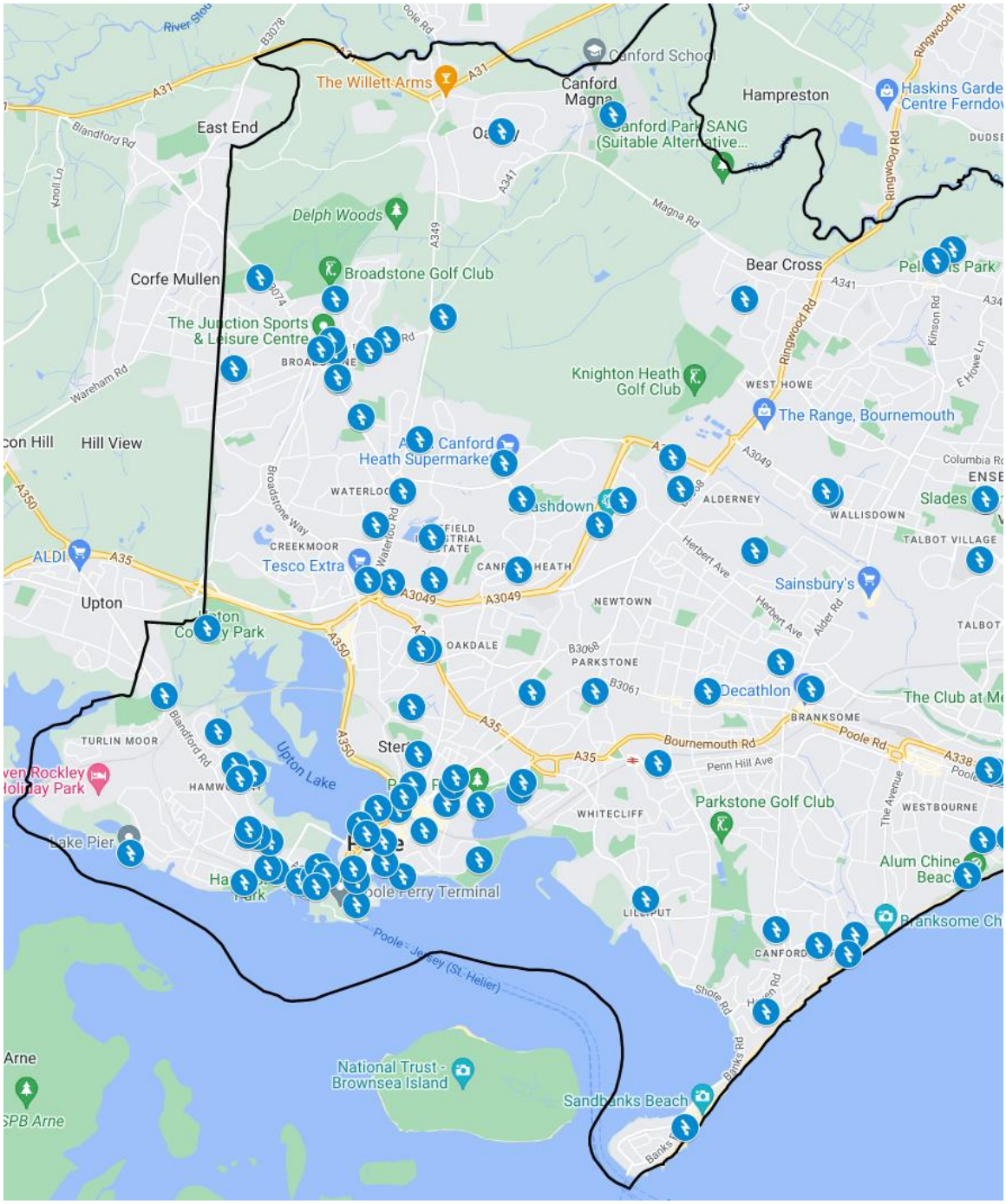


Figure 13b - Consultation map pin outputs Central BCP Council area - suggested locations for public EV charging infrastructure by the public

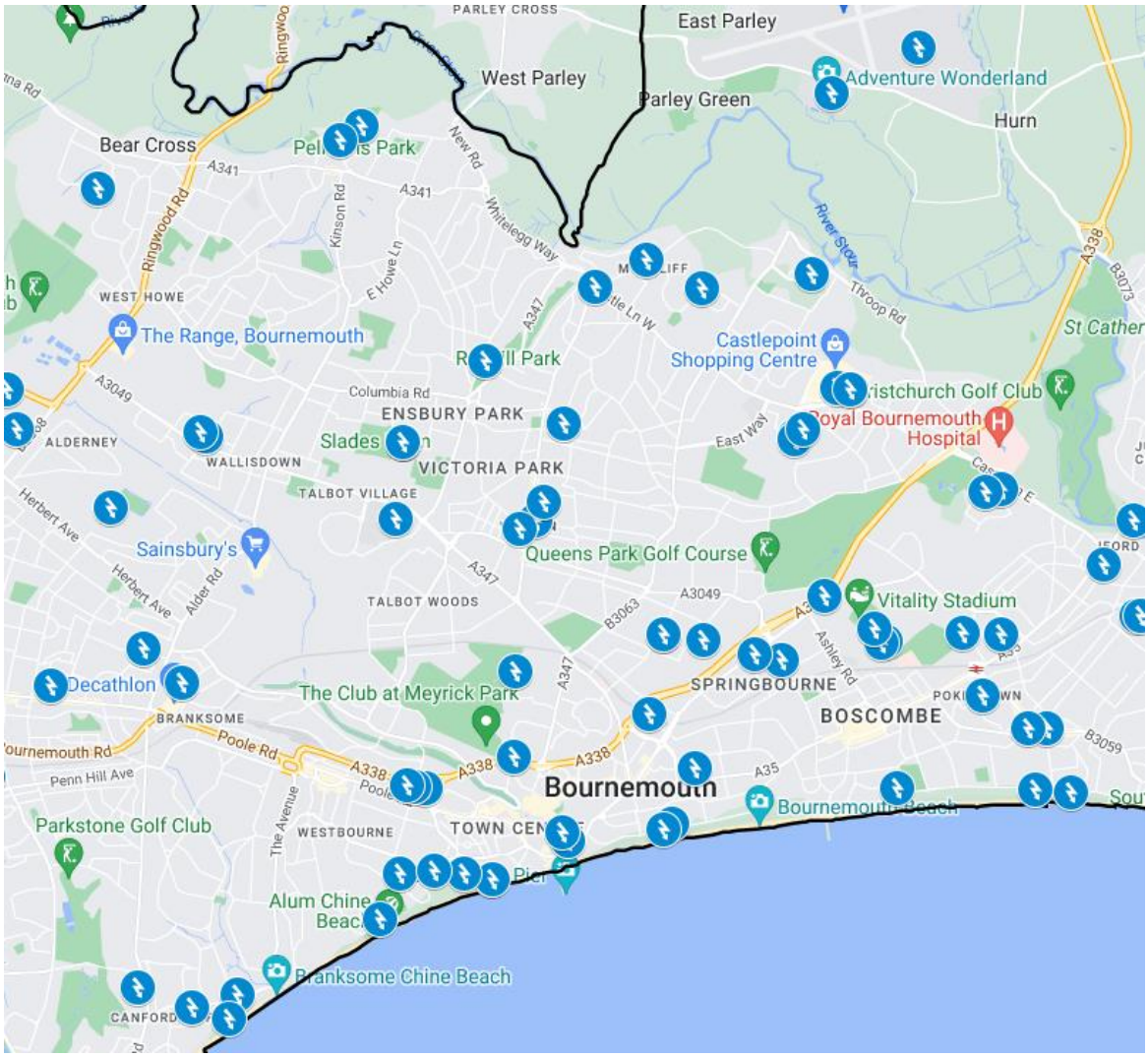


Figure 13c - Consultation map pin outputs East BCP Council area - suggested locations for public EV charging infrastructure by the public

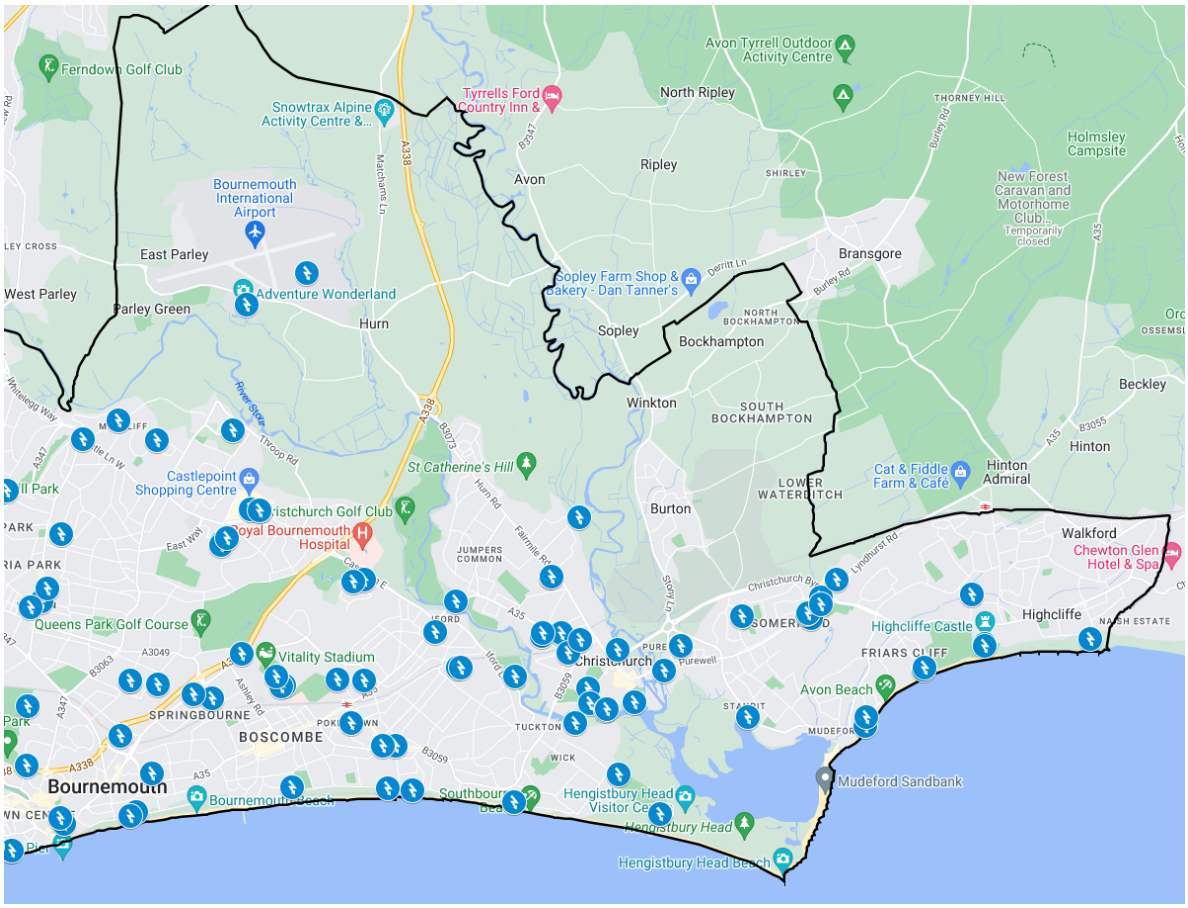


Table 3 – High level Cluster analysis of suggested locations for public EV charging infrastructure – BCP Council EV consultation

BCP Council Area	Location	Postcode	Notes
West	Broadstone - Wentworth Dr/Tudor Rd	BH18	1 x Fast installed at Station Approach – BCP Phase 1.
	Broadstone - Lower Blandford Rd shops	BH18	Charge points planned for BCP Storey Lane car park - BCP Phase 1.
	Hamworthy - area around Ferry Terminal/Norton Way	BH15	
	Poole Old Town	BH15	EVCPs planned in Prosperous Street and Lagland Street – BCP Phase 1.
	Poole Hospital Car Park	BH15	
	Dolphin Shopping Centre	BH15	2x charge points planned - BCP Phase 1.
	Hamworthy - Cornerstone Academy/Liberal Club	BH15	
	Canford Cliffs - Western Rd	BH13	EVCPs planned in Western Rd and Ravine Rd car park – BCP Phase 1.
	Fleets Corner	BH17	
	Tower Park	BH12	
	Poole Park	BH15	
Central	Durley Chine/West Cliff Rd	BH2	2 x fasts installed in Durley Rd car park – BCP Phase 1.
	Queens Rd Car & Coach Park	BH2	
	Bournemouth Pavilion	BH1	
	Pelhams Park	BH10	
	Winton - Wimborne Rd shops	BH9	Charge points planned in Wimborne Rd and Cranmer Rd car park.
	Kings Park	BH7	2x charge points installed, Rapid hub planned - BCP Phase 1.
	Castlepoint	BH8	
	Mallard Rd retail park	BH8	
	Littledown Leisure Centre	BH7	Rapid hub planned - BCP Phase 1.
	Pokesdown shops	BH5	
East	Mayors Mead car park	BH23	Charge points planned here – BCP Phase 1.
	Christchurch Retail Park	BH23	
	Bournemouth Airport	BH23	
	Somerford Rd	BH23	
	Highcliffe Castle Car park	BH23	
	Steamer Point car park	BH23	EVCPs planned here – BCP Phase 1.
	Avon Beach/Avon Run Rd car parks	BH23	2x charge points already installed in Avon Run car park - BCP Phase 1.

EV2.2 - Consider all available residential charging options, with solutions designed to balance the needs of residents, businesses, and visitors, while keeping a safe and accessible network of footways, and minimising the amount of street furniture and clutter. The council's EV consultation feedback highlights a clear preference for charge point infrastructure targeted at residential streets, to be in the carriageway and not on the footway. This will reduce clutter and improve/maintain space for pedestrians. Individual site surveys will be required to assess potential on-carriageway locations.

EV2.3 – The BCP Council EV consultation provided a mechanism for engaging and consulting with residential communities and wider stakeholders. The consultation survey data has helped the council to understand residents' needs and determine which locations would be best suited for charging infrastructure. Council officers will engage with Ward Members in locations where the potential location of charge points could be deemed unwelcome or controversial such as areas where parking is already at a premium.

EV2.4 - Submit an OZEV LEVI Fund application to secure the full capital funding allocation for the roll out of residential charge points at scale in the BCP area.

EV2.5 – Appoint an external Service Provider to install, maintain and operate charge points at locations identified for delivery from the BCP Council LEVI funded programme (subject to funding). A concession delivery model is the preferred option as this shares risk and shifts the requirement to manage and maintain the charge points to the supplier. The Council will work closely with the appointed Service Provider to select appropriate charging locations to deliver an enhanced network across the BCP Council area that is viable and accessible to all. The Council, through the procurement process, will use the LEVI grant funding as a capital investment to cover costs associated with providing site electrical connections and to provide and install EVCPs at locations which are not currently commercially viable/deliverable without subsidy support. The competitive procurement exercise will aim to achieve a minimum **50%** funding contribution from the appointed Service Provider(s). This could be in the form of delivering Fast/Rapid/Ultra Rapid charge points at sites which are deemed to be commercially viable, without the need for cross funding.

EV2.6 - Enforce Traffic Regulation Orders (TROs) to restrict petrol or diesel vehicles parking in EV charging bays and limit the length of stay for an EV. These offences will be enforced through Penalty Charge Notices (PCNs).

EV2.7 - Ensure all residential charge points, whether in BCP Car Park sites or on carriageway, will have public access. Charge points will not be considered personal to any individual or business.

EV2.8 – Explore opportunities for residential charge points provided through the BCP Council public EV network, being supplied with electricity from green energy suppliers who produce 100% of their electricity from zero-carbon sources.

EV2.9 – Develop an online feedback mechanism for residents to suggest locations for an electric vehicle charging point.

EV2.10 – Review the current BCP parking policy in relating to parking charges for EV users in BCP Car Park sites whilst charging vehicles during off peak periods, for example off peak parking tariffs in district car parks to incentivise residential charging overnight.

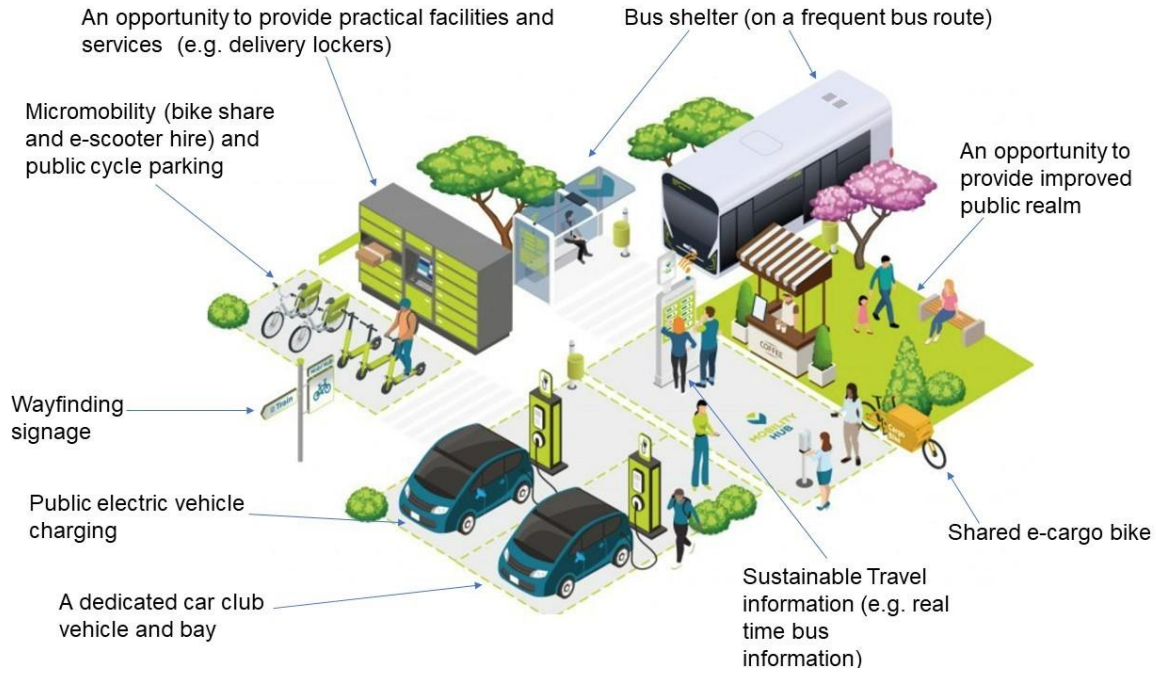
11. Mobility Hubs – EV3

11.1 What is a Mobility Hub

A Mobility Hub is a highly visible, safe, and accessible space where public, shared and active travel modes are co-located to improve access to and connectivity between sustainable travel modes. Mobility hubs can provide opportunities to incorporate public realm improvements and enhanced community facilities.

Mobility hubs can vary in size and the range of transport services/public facilities that they offer. **Figure 14** is an illustrated example of a Mobility Hub.

Figure 14 – The features of a Mobility Hub



Source: https://www.como.org.uk/mobility-hubs/overview-and-benefits

11.2 Priorities for 2024 to 2030:

- BCP Council has identified locations that may be considered for the provision of a mobility hub (**Figure 15**). These locations are either town/neighbourhood centres or

key trip generating destinations (e.g., transport interchanges/hospitals/employment sites/higher education sites). The Mobility Hub concept of combining shared, public, and active transport modes in spaces designed to improve the public realm for all, provides an opportunity to identify, plan and deliver publicly accessible EVCI to complement and support sustainable travel behaviours. The LEVI capital funding bid provides an opportunity to prioritise and deliver the provision of Mobility hubs at some key sites to complement Destination, Residential and Car Club EVCI.

- To engage with local authorities and transport organisations (e.g., The Energy Savings Trust and CoMo UK) to identify best practice models for providing EVCI at priority Mobility Hub locations.
- To develop proposals for the delivery of EVCI of up to 7 mobility hub locations within the BCP Council area as part of LEVI capital funding bid submission, using best practice input to inform the site specification and plans.

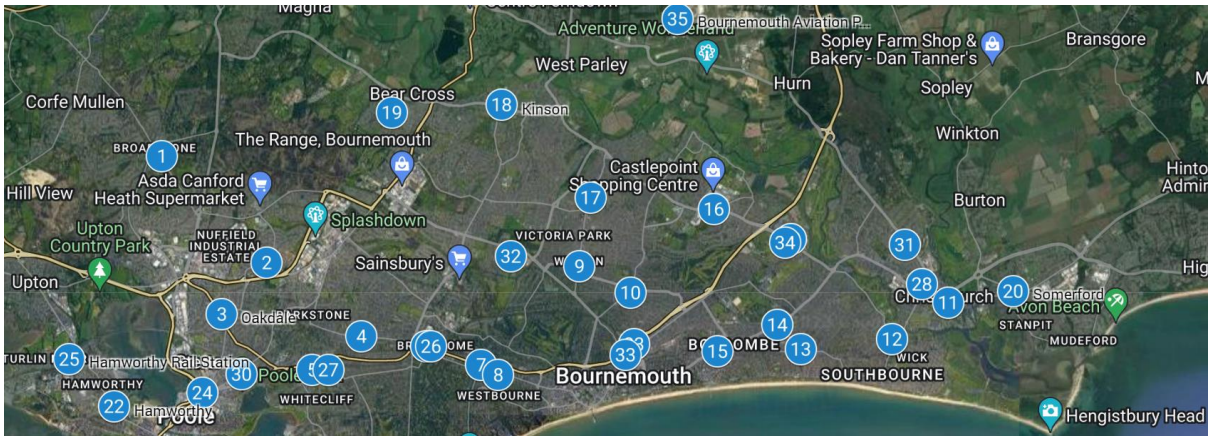
11.3 Opportunities

- To work with external local organisations to seek opportunities to develop and deliver Mobility Hubs to include publicly accessible EVCI.
- To consider branding and signage requirements to ensure users understand the different connections and types of travel modes available through the hub, and to promote recognition and use of the facility.

11.4 Key stakeholder groups:

- Residents
- Councillors
- Town and Parish councils
- Disability groups
- Landowners / internal council services
- SW Railways/Hospitals/Bournemouth University/Arts university Bournemouth
- SSEN
- National Grid
- Network operators
- Energy Savings Trust and CoMo UK
- Local sustainable transport operators (bus, rail, micro mobility, car share)

Figure 15 – Potential priority mobility hub locations



Key:

Site	Mobility Hub potential location	Site	Mobility Hub Location
1	Broadstone	19	Bearwood
2	Canford Heath	20	Somerford
3	Oakdale	21	Highcliffe
4	Ashley Road, Poole	22	Hamworthy
5	Ashley Cross, Parkstone	23	Bournemouth Rail Station
6	Branksome	24	Poole Rail Station
7	Westbourne West	25	Hamworthy Rail Station
8	Westbourne East	26	Branksome Rail Station
9	Winton	27	Parkstone Rail Station
10	Charminster	28	Christchurch Rail Station
11	Christchurch High St.	29	Bournemouth Hospital/Wessex Fields
12	Tuckton	30	Poole Hospital
13	Southbourne	31	Christchurch Hospital
14	Pokesdown	32	Bournemouth University Talbot Campus
15	Boscombe	33	Bournemouth University Lansdowne Campus
16	Castlepoint	34	Littledown/Chaseside
17	Moordown	35	Bournemouth Aviation Park
18	Kinson		

11.5 Mobility Hub actions:

EV3.1 - Consider the location of priority mobility hub locations to complement EV2.1 by providing public access to EVCI in geographic areas less well served by EV2.1 within the local area. As a principle, a minimum of 2x fast electric charge sockets will be delivered at priority mobility hub locations as part of the sustainable transport offer. This will however be dependent on space and infrastructure provision at each site.

EV3.2 - Consider all available EVCI options for mobility hub locations, with solutions designed to balance the needs of residents, businesses, and visitors, while keeping a safe

and accessible network of footways, and minimising the amount of street furniture and clutter. The provision of EVCI and any upgrades to electric infrastructure should consider opportunities to support and other sustainable travel modes with the hub location (e.g., providing an additional power supply/charging socket for a car club vehicle or to support powered micro mobility assets).

EV3.3 - Undertake engagement with the DNO in relation to electrical infrastructure requirements. In addition, consult with stakeholders and local members in locations where the potential location of mobility hub charge points could be deemed unwelcome or controversial (e.g., the removal of on street parking to provide space for Mobility Hub assets).

EV3.4 - Submit an OZEV LEVI Fund application to secure the capital funding allocation for the roll out of EVCI at priority Mobility Hub locations.

EV3.5 - Contract a charge point supplier to install, maintain and operate charge points at priority Mobility Hub locations as per EV2.5.

EV3.6 - Enforce Traffic Regulation Orders (TROs) to restrict petrol or diesel vehicles parking in EV charging bays and limit the length of stay for an EV. These offences will be enforced through Penalty Charge Notices (PCNs).

EV3.7 – To consider, design and deliver a consistent Mobility Hub branding/signage solution.

EV3.8 - Ensure all Mobility Hub charge points, either on BCP Highways or on private land will be publicly accessible and not considered exclusive to individual organisations. The exception will be dedicated bays/EV sockets provided for BCP Car Club vehicles.

12. Upgrading the BCP car club network – EV4

12.1 Priorities for 2024 to 2030:

- To upgrade the existing BCP car club fleet (12 vehicles) to fully electric vehicles. The current BCP car club provider (Co-Wheels) has indicated that it will cover the cost of replacing existing vehicles to fully electric models if BCP Council can fund and deliver the EVCI (a dedicated fast socket and parking bay) required.
- BCP Council to undertake a review of current Car Club usage/utilisation to consider the location of existing vehicles, and to consider the reallocation of Car Club bays to improved locations (subject to analysis). Review and relocation to be conducted prior to EVCI delivered.
- To seek opportunities to expand the existing BCP Car Club fleet. Immediate aspirations are to deliver e-car club vehicles at Christchurch Station and in Central Poole (Lagland Street). To advance these schemes, funding through LEVI or ORCs should be considered.
- To develop proposals as part of LEVI capital funding bid submission to provide 12 EVCI Charge points at existing BCP Car Club locations and to provide additional

Charge Points at two new proposed Car Club locations. Consideration of best practice designs provided by CoMo UK to include a Charge Point with a dedicated socket for 1x publicly accessible EV bay and 1x dedicated Car Club bay will inform the site specification and plans.

- To develop and implement a design for an on street dedicated car club bay to dovetail with a publicly accessible dedicated fast EV charging bay, with on carriageway infrastructure in a street with on-street parking. The concept is that by providing on-street dedicated car club bays in residential areas, this will reduce the demand for on-street parking (e.g., reduced second car household ownership) and will free up space for on street residential charging infrastructure.

12.2 Opportunities:

- To consider how the provision and expansion of Mobility Hubs can provide opportunities to expand the BCP Car Club network, as a tool to reduce private car ownership and contribute towards BCP Council Climate Change objectives.
- To identify funding opportunities to pump prime additional e-car club vehicles to expand the existing BCP Car Club network.

12.3 Car Club actions:

EV4.1 - Consider the location of BCP Car Club dedicated bays prior to the installation of any dedicated EVCI. We will undertake analysis of the existing fleet data and work with Co-Wheels to review locations which could provide greater opportunities for the use of this sustainable travel scheme.

EV4.2 - Consider best practice design of joint EVCI that incorporates a dedicated Car Club socket and a dedicated publicly available charging socket.

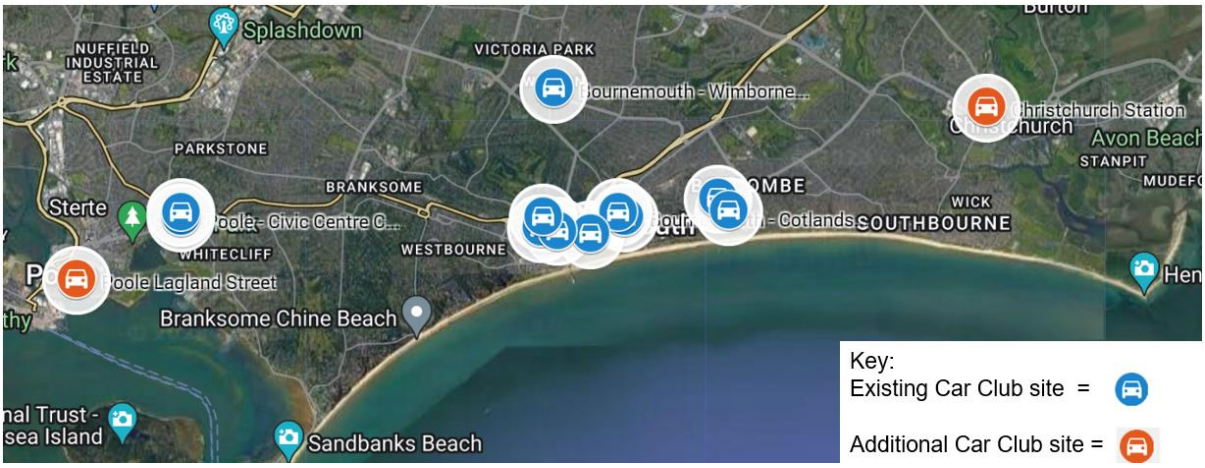
EV4.3 - Undertake engagement with stakeholders and Ward Councillors in locations where there is the potential re-location/addition of Car Club vehicles. The reallocation of parking/carriageway space may be deemed unwelcome or controversial (e.g., the removal of on street parking to provide space for a dedicated Car Club bay and on street EV charging bay, with EVCI).

EV4.4 - Submit an OZEV LEVI Fund application to secure the capital funding allocation for the roll out of EVCI at 14 current/proposed Car Club locations. The design at each site will include the provision of 1x fast EVCI with a dedicated charging socket for a dedicated Car Club bay and a dedicated socket for a public EV bay. Figure 16 provides a proposal based on existing BCP Car Club locations, with the addition of two new locations.

EV4.5 – To actively pursue external funding opportunities to pump-prime e-car club vehicles in new and additional locations, to grow the network. The infrastructure will be provided by EV3.4 and EV4.4.

EV4.6 – To develop and implement a design for an on street dedicated car club bay to dovetail with a publicly accessible dedicated fast EV charging bay, with on carriage way infrastructure in a street with on street parking.

Figure 16 – Current and future BCP car club locations to be considered for upgrading with EVCI



13. Charging provision for leased/fleet vehicles – EV5

13.1 priorities for 2024 to 2030:

- To identify and consider the demand for public EVCI by van users within the BCP area.
- To consider and provide larger public EV charging bays accommodate van users. To work with the BCP Council contracted Service Providers to ensure that where possible 1 in every 4 EV bays can accommodate vans.
- To consider height access restrictions to BCP carpark locations when planning future Public EVCI locations.
- To consider how to deliver bookable public EV charging for the BCP public EVCI network. Many van users work to a schedule and want to be able to book charging appointments to fit in with their work schedule. Software/hardware required to delivery this aspiration needs to be considered as part of any BCP Council procurement to appoint a Service Provider/s to deliver the LEVI funded programme and any future public EVCI contracts.

13.2 Opportunities:

- The work being delivered by BCP Council and the appointed service provider to delivery destination-based charging allows for future planned sites to consider van users within the design of public EV charging bays.

- The delivery plans for LEVI capital funding to provide additional public EVCI will require a procurement exercise to appoint a Service Provider. The specification to award a contract allows for the consideration of fleet and lease vehicle users within the scope of the contract to deliver key priorities.

13.3 Leased/fleet EVCI actions:

EV5.1 – Consider an appropriate ratio of Public EV bays that will be made accessible for larger vehicle such as vans. This will be dependent on the site location and suitability. As a general principle, 1 in 4 public EV bays should be accessible by vans.

EV5.2 – Consider height access restrictions when choosing locations public EV charge points, although it may not always be possible to accommodate height restrictions at certain locations.

EV5.3 – Work with the appointed Service Provider to consider and develop a booking system for public EV charging provision which supports the needs of commercial van drivers and their day to working requirements. This will be considered through the LEVI tender specification.

14. Promotion and incentivisation of Community Charging – EV6

14.1 Priorities for 2023 to 2030:

- To consider a Communications and Marketing campaign to make residents aware of Community Charging schemes to:

    a. Make private charge point owners aware of the benefits of signing up to a Community Charging Scheme (income generation).
    b. Make EV users aware of Community Charging schemes and to communicate how many private charge points are accessible to the public within the BCP Council area.

- To secure LEVI funding to create and deliver a grant funding scheme aimed local community groups/organisations/clubs to cover the costs of purchasing and installing EVCI, with a mandatory condition that the charge points at made available for public use through a Community Charging scheme.

14.2 Opportunities:

- To promote and incentivise Community Charging schemes to private charge point owners, to encourage them to make private charge points available to members of the public. This will help to increase the supply of publicly accessible EVCI within the BCP area and give drivers who are looking to get an electric car the confidence to make the switch.

- To encourage and incentivise local community groups/organisations/clubs that own private car parking to install EVCI and to sign up to a Community Charging scheme, to increase the supply of publicly accessible EVCI within the BCP area.
- LEVI funding can be utilised to promote and incentivise Community Charging schemes. There is scope within the BCP LEVI delivery program to include initiatives to support this.

14.3 Community Charging actions:

EV6.1 – Consider how to best support the uptake of Community Charging schemes (e.g., Co-Charger) within the BCP Council area. This is likely to be in the form of a communications and information campaign. Sharing or renting out of home chargers by EV owners could significantly increase community access to charge points and remove the barriers to owning an EV in residential areas without off-street parking. The council EV consultation feedback showed there is public support for this model.

EV6.2 – Investigate the potential for developing and delivering a community grant initiative, to incentivise community groups with private parking facilities to install private EV charging points and to make the charge points available for public use through an agreed Community Charging scheme.

15. Development policies – EV7

15.1 BCP Council Parking Standards Supplementary Planning Document

BCP Council has a Parking Standards Supplementary Planning Document which clearly sets out an expectation for the inclusion of charging points for electric vehicles in all new developments. Proposals for houses/bungalows with at least one designated parking space within the curtilage of its own plot must ensure the installation of at least one active EV charging point.

The EV charging requirements in the Parking Standards SPD 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. **Tables 4 and 5** outline the EV requirements for new developments and EVCI requirements set out in the BCP Parking Standards Supplementary Planning Document.

Table 4 – EV requirements for new development applications

	Percentage of bays with "active[14]" chargepoint provision	Percentage of bays with "passive[15]" chargepoint provision
All houses/bungalows with 1+ space	100%	0%
All other residential development less than 10 spaces	20%	80%
All other 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	

Table 5 - The EVCI charge requirements by intensity of usage

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

15.2 Priorities for 2024 to 2030:

- To continue to ensure that BCP Council Development Control polices support the transition to electric vehicles by providing an appropriate mechanism to assist in the delivery of public EV charging infrastructure.

15.3 Opportunities

- The Parking Standards Supplementary Planning Document provides a mechanism for the provision of EVCI on-street 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 or encroach on active travel or public transport infrastructure. A Traffic Regulation Order (TRO) would be required for any on-carriageway bays.

- The Parking Standards Supplementary Planning Document states that “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.”. This provides a financial mechanism to support EV4.5.

15.4 Development policy actions:

- **EV7.1 –** If the current Parking Standards Supplementary Planning Document is reviewed prior to 2030, then the updated policy/document must continue to provide an appropriate mechanism to assist in the delivery of EV charging infrastructure.
- **EV7.2 –** BCP Council Officers from the Transport and Sustainable Travel team to engage with the Local Plan team, to ensure that new developments consider provision for publicly accessible EV charging infrastructure.

16. Strategy approach

16.1 PEVIS approach

The PEVIS is focused on delivery between 2024 to 2030. It is based upon the best available evidence on the current EV market at the time of production and forecasts for how the market will develop over the period covered by the strategy.

The strategy acknowledges that the EV sector is still maturing and will undergo significant changes over the coming years. We will adopt an agile approach to respond quickly to technological, market and socio-economic changes. We will also identify and adopt innovative approaches to ensure that delivery is effective, and the infrastructure meets the needs of BCP Council residents, businesses, and visitors.

16.2 LEVI funding approach

LEVI capital funding has been identified as the main funding mechanism to deliver the PEVIS.

The impact of the existing BCP Council EV charging network

GIS analysis has been undertaken to show the positive impacts that delivering a LEVI funded EVCI project would have on the BCP Council Area. The methodology used can be described as:

- A GIS system has been used to plot the locations of BCP Council area public charge points that have been delivered/are due to be delivered through the existing contract by March 2025.

- A 10-minute walking isochrone has been applied to each of the 68 EVCI sites.
- Census data has been used to estimate how many residents live within a 10-minute walk of the EVCI network.
- The Strategic Transport Board (STB) Model data, which estimates the reliance on on-street parking, has been used to calculate the number of residents that live within a 10-minute walk of the EVCI network

A summary table of the GIS analysis outputs is provided in **Table 6**. The data shows that the by March 2025, almost **184,000 people will live within a 10-minute walk of a BCP public EV charging site** (46% of the BCP Council area population). It is estimated that over 42,000 of these residents will live in dwellings reliant on on-street parking.

Figure 17 – Current and future BCP car club locations to be considered for upgrading with EVCI

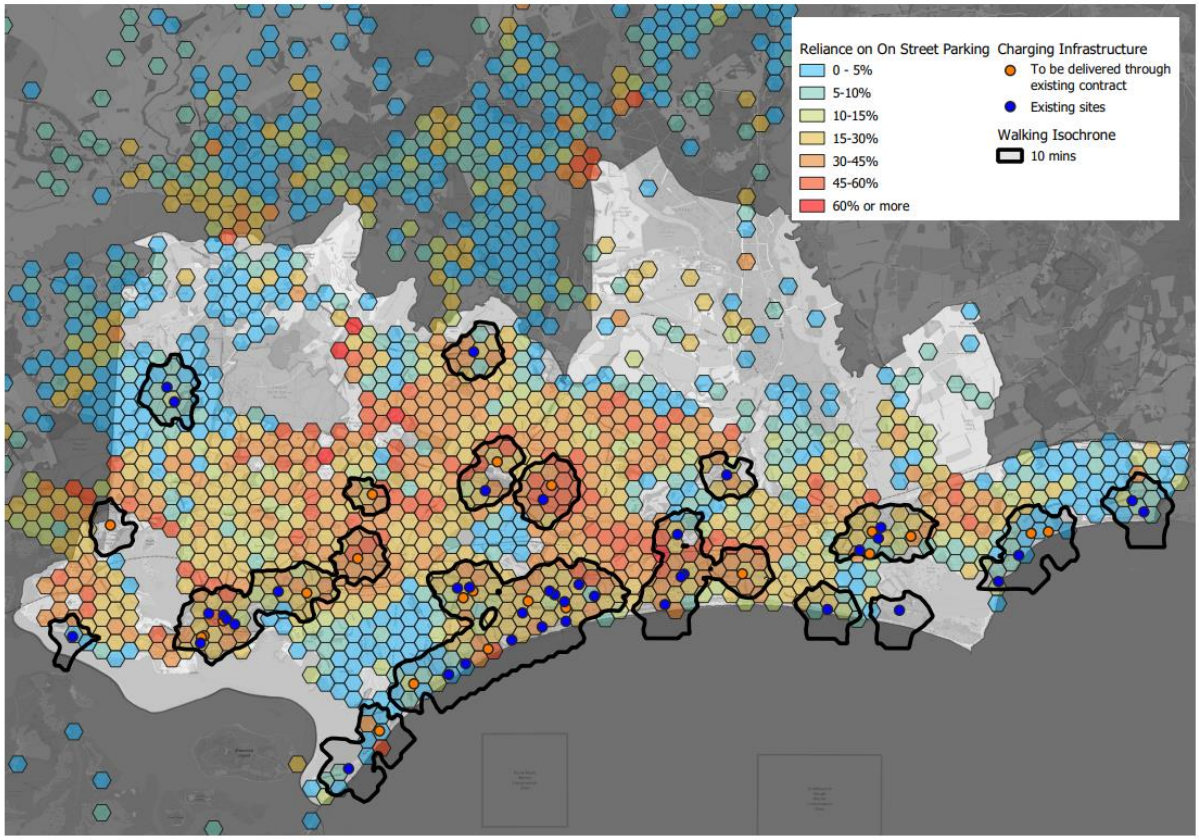


Table 6 – Summary of Existing and planned public EVCI to be delivered through the existing BCP Council contract with Joju

Number of charge points delivered/to be delivered	Number of residents - within 10 min walk of a public charge point	% of BCP Population within 10 min walk of a public charge point	Reliance on on-street parking estimate (STB Model)	Number of residents within 10 min walk of a public charge point, reliant on on-street parking
68	**183,892**	**46%**	**23%**	**42,295**

The potential to expand the BCP Council EV charging network through LEVI capital funding

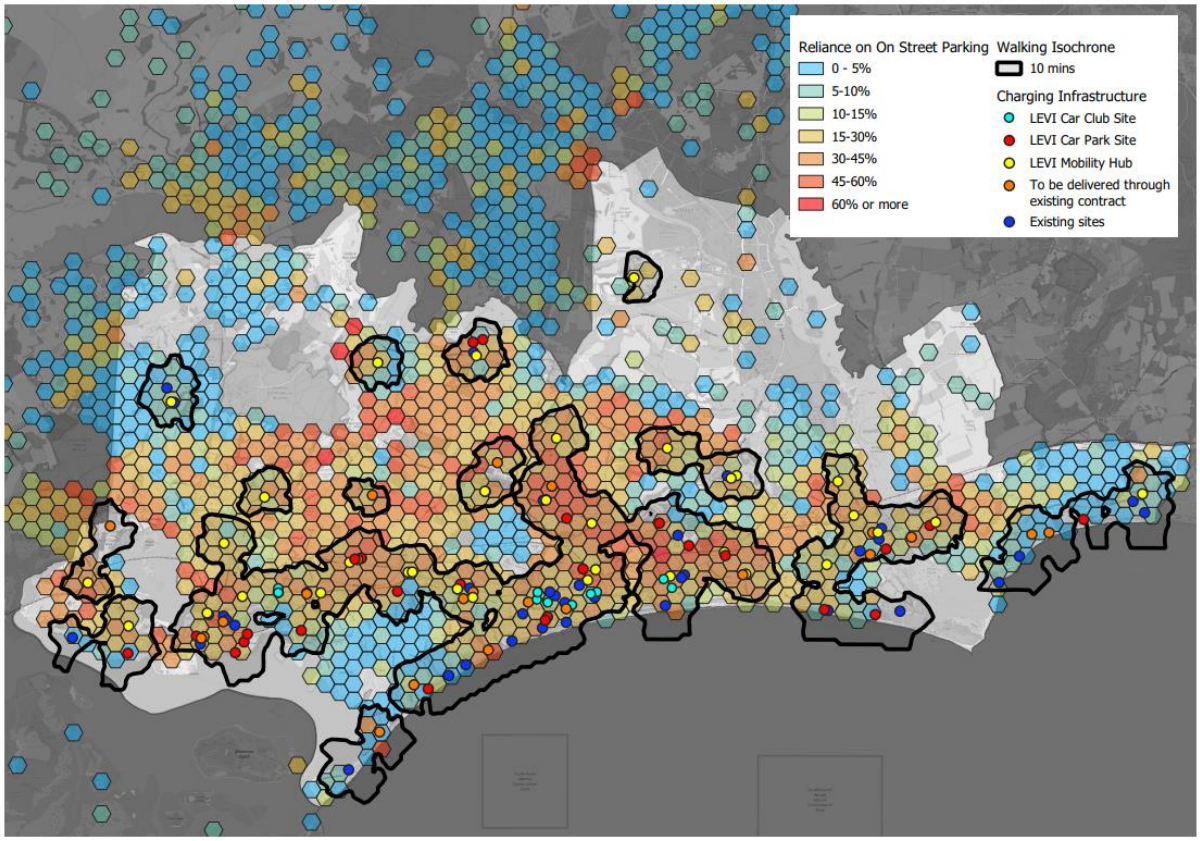
If BCP Council is successful in gaining LEVI capital funding, the PEVIS will look to deliver further public EV charging points through:

- Fast residential charging hubs in BCP Car Park sites
- Potential Mobility Hub locations
- Existing/planned Car Club sites

A GIS analysis has been undertaken to show how the delivery of these plans could enhance and expand the existing BCP Council public EVCI network. A map of the enhanced network is shown in **Figure 18**.

The GIS system has plotted all the sites that are being considered for delivery through LEVI funding, as well as the existing and planned sites through the existing BCP Council contract.

Figure 18 – Map to show what the BCP Council public EV charging network could look like post LEVI funded projects



A summary table of the GIS analysis outputs is provided in **Table 7**. The data shows that if LEVI funding is secured to deliver the PEVIS, then an additional 100,000 residents would be benefit by living within a 10-minute walk of an EV charge point site (71% of the BCP Council

population. It is estimated that over 68,000 of these residents will live in dwellings reliant on on-street parking.

Table 7 – Summary of what the BCP Council public EV charging network could look like when LEVI funded plans are delivered

Number of charge points delivered/to be delivered	Number of residents - within 10 min walk of a public charge point	% of BCP Population within 10 min walk of a public charge point	Reliance on on-street parking estimate (STB Model)	Number of residents within 10 min walk of a public charge point, reliant on on-street parking
139	**283,982**	**71%**	**24%**	**68,156**

The LEVI fund presents the Council with an opportunity to significantly improve access to public EVCI for EV users. The full allocation of LEVI funding is estimated to achieve 71% of the BCP Council population being within 10 minutes' walk of a public chargepoint. The Council will continue to work post LEVI project delivery, to fill remaining gaps in the public EVCI network, focussing on areas with a high reliance on on-street parking. The aim is for 100% of the population to have this level of access to public EVCI. To help deliver this aspiration, the GIS analysis will be further developed to identify further opportunities to increase public EVCI provision across the conurbation, should further funding become available.

17. Action Plan summary

The action plan sets out the measures we will undertake within this strategy period between 2024 to 2030. This will be regularly reviewed by strategy and delivery teams within the Sustainable Travel and Infrastructure every six months to ensure it stays relevant. The Action Plan summary can be found in **Appendix B**.

18. Monitoring Progress

Key performance indicators (KPIs) have been set to monitor progress towards the vision set out with this strategy. This strategy is evidence driven, using data to drive and monitor change. The KPIs will be reviewed annually to measure progress and to also ensure thy remain fit for purpose.

ID	Indicator	Measure	Actions	Source
1	Number of charge points	• total public charging devices • public charging devices per	EV1.1 EV1.2 EV1.3 EV1.4 EV1.5 EV1.6 EV1.7	• DfT Statistics • table EVCD01 • record of Council installations

ID	Indicator	Measure	Actions	Source
		100,000 population • quarterly/annual number of charge points installed by us by type	EV2.2 EV2.3 EV2.4 EV3.1 EV4.1	• Nevis/Cenex insights tool
2	Geographical coverage of charge point network	percentage of settlements with public charge points	EV1.1 EV1.6 EV2.1 EV2.2 EV2.3 EV3.1 EV3.2 EV4.1	GIS analysis
3	Charge point use	• kWh of electricity drawn • percentage charge point utilisation • number of public charging events • Income generated per site to the Council	EV1.1 EV2.2 EV2.3 EV3.1 EV4.1	Back-office data reports from Contracted Service Providers
4	Charge point network reliability	percentage charge point uptime	EV1.1 EV1.7 EV2.2 EV2.3 EV4.1	• Back-office data report • Maintenance logs
5	Customer satisfaction	percentage overall very satisfied or satisfied with public network	EV1.1 EV1.6 EV1.9 EV2.5 EV3.5	• Annual survey • Engagement with driver forums • Capture complaints/compliments received by the Council • Complaints log
6	Community/stakeholder engagement	• number of engagement activities	EV1.5 EV1.9 EV1.10 EV2.1	• Engagement logs • Webpage analytics

ID	Indicator	Measure	Actions	Source
		• number of individuals, businesses, and groups engaged	EV2.2 EV2.3 EV2.6 EV2.7 EV2.10 EV3.1 EV3.2 EV3.3 EV3.6 EV4.3 EV4.6	
7	Capital funding secured	grant funding	EV1.6 EV1.9 EV2.4 EV3.4 EV4.4 EV4.5	• LEVI funding secured £'s • ORCS funding secured £'s • Other public sector external funding opportunities • Private sector investment £'s
8	Car Club use	• Utilisation • Number of bookings • Hours of use • Length of trip	EV4.1	• Co-Wheels data

Glossary

Battery electric vehicle (BEV) – A vehicle powered by a battery, which can be plugged into an electricity source to recharge. Also known as 'pure' or '100 per cent' EVs, they have zero tailpipe emissions.

BCP – Bournemouth, Christchurch, and Poole Council area.

BVRLA – The BVRLA represents over 1,000 companies engaged in vehicle rental, leasing and fleet management. The membership is responsible for a combined fleet of four million cars, vans and trucks (One-in-ten of all vehicles on UK roads).

Car Club – A local, member-based initiative that provides access to self-service, pay as you drive, low-carbon vehicles.

Charge Point – A charging socket which is connected to an electric vehicle via a charging cable to allow the battery to be recharged with electricity.

Charge Point Network – The way that users access a charge point via RFiD card or web or app.

Central Southern Region (CSR) EV Framework – A public sector for obtaining, developing, and delivering EV charge points open to public sector bodies based in and around Hampshire, Berkshire, Devon, Dorset, Isle of Wight, Oxfordshire, Surrey, West Sussex, and Wiltshire.

Crown Commercial Services (CCS) Framework – A public sector framework which can be used for obtaining, developing, and delivering EV charge points open to public sector bodies based in the UK.

EV – Electric Vehicle; the vehicle is powered by electricity so requires plugging in to recharge the battery.

Electric Vehicle Charging Infrastructure (EVCI) – The equipment used to enable the use of electric powered vehicles (e.g., charging stations).

Fast charge point – A charge point which can recharge an EV in 2 to 4 hours with a capacity of 8 to 49 kWh.

kWh – Kilowatt Hour; a unit of electricity. Car batteries are sized in kWh i.e., a 50 kWh battery stores 50 kWh of electricity.

LEVI Fund – A UK Government funding (Capital and Revenue) to support local authorities in England to work with the charge point industry, to improve the roll out and commercialisation of local charging infrastructure.

LTP – Local Transport Plan; the council's strategy and policy framework for transport and guide for investment priorities.

Mobility Hub – Mobility hubs bring together shared transport with public transport and active travel in spaces designed to improve the public realm for all.

p/kWh – Pence per Kilowatt Hour. Users are charged for each kWh they consume. Charging tariffs are in pence per Kilowatt Hour.

Payment by bank card – In line with national regulations, all new Rapid and Ultra Rapid chargers will accept payment via a contactless bank card (credit or debit card). This allows users to access these chargers without joining a Network.

PEVIS – Public Electric Vehicle Infrastructure Strategy

PHEV – Plugin Hybrid Electric vehicle; combines a smaller battery with a conventional internal combustion engine and an electric motor. This allows an electric range of between 20 – 50 miles and the ability to drive with an empty battery for hundreds of miles using petrol or diesel.

ORCS – On-street Residential Charge point Scheme.

Overstay fee – To encourage appropriate use of charging bays and assure they are available for people who need them an overstay fee will apply after a vehicle has finished charging and grace period has been exceeded.

OZEV – Office for Zero Emission Vehicles.

Rapid charge point – Rapid and ultra-rapid charge points allow faster charging for electric vehicles, taking around 20 minutes to get an 80% charge, depending on a vehicle's battery capacity. They have a capacity of between 50 to 150 kWh.

Traffic Regulation Order (TRO) – TROs are legal documents that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984. They help Local Authorities to manage the highway network for all road users, including pedestrians and they aim to improve road safety and access to facilities.

STBs – Strategic Transport Bodies.

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Appendix 2

BCP Council electric Vehicle Charging Infrastructure Consultation Summary

Introduction

The Council conducted a 6-week public consultation on EV charging from 21st August to 1st October 2023 with the following aims:

- To identify the scale of EV ownership and prospective ownership across the area.
- To assess the demand for local public EV charge points.
- To generate interest in community EV charger sharing.
- To identify 'barriers' to transitioning to EV's from petrol/diesel vehicles.
- To assess interest in community club car electric vehicle hire.
- To identify locations where there is a need for publicly available EV charge points and electric community car club vehicles.

In total, 365 consultation on-line surveys were completed. There were 194 suggested locations provided on the public EV drop pin map, and 64 suggested EV car club locations provided on the electric community car club drop pin map.

The below summary shares the headline results (topline frequency and percentages) for each of the survey questions, with an accompanying high-level analysis.

A summary of the results for the suggested public EV and electric community car club locations is also provided. A high level 'cluster' analysis for both has also been undertaken.

Consultation survey results

1. **Do you/your household have access to (own, lease or drive) and EV (Electric Vehicle) or plug-in hybrid? (Select one)**

Yes (186) **51.0%**
No (179) **49.0%**

The proportion of respondents were evenly split between those that currently had access to an EV or plug hybrid and those that did not.

2. **What type of vehicle is your EV or plug-in hybrid? (Select all that apply)**

Car (181) **97.3%**

Van (3) **1.6%**

Other (3) **1.6%**

Of those respondents that had access to an EV (or plug-in hybrid), nearly all were car drivers. There were a small number of small van drivers and electric bike users (other) that also completed the survey.

3. **Do you need to charge your van at various locations across the BCP Council area?**

Yes (2) **66.7%**

No (1) **33.3%**

There was a low response from van drivers to the survey. Two out of the three van drivers declared a need to recharge across the area. This is a consideration in terms of supporting van drivers transition to EV technology, to help to remove the barriers of range anxiety and locating a public EV facility, close to scheduled appointments (trades people and delivery drivers).

4. **How often do you charge your EV or plug-in hybrid?**

More than once a day (2) **1.1%**

Once a day (20) **10.8%**

4 - 5 times a week (25) **13.4%**

2 - 3 times a week (66) **35.5%**

Once a week (52) **28.0%**

Once a fortnight (17) **9.1%**

Once a month (2) **1.1%**

Less than once a month (2) **1.1%**

Most EV owners charge their vehicle several times a week. From this, we can infer that significant distances are being travelled in EVs every week, but EVs being charged will be of various battery ranges, and these may be top-up charges in the main rather than full recharges.

5. **Do you have access to an EV charge point at home?**

Yes (125) **67.9%**

No (59) **32.1%**

Approximately two thirds (2/3) of respondents that currently have access to an EV, have access to a home charge point. This leaves a sizeable proportion of respondents who rely on charging facilities away from the home.

Community EV sharing schemes help electric car drivers access EV chargers by borrowing them from others while they aren't in use. This helps members of the community who may not have access to their own EV charge point to charge their vehicle and encourages everyone to swap to an EV more quickly. Homeowners are reimbursed for electricity cost plus some profit. One example of a community charging scheme operating nationally that enables electric vehicle charger sharing is CoCharger.

6. **With the above information in mind, would you consider providing your home EV charge point for community use?**

Yes (40) **32.0%**

No (54) **43.2%**

Unsure / Don't know (31) **24.8%**

When considering the responses to questions 4, 5, and 6 in combination, it can be inferred that a considerable number of private home charge points are only being used once a week or less. There are already a sizeable number of EV drivers with their own private charge point, who would consider making it available through a Community EV charging scheme, with potential for further uptake by others through targeted promotions and incentives. The inclusion of a Community EV sharing scheme within the PEVIS, would provide an opportunity for many drivers those that don't have access to off street parking within the conurbation, to gain access to charging infrastructure.

Future update of EVs by existing drivers

7. **Which one of following options best describes your future plans for owning/leasing an electric vehicle?**

I plan to own or lease an electric vehicle within the next two years (27) **15.4%**

I plan to own or lease an electric vehicle within the next five years (60) **34.3%**

I do not plan to own or lease an electric vehicle within the next five years (88) **50.3%**

The survey provided valuable information on the plans of drivers for transitioning to EVs (drivers that don't currently have access to an EV). The PEVIS will cover the period up to 2030. 49% of respondents stated they plan to own or lease an EV within the next 5 years, which is within the lifetime of the short term PEVIS. A longer-term EV strategy will form part of the Council's new Local Transport Plan (LTP4) expected early in 2025. This will have a wider scope to include workplace charging, EV for logistics, Public Transport etc. The longer-term strategy will support the 50% of respondents that do not plan to own or lease an EV within the next 5 years.

8. **Which of the following do you feel are main barriers preventing you from transitioning to an electric vehicle more quickly? (select all that apply)**

The cost of leasing or buying an electric vehicle (94)	**64.8%**
The cost of running and maintaining an electric vehicle (38)	**26.2%**
The range of an EV is not sufficient for my needs (60)	**41.4%**
Unable to install an EV charge point at my home. (41)	**28.3%**
Lack of public EV charge points close to where I live (60)	**41.4%**
Other (please specify below) (48)	**33.1%**

Most of the barriers to EV ownership are beyond the control of BCP Council (e.g., upfront cost, environmental/ethical concerns about manufacturing process etc). However, the short term PEVIS will be able to help consider and address the significant barriers for drivers that are unable to install an EV charge point at their home and address the lack of public EV charge points where drivers need them. This supports the need for the PEVIS and to secure LEVI funding to deliver the required infrastructure.

9. **How do you plan to charge your electric vehicle?**

I plan to install a home electric vehicle charge point (12)	**48.0%**
I plan to use a community charging scheme (such as CoCharger) (2)	**8.0%**
I plan to use public EV charging near to my home (8)	**32.0%**
Other	**12.0%**

A high % of respondents said they plan to rely on public charging, to charge their EV, when they transition to EV. As the proportion of properties with off-street parking is relatively high in the BCP Council are, it suggests many respondents live in rented accommodation and can't guarantee their landlord will agree to a home charger. BCP Council therefore need to consider residential charging solutions in areas beyond those with off-street parking. These areas might be perfect for community charging as it provides the convenience of charging close by without having to build on-street/carriageway infrastructure. BCP Council already require new developments to include charging provision, so people don’t end up in this situation. Several respondents suggested incentivising landlords to install/allow home chargers.

10. **What is the furthest you would be willing to travel from home to access a public charge point for an EV?**

Less than 5-minute walk from home (55)	**20.9%**
5 - 10-minute walk from home (138)	**52.5%**
Over 10-minute walk from home (38)	**14.4%**
None of the above (32)	**12.2%**

Nearly three quarters of people are willing to walk up to 10 mins to access public EV charging (73.4%). This supports the draft PEVIS proposal to install charge points in BCP Car Parks located close to residential areas with significant proportions of residents who do not have access to off street parking. The PEVIS should also consider locations for charging hubs close to large employment sites (such as business parks) and leisure destinations (such as retail parks), to enable people to park, charge their vehicle and walk to work or their leisure activity.

E-Car Club vehicle related questions

11. **If there were vehicles located close to your home, would you consider booking and hiring a car club electric vehicle to replace some car journeys or the need for a personal vehicle entirely?**

Yes (130)	**35.9%**
No (171)	**47.2%**
Unsure / Don't know (61)	**16.9%**

Over a third of respondents would consider booking and hiring a Car Club vehicle to replace existing personal vehicle journeys, with a further 17% unsure. This shows an enormous potential to change behaviour and assist residents with making a transition to more sustainable transport modes.

It is clear that some residents are unsure about what the Car Club scheme is and how it works. This suggests more education, and greater promotion of the scheme is required. For many respondents, location of car club vehicles is the critical factor. One commentor said they'd be interested in joining, but living in Charminster means accessing the nearest vehicle at Bournemouth Town Hall, which is neither attractive nor feasible.

12. **Would the likelihood of you hiring and using a car club vehicle change if the vehicle is electric?**

Yes - More likely to use a car club vehicle (135)	**37.5%**
Yes - Less likely to use a car club vehicle (15)	**4.2%**
No - Neither more likely nor less likely to use a car club vehicle (186)	**51.7%**
Unsure / Don't know (24)	**6.7%**

Nearly 40% of respondents would be more likely to consider using a car club vehicle if it were an EV. The draft PEVIS aspires to electrify the current BCP Car Club fleet and to expand the fleet with further EVs.

13. **How many cars/vans does your household run?**

0 (15)	**4.1%**
1 (156)	**42.6%**
2 or more (195)	**53.3%**

Over half all respondents confirmed that they belong to a household which has two or more vehicles. Question 11 and 13 suggests that the implementation and expansion of an electric car club fleet could help to reduce both first and second car ownership levels within the conurbation. The draft PEVIS proposes to install public EV charging points in residential areas (on carriageway) where there is a lack of residential off-street parking. The provision of an electric car club bay, dovetailed with a public EV charging bay and powered by a shared fast charge point, would promote a reduction in the demand for on-street parking. This could in turn create space for further public EV charging points on the carriageway. This concept can also be applied to priority Mobility Hub locations, that are considered within the PEVIS.

Demographic questions

Are you aged:

Under 16 (-)	-	**45 - 54 years (86)**	23.9%	**75 - 84 years (11)**	3.1%
16 - 24 years (3)	0.8%	**55 - 64 years (96)**	26.7%	**85+ years (3)**	0.8%
25 - 34 years (22)	6.1%	**65 -74 years (48)**	13.3%	**Prefer not to say (20)**	5.6%
35 - 44 years (71)	19.7%				

What is your sex? (**Gender)**

Female (126)	35.2%
Male (198)	55.3%
Prefer not to say (34)	9.5%

Is the gender you identify with the same as your sex registered at birth? (**Trans)**

Yes (309)	86.3%
No, please write in gender identity below (-)	-
Prefer not to say (49)	13.7%

What is your sexual orientation? (**Sexual orientation)**

Straight / Heterosexual (259)	72.8%	**Bisexual (9)**	2.5%
Gay or Lesbian (13)	3.7%	**Other (specify below if you wish) (2)**	0.6%
Asexual (-)	-	**Prefer not to say (73)**	20.5%

Are your day-to-day activities limited because of any physical or mental health conditions or illnesses, lasting or expected to last 12 months or more? (**Disability)**

Yes - limited a lot (21)	5.8%
Yes - limited a little (36)	10.0%
No (278)	77.2%
Prefer not to say (25)	6.9%

Do you or someone in your household currently hold a Blue Badge?

Yes (45)	12.5%
No (292)	81.1%
Prefer not to say (23)	6.4%

An additional question was added into the demographics part of the survey relating to Blue Badge holders. The results show that 12.5% of respondents reported that someone in their household was a Blue Badge holder. This will be an important consideration for the PEVIS, to ensure that public EV charging equipment, bay layout and back-office systems consider the needs of users with accessibility needs.

What is your ethnic group? **(Ethnicity)**

White English / Welsh / Scottish / Northern Irish / British (292)	81.6%	**Mixed White & Asian (2)**	0.6%	**Asian / British Chinese (1)**	0.3%
Prefer not to say (41)	11.5%	**White Irish (1)**	0.3%	**Any other Asian background (please specify below if you wish) (1)**	0.3%
Any other White background (please specify below if you wish) (14)	3.9%	**Mixed White & Black Caribbean (1)**	0.3%	**Any other ethnic group (please specify below if you wish) (1)**	0.3%
Black / British Caribbean (3)	0.8%	**Any other Black / African / Caribbean background (please specify below if you wish) (1)**	0.3%	**White Gypsy or Irish Traveller (-)**	-

What is your religion or belief? (Religion)

No religion (164)	46.2%	**Buddhist (5)**	1.4%	**Sikh (-)**	-
Christian (Church of England, Catholic, Protestant and all other Christian denominations) (128)	36.1%	**Hindu (-)**	-	**Any other religion or belief (please specify below if you wish) (4)**	1.1%
		Jewish (1)	0.3%	**Prefer not to say (51)**	14.4%
		Muslim (2)	0.6%		

Are you currently pregnant or have you returned to work after maternity/ paternity leave in the last 12 months?

Yes (7)	2.0%
No (319)	89.1%
Prefer not to say (32)	8.9%

Respondent feedback on draft PEVIS

The BCP Consultation pack included a summary document detailing the priorities, opportunities, and actions for the developing Public Electric Vehicle Infrastructure Strategy. Respondents were invited to provide comments on the draft PEVIS, with an emphasis on providing feedback on missing elements or improvements for consideration by the Council.

There were 189 comments received. All comments were analysed and grouped together into core themes. A summary of the core comment themes is provided below:

Location of EV charging infrastructure

The BCP Consultation pack included a summary document detailing the priorities, opportunities, and actions for the developing Public Electric Vehicle Infrastructure Strategy. Respondents were invited to provide comments on the draft PEVIS, with an emphasis on providing feedback on missing elements or improvements for consideration by the Council.

There were 189 comments received. All comments were analysed and grouped together into core themes. A summary of the core comment themes is provided below:

Location of EV charging infrastructure

Many respondents called for multiple EVCPs in a hub location to reduce chances of having to wait around / look for another elsewhere.

There was also interest in locating public EVCPs at destinations, so people can spend time doing things whilst their vehicle charges. For example, shopping, leisure, etc, rather than watching the gauge. We have already considered the safety implications of putting EVCPs in remote locations, but we have generally worked on the assumption that people will charge in a car park they were already planning to use, rather than travelling to a location specifically to charge.

Most people are willing to walk up to 10 mins for charging. It might be worth considering where people park for work – if they're prepared to travel up to 10 mins to charge, may be prepared to park a little further away to charge up and move car at lunch (or connect car at lunch and remove at end of day).

Quantity and type of EV charging

A common theme of the consultation feedback was in relation to the quantity and type of public EV charging infrastructure required within the conurbation. Many comments

referenced a lack of existing public EV charge points in the BCP Council area, and supported the aspiration to deliver a significant uplift in provision through the PEVIS. In terms of the type of charging infrastructure that people would like to see provided, there were requests for:

- Fast charge points up to 22kwh, that could charge more than one vehicle at a time.
- Banks of Fast charge points in car parks close to where people work/spend leisure time.
- Strategically located Rapid/Ultra Rapid charge points (although lower in number than Fast charging provision).

Respondents were divided on what speed of charge should be used (people either wanted rapid or they wanted slow), but there was a consensus that facilities for residential areas without access to off street parking were necessary.

The design of future charging infrastructure

There were a number of comments relating to ensuring the PEVIS considers the provision of charging infrastructure in the future that caters for Type 2 connectors.

Feedback was received requesting charge point infrastructure to be in the carriageway and not on the footway, to reduce clutter and improve/maintain space for pedestrians.

The Council need to consider systems and policies to prevent vehicles from continuing to park in EV bays for pro-longed periods once they have finished charging. This seems to be a current frustration for a number of local EV users.

A number of comments related to ensuring steps are taken to provide a public EV charging solution which is easy and simple to use at all public charging points. Users do not like having to use a number of different charge point Apps to access and pay for charging (anecdotes were provided from outside of the BCP Council area). Contactless payment at all charge points was a reoccurring theme.

There were a few requests for public lamp post charging points to be considered in areas that do not have off street parking. This contrasts with other comments received relating to accessibility issues caused by trailing cables. In BCP many lampposts are situated to the rear of pavements.

A number of respondents were unsure if they'd want to allow their home charger to be used for community charging. This suggests that the PEVIS should consider some way of educating users as to what Community Charging is and how it works.

There seems to be a general ambivalence towards the car club – people are divided on whether they'd be interested in joining and at least one commentator admitted that they weren't really sure what it involved. As with community charging, there is a need for more education, and possibly more visibility of the scheme. One commentor said they'd be interested in joining, but living in Charminster means accessing the nearest vehicle at Bournemouth Town Hall isn't feasible, due to distance and time barriers.

Tariffs

Several respondents complained that each charging provider being paid via their own card/app is annoying and a contactless payment solution would encourage use. An immediate action for the Council, is the need to make clear to the public that they can use contactless rather than individual charging apps to pay for rapid chargers in the existing BCP network. The Council should specify contactless payment options in any future procurement exercises associated with the provision of public EV charge points, to be delivered as part of future Council contracts.

Many respondents complained about having to pay for parking while charging. There is an assumption that BCP Council are earning significant sums of money from public EV chargers and that this should recoup any money that would have been gained from parking fees. This is not the case, but the Council could consider options to support EV drivers as well as continuing to manage expectations in the future.

Equalities

Several respondents said that EVCPs needed to be more accessible for disabled users. However, none went into further detail, so in the absence of additional information, the Council should continue working to PAS 1899 (best practice industry standard).

Safety

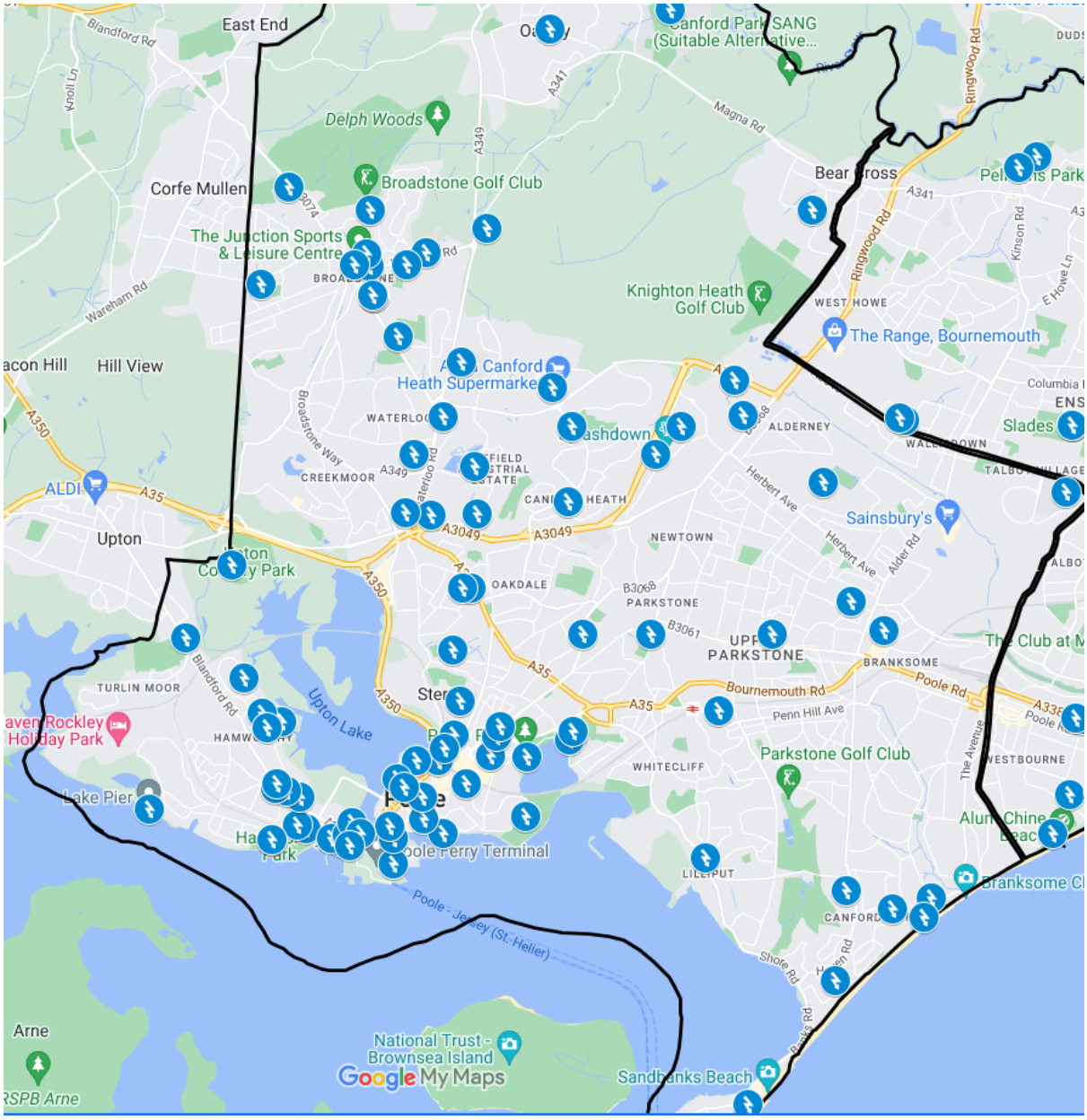
A number of respondents expressed concerns about safety in poorly lit and remote car parks, especially for people with disabilities. Areas of elevated vehicle crime were also mentioned as a possible risk. User safety is an important consideration and needs to be carefully considered and addressed by the Council in collaboration with current and future EV infrastructure delivery partners.

Mobility Hubs

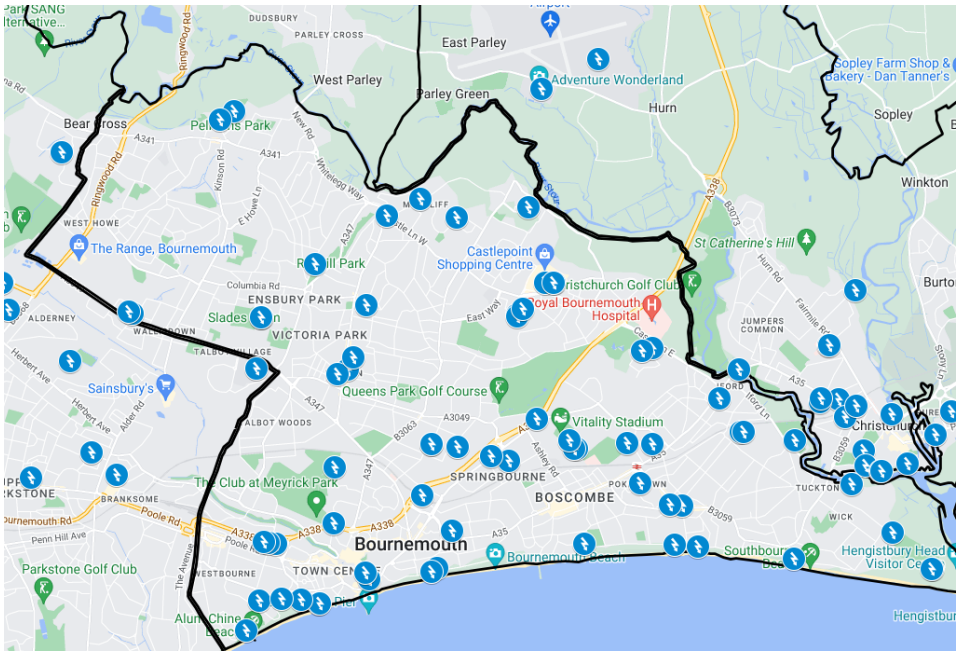
There were a number of positive comments provided which supported the idea of Mobility Hubs. No negative comments were received. To provide a flavour of the comments received, one respondent stated that Mobility Hubs “would help make BCP a wonderful place to live. It would be useful to have car clubs in more locations and in easy reach” of residents’ homes.

Suggest Locations for public EV charging infrastructure – public map pins

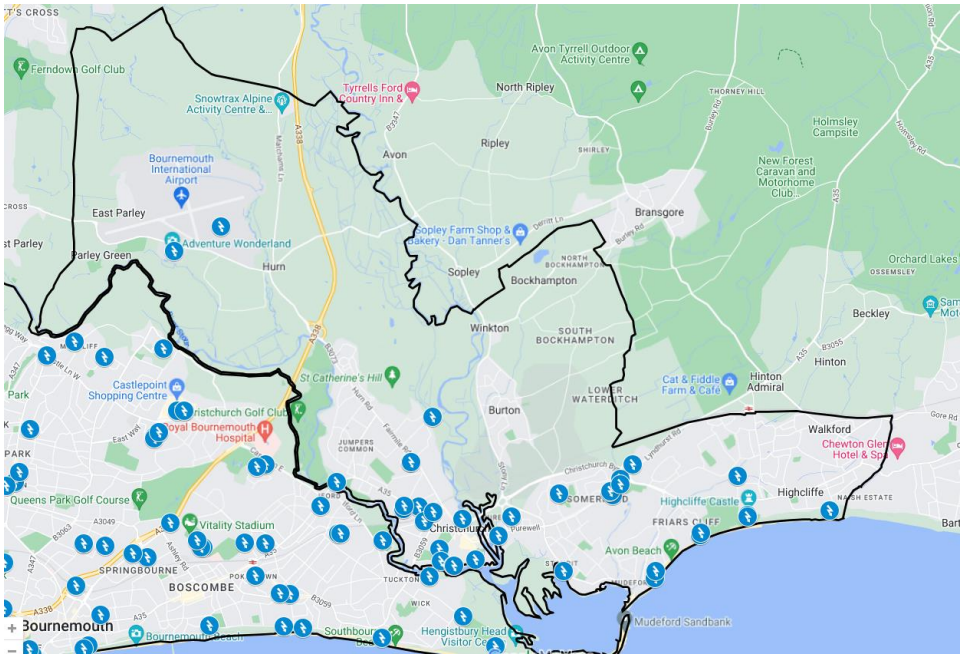
West BCP Council Area



Central BCP Council Area



East BCP Council Area



A high-level cluster analysis has been undertaken for suggested public EV charge point locations. Table 1 provides a list of ‘cluster’ sites for the BCP Council Area. A cluster is defined as two or more requests within a 5-minute radius. The outputs of Table 1 will be

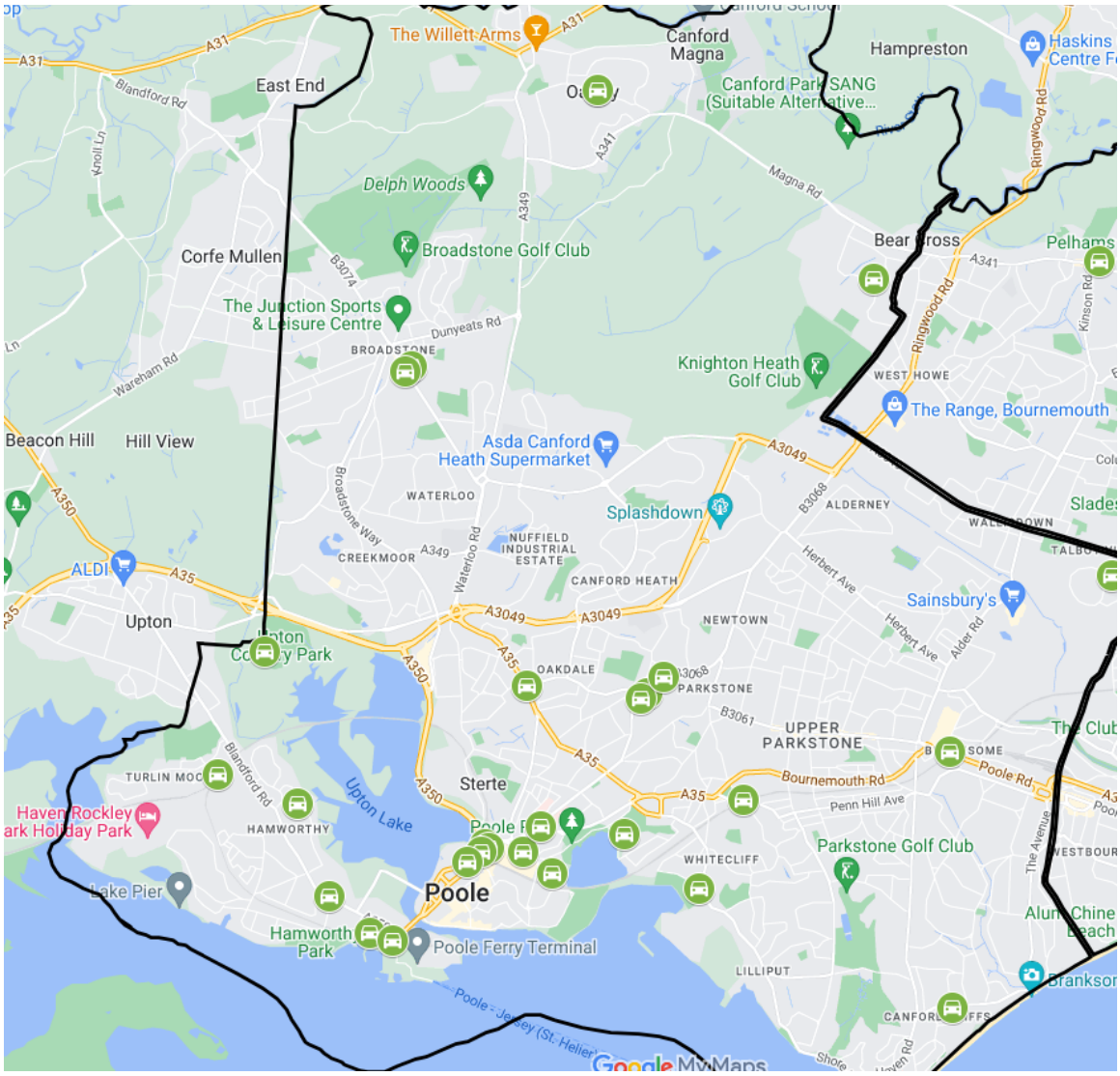
considered when updating the draft PEVIS. Some of the suggested locations are already being progressed through the existing delivery of the BCP Council public EV charge point contract with JoJu/Mer (see the 'Notes' column in Table 1).

Table 1 – High level Cluster analysis of suggested locations for public EV charging infrastructure – BCP Council EV consultation

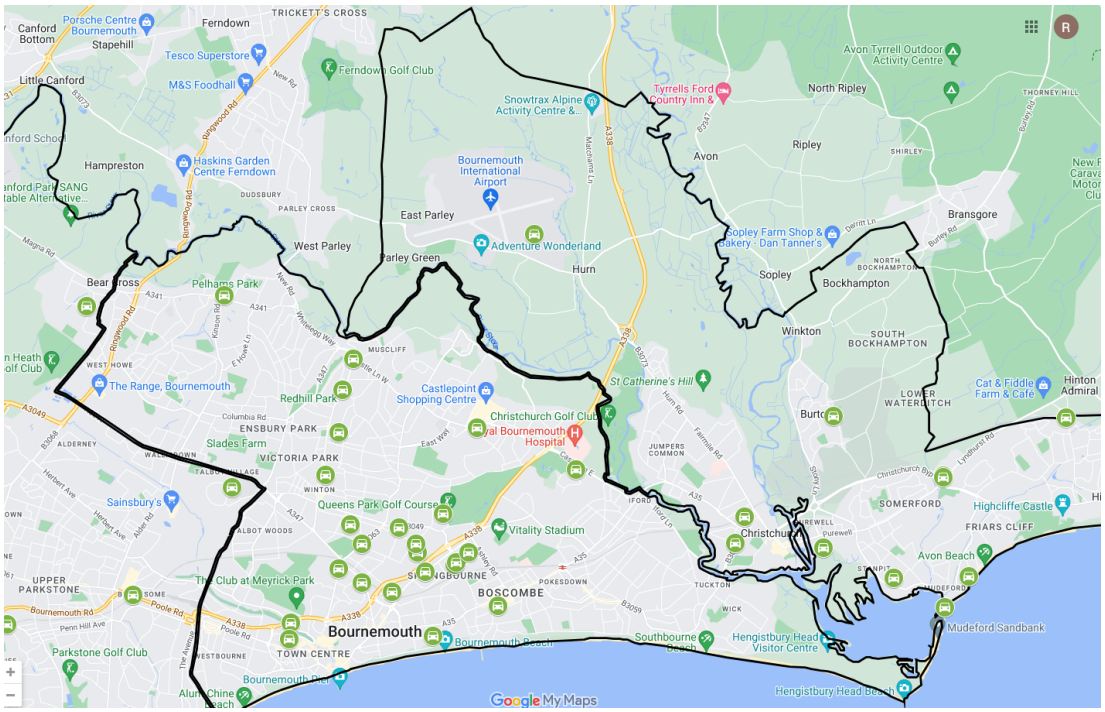
BCP Council Area	Location	Postcode	Notes
West	Broadstone - Wentworth Dr/Tudor Rd	BH18	1 x Fast installed at Station Approach – BCP Phase 1.
	Broadstone - Lower Blandford Rd shops	BH18	Charge points planned for BCP Storey Lane car park - BCP Phase 1.
	Hamworthy - area around Ferry Terminal/Norton Way	BH15	
	Poole Old Town	BH15	EVCPs planned in Prosperous Street and Lagland Street – BCP Phase 1.
	Poole Hospital Car Park	BH15	
	Dolphin Shopping Centre	BH15	2x charge points planned - BCP Phase 1.
	Hamworthy - Cornerstone Academy/Liberal Club	BH15	
	Canford Cliffs - Western Rd	BH13	EVCPs planned in Western Rd and Ravine Rd car park – BCP Phase 1.
	Fleets Corner	BH17	
	Tower Park	BH12	
	Poole Park	BH15	
Central	Durley Chine/West Cliff Rd	BH2	2 x fasts installed in Durley Rd car park – BCP Phase 1.
	Queens Rd Car & Coach Park	BH2	
	Bournemouth Pavilion	BH1	
	Pelhams Park	BH10	
	Winton - Wimborne Rd shops	BH9	Charge points planned in Wimborne Rd and Cranmer Rd car park.
	Kings Park	BH7	2x charge points installed, Rapid hub planned - BCP Phase 1.
	Castlepoint	BH8	
	Mallard Rd retail park	BH8	
	Littledown Leisure Centre	BH7	Rapid hub planned - BCP Phase 1.
	Pokesdown shops	BH5	
East	Mayors Mead car park	BH23	Charge points planned here – BCP Phase 1.
	Christchurch Retail Park	BH23	
	Bournemouth Airport	BH23	
	Somerford Rd	BH23	
	Highcliffe Castle Car park	BH23	
	Steamer Point car park	BH23	EVCPs planned here – BCP Phase 1.
	Avon Beach/Avon Run Rd car parks	BH23	2x charge points already installed in Avon Run car park - BCP Phase 1.

Suggested locations for EV car club vehicles – public map pins

West BCP Council Area



Central and East BCP Council Areas



A high-level cluster analysis has also been undertaken of the suggested electric car club locations. Table 2 provides a list of 'cluster' sites for the BCP Council Area. There were no clusters (two or more requests within a 5-minute radius) in the East of the BCP Council area. The outputs of Table 2 will be considered when updating the draft PEVIS and shared with the BCP Car Club operator, Co-wheels.

Table 2 – High level Cluster analysis of suggested locations for electric car club vehicles – BCP Council EV consultation

BCP Council Area	Location	Postcode
West	Broadstone - Higher Blandford Rd shops	BH18
	Hamworthy - area around Ferry Terminal/Norton Way	BH15
	Poole Old Town	BH15
	Poole Hospital Car Park	BH15
	Dolphin Shopping Centre	BH15
	Hamworthy - Cornerstone Academy	BH15
	Parkstone Heights Recreation Ground	BH14
Central	Durley Chine/West Cliff Rd	BH2
	Queens Rd Car & Coach Park	BH2
	Bournemouth Pavilion	BH1
	Pelhams Park	BH10
	Area south of Queens Park	BH8
	Springbourne	BH1

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Appendix 3 - EIA Panel Review

EIA being reviewed	Public Electric Vehicle Infrastructure Strategy (PEVIS)
Reference Number	300
EIA presented by	Francesca Powell Richard Barnes
Date	19 October 2023
Panel members present	Sophie Bradfield Jon Cockeram Gill Parke Vicky Edmonds

Aspect	RAG Rating	Comments
Timeliness Is this EIA timely? i.e. considered before any decisions have been made		
Proportionate Is this EIA proportionate to the decision? i.e. is a full action plan needed?		
Is it clear what is being reviewed?		
Stakeholder Engagement Has engagement/consultation been undertaken with stakeholders? Has this fed into the proposal?		Good use of data collected as part of the stakeholder consultation and how the results have been fed into the proposal. Need to ensure all concerns from the consultation been addressed. Explicitly mention all equality issues raised as part of the consultation and how we are responding to them.
Needs and experiences Have all the protected groups been considered?		This section needs to be reworked. There is a great deal of information included which is not equality focussed. This dilutes all the good work that has been

		carried out to identify equalities issues.
Positive Benefits & Impacts Have all the protected characteristics been considered?		See comment above.
Negative Impacts Have all the protected characteristics been considered?		Seem to have addressed all negative impacts with mitigating actions but hard to follow as scattered throughout the EIA. The panel was unclear whether users charging their cars would also need to pay the car parking charge. This may have an impact on those people within a lower socio-economic group. During the presentation it was mentioned that there may be a loss of disabled spaces going forward. It would be helpful to consider some mitigating actions at this stage to show how this will be addressed.
Evidence Has evidence been used to draw conclusions?		Really good use of data to evidence the EIA and have set the scene well with the context. It would be good to compare the breakdown of the consultation responses to the overall profile of the BCP area to see if it is representative and where it isn't have consideration of this. E.g., the gender split.
Mitigating Actions Where necessary, have reasonable adjustments been proposed?		The mitigating actions need to be matched to their negative impact to show that they have all been addressed. The panel appreciates that at this stage consideration has been given to potential sites and reasons why they should be rejected but consideration should also be given to the impact on existing facilities or

		infrastructure (e.g., loss of disabled spaces).
Summary Does the summary provide the following? • An overview of equality considerations both positive and negative • The rationale for drawing these conclusions • Detail required mitigating actions.		Sets out the story well. Needs to draw out identified positive and negative equality impacts and mitigating actions. It currently doesn't seem to cover everything mentioned in the EIA. Ensure the summary is equality focused.
Overall rating		This EIA has used data and evidence well and considered the outcomes of the project and the implementation. The panel were encouraged to see they had been included in the tender specification. Equality considerations have been built into the EIA however, they are lost in the detail. To strengthen the equality points made consider putting the background info into an appendix. Otherwise at risk of diluting the equality focus and can read at times like more of a business case.

Please Note: All EIA's will be published on the Website. It is important that revisions are made if you receive an Amber rating, please can you send a copy of your revised EIA to the Policy Team

For reference

- **Green** – good to go/approved, providing sufficient evidence the public sector equality duty has been met.
- **Amber** – good to go subject to minor changes or mitigating actions being put in place and followed through in the development of the project/service/policy/procedure or practice.
- **Red** – inadequate, needs to be reworked before the decision goes forward, where it is evident the public sector equality duty has not been met or continuing with the project or proposal will lead to direct or indirect unlawful discrimination that cannot legitimately be justified.

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AUDIT AND GOVERNANCE COMMITTEE

Report subject	**Review of the Council's Constitution - Recommendations of the Constitution Review Working Group**
Meeting date	30 November 2023
Status	Public Report
Executive summary	The report summarises the issues considered by the Constitution Review Working Group and sets out a series of recommendations arising from the Working Group for consideration by the Committee including proposed establishment of area-based planning committees and a transportation advisory group. Any recommendations arising from the Committee shall be referred to full Council for adoption.
Recommendations	**It is RECOMMENDED that:** **(a) in relation to Issue 1 (Planning Committee Structure and Arrangements) the proposed amendments to Parts 1, 2, 3, 4, 6 and 7, as set out in Appendix 1 to this report, be approved with an implementation date of 7 May 2024;** **(b) in relation to Issue 2 (Establishment of Transportation Advisory Group) the proposed amendments to Parts 2, 3 and 4 as set out in Appendix 2 to this report, be approved with an implementation date of 7 May 2024;** **(c) any necessary and consequential technical and formatting related updates and revisions to the Constitution be made by the Monitoring Officer in accordance with the powers delegated.**
Reason for recommendations	To make appropriate updates and revisions to the constitution following consideration by the Working Group.

Portfolio Holder(s):	Councillor Vikki Slade (Leader of the Council and Portfolio Holder for Dynamic Places)
Corporate Director	Ian O'Donnell (Director of Resources)
Report Authors	Richard Jones (Head of Democratic Services and Interim Monitoring Officer)
Wards	Not applicable
Classification	For Recommendation

Background

1. The Terms of Reference of the Audit and Governance Committee include 'Maintaining an overview of the Council's Constitution and governance arrangements in all respects'.
2. In discharge of this responsibility the Committee established a Constitution Review Working Group of five of its Councillors. The current members of the Working Group are Councillor Phipps (Chair) and Councillors Andrews, Beesley, Castle and Connolly. The Working Group meets on a regular basis to consider requests for change. The Group receives advice from various officers including the Monitoring Officer and Head of Democratic Services. From time to time, as required, Officers and Councillors with specialist responsibility have been invited to have an involvement.
3. Recommendations that were agreed by Council have been implemented and incorporated into a revised and updated version of the Constitution and published on the Council's web site.
4. The Working Group considers suggestions received from a wide variety and range of sources including input from Councillors and Officers.

Format

5. Throughout the work of the Group a 'Forward Plan' of issues has been maintained and added to as additional issues have arisen. This approach will continue to be adopted for capturing future issues.
6. Any proposed changes to the Constitution are shown with track changes in the appendices to this report. Any references to page numbers are to pages within the current published Constitution.

Options Appraisal

7. Following the elections in May 2023, the new administration indicated a desire to review the meeting arrangements for Overview and Scrutiny, Planning Committee and Traffic Regulation Order decision-making. The arrangements for Overview and Scrutiny Committee were considered in September 2023 and have been implemented.
8. This paper focuses on the arrangements for Planning Committee and Traffic Regulation Order decision-making.
9. The Working Group considers carefully whether or not changes are necessary on each issue raised. If supported, the Working Group determines the proposed alterations to the wording which forms the basis of the recommendations to the Audit and Governance Committee. This report sets out the proposed changes following those deliberations.

10. For ease of reference, each matter considered will be referred to as an Issue with a corresponding number which will be referenced through the report and recommendations.

ISSUE 1 – PLANNING COMMITTEE STRUCTURE AND ARRANGEMENTS

11. The Council has operated with a single planning committee since establishment in April 2019, however, the establishment of area-based planning committees has been requested on many occasions during this period.

12. Many local authorities operate area-based planning committees which are typically seen to support commitments for more localised decision-making, community involvement and representation, an ambition of the current administration.

13. Area-based planning committees can equally present challenges which need to be carefully considered to establish safeguards, including risks to maintaining good performance levels for determining applications, consistency in decision-making and the application of policies, public participation, and ward representation. These issues are addressed in this report.

Proposed Model for Area-Based Planning Committees

14. As indicated above, the new administration has indicated a desire to review the arrangements for planning committees and to establish area committees. In support of this direction the Working Group propose the following principles:-

    - The number of area-based planning committees should be two, split on an east and west basis, and named Eastern BCP Planning Committee and Western BCP Planning Committee. The Working Group noted that the planning service was being restructured to establish east and west teams and alignment would be desirable.
    - The dividing line between the two areas to be coterminous with formal ward boundaries.
    - The two areas to be determined using historical data to provide, as far as practicably possible, an equal balance of workload for the service areas, committee workload and the number of councillors.
    - The referral of applications which fall in both area-based committees to be allocated to the committee with the greatest proportion of land area.
    - The preferred number of members on each committee to be 11.
    - Political balance rules to be applied to each committee but encourage local representation from political groups where possible.
    - Substitutes members to be permitted.
    - Quarterly briefing for all area-based planning committee members to be held to promote consistency.
    - Meetings of each area committee to be held in the daytime as at present but on alternating two-weekly schedules and at the Civic Centre in Bournemouth.

Division of Areas

15. The Working Group was advised that the planning service was currently in the process of establishing two area-based teams to administer planning applications, also based on an east and west split. Members were keen to ensure that as far as practicably possible, the committees reflected this split but also wished to seek a fair distribution of workload for each committee.

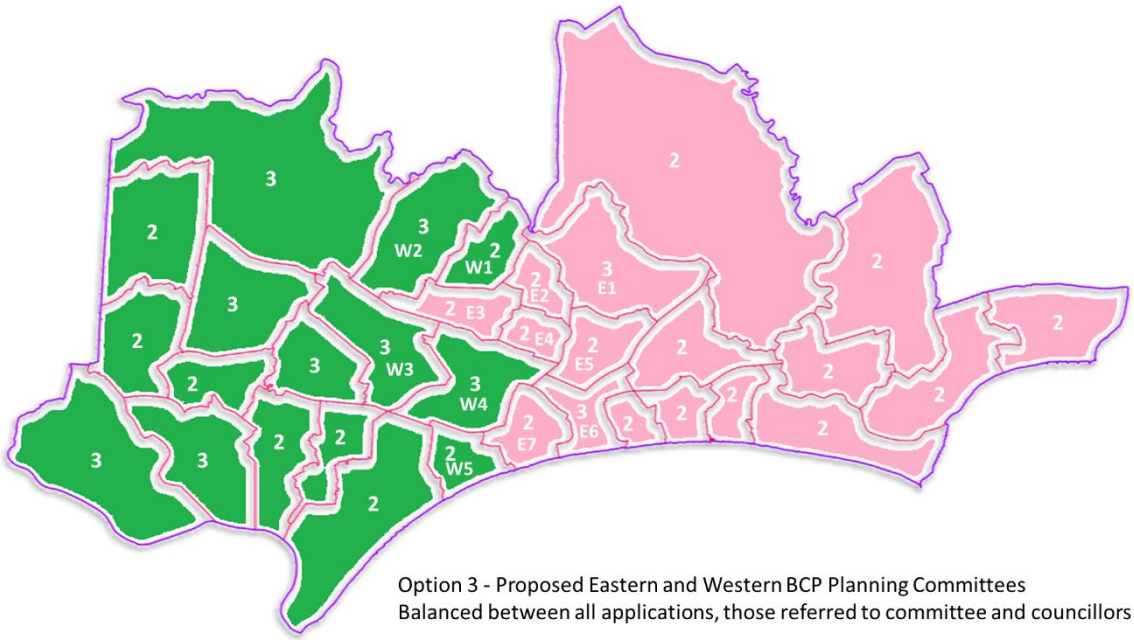
16. An analysis was therefore undertaken of the total number of registered planning applications and the number of applications referred to committee by ward. There are many ways to divide the BCP area with each resulting in slightly varying outcomes. The table below illustrates the three primary options considered.

	Proportion of applications registered (since 2020)	Proportion of applications referred to committee (since 2019)	Number of ward councillors within area
Option 1			
Western	51.2%	50%	42
Eastern	48.8%	50%	34
Option 2			
Western	47.2%	49%	38
Eastern	52.8%	51%	38
Option 3			
Western	49.3%	49.7%	40
Eastern	50.7%	50.3%	36

17. Option 1 can be seen to provide an even distribution of workload for the committees, however, it is disproportionately divided on the number of councillors between the two areas and is uneven in terms of overall service workloads.

18. Option 2 establishes a better balance on the distribution of councillors, however, this presents the greatest disparity between the two areas for the number of applications for the service and this could have a detrimental impact on performance for the eastern team assuming the ambition is to equally resource each area team.

19. Option 3 does have a small disparity in councillor presentation, however, this option provides the closest combined division of workload for both the committee and perhaps more importantly the core service. The map and table below illustrate the proposed division of wards between the two committees. The single digit numbers indicate the number of ward councillors, and the 'W' and 'E' references identify the wards running along the boundary line as identified in the table overleaf.



Western BCP Planning Committee			
Ward	**Registered apps**	**Referred apps**	**Ward Cllrs**
Alderney & Bourne Valley (W3)	388	9	3
Bearwood & Merley	462	11	3
Broadstone	560	14	2
Canford Cliffs	1144	24	2
Canford Heath	284	1	3
Creekmoor	277	2	2
Hamworthy	388	2	3
Kinson (W2)	423	3	3
Newtown & Heatherlands	535	14	3
Oakdale	408	4	2
Parkstone	702	21	2
Penn Hill	785	9	2
Poole Town	660	11	3
Redhill & Northbourne (W1)	333	2	2
Talbot & Branksome Woods (W4)	139	9	3
Westbourne & West Cliff (W5)	436	14	2
Total	**7,924**	**150**	**40**

Eastern BCP Planning Committee			
Ward	**Registered apps**	**Referred apps**	**Ward Cllrs**
Boscombe East & Pokesdown	458	10	2
Boscombe West	311	2	2
Bournemouth Central (E7)	698	13	2
Burton & Grange	286	0	2
Christchurch Town	605	41	2
Commons	587	22	2
East Cliff & Springbourne (E6)	356	7	3
East Southbourne & Tuckton	658	8	2
Highcliffe & Walkford	596	10	2
Littledown & Iford	451	4	2
Moordown (E2)	357	4	2
Mudeford, Stanpit & West Highcliffe	676	10	2
Muscliff & Strouden Park (E1)	592	7	3
Queen's Park (E5)	398	8	2
Wallisdown & Winton West (E3)	298	1	2
West Southbourne	435	1	2
Winton East (E4)	385	4	2
Total	**8,147**	**152**	**36**

1. Registered apps are the total number of applications registered with the planning service since 2020 to date.
2. Referred apps are the number of applications referred to the planning committee since April 2019.
3. Ward Cllrs is the number of councillors representing the respective ward.

20. It would be important to monitor any proposed division between the two respective areas and the Working Group was keen for an operational review to take place after 12 months of operation to secure efficient and effective delivery.

Cross-Boundary Applications

21. Inevitably there will be planning applications which cross-over the boundary line between the two respective committees. The Working Group were keen to establish arrangements which were clear to determine and avoided additional bureaucracy.
22. The Working Group dismissed options for a third committee to deal with strategic and cross-boundary applications, were reluctant to support a joint committee of potentially 22 councillors or planning applications being referred to both committees and consequential dispute resolution requirements.
23. The preferred option of the Working Group, for applications which fall within the boundary of both committees, was for the application to be referred to the committee within which the majority of the red line application site area falls within. It would be necessary to establish provisions where the calculated area was the same, and this is provided for in the proposed constitution provisions.

Political Balance Provisions

24. The Working Group debated the options for appointing committees other than by political balance.
25. Local Authorities are permitted to appoint area committees where the composition of which may be drawn from the members of the Council whose ward falls wholly or partly within the geographical area of the committee. However, there are conditions applied which would make this practicably challenging.

26. The conditions require that each area committee may not exceed two-fifths of the total population or geographical area of the Council as a whole.

27. Whilst it may be possible to mathematically create two area committees with one being below two-fifths of the total geographical area and the other below two-fifths of the total population for the area, this would be extremely complex and require constant monitoring as population figures change. Practicably this is only feasible where three or more area committees are established.

28. The allocation of seats by political balance to each political group would be a matter for Council at the annual meeting. The Working Group were minded to encourage local representatives by political groups where possible. It was further noted that councillors may wish to serve on both area committees. Whilst this would result in a heavy workload, it would have a positive benefit of promoting consistency of decision-making.

Mitigating other risks

29. As referred to in paragraph 13, there are inherent risks with area-based planning committees which require mitigation. The keys risks identified by other authorities operating area committee include risks to maintaining good performance levels for determining applications, consistency in decision-making and the application of policies, public participation, and ward representation.

30. In order to maintain good performance levels for determining applications, it is important for committees to meet frequently. The proposal is for the two committees to each meet at approximately four weekly intervals on a Thursday morning as at present but alternating bi-weekly (for example, the Western committee meeting in weeks 1, 5, 9, etc., and the Eastern committee meeting in weeks 3, 7, 11, etc.). With this proposed frequency of meetings, it will be essential that the committees and chairs have regard to the wider schedule of meetings and the availability of accommodation and officers if additional meetings are required.

31. To ensure consistency in decision making and the application of policies, it is proposed that regular briefing sessions are scheduled on a quarterly basis for all members and potential substitutes of the committees to share experiences and for issues of new and existing policy to be discussed. It was further suggested that regular updates be provided on decisions reached at the respective committees to increase awareness. Training was also considered vital for all members and substitutes on planning committee and this has been strengthened accordingly in the proposed constitution changes. A new section has been inserted in Article 8 referencing mandatory training. This includes reference to Planning Committee and TAG, the subject of this this report, together with Licensing and Appeals committees, as the other quasi-judicial committees.

32. There can be a risk with area committees that all members from an individual ward are appointed to serve on the localised committee and thus diminishing the representative role for local community interests. This should not be a significant issue with only two committees but it will be necessary for political group leaders to liaise to ensure ward representation is maintained.

33. There are no changes proposed to public participation or other procedures, which shall apply equally to both committees.

Constitution Changes

34. The proposed changes to the planning committee arrangements require alterations to various parts of the Constitution. The changes are largely cosmetic to reflect the establishment of two area-based committees but are included for completeness. The changes are too numerous to embed within this report and have therefore been appended to this report at Appendix 1. The changes are shown in red and include changes to the following Parts.

- Part 1, paragraph 3.7 (Other Committees), [Page 1-3]
- Part 2, Article 8 (Other Committees), [Page 2-19]
- Part 3A (Responsibility for Functions), [Pages 3-6 to 3-10] (Function of Planning Committees), and consequential changes to [3-47 to 3-48 (Specific Delegations of particular relevance to the Chief Operations Officer)
- Part 4D (Meeting Procedure Rules), [Pages 4-42 and 4-53 to 4-56]
- Part 6, Schedule 3, paragraph 1.1 (Local Code of Best Practice relating to Planning Matters), [Pages 6-24 to 4-34]
- Part 7 (Scheme of Members' Allowances), [Page 7-3] – It should be noted that the change to Part 7 is simply to reflect that two chairs will be appointed. The amount payable by way of the Special Responsibility Allowance will be reviewed by the Independent Remuneration Panel.

35. RECOMMENDATION

It is RECOMMENDED that in relation to Issue 1 (Planning Committee Structure and Arrangements) the proposed amendments to Parts 1, 2, 3, 4, 6 and 7, as set out in Appendix 1 to this report, be approved with an implementation date of 7 May 2024.

ISSUE 2 – ESTABLISHMENT OF TRANSPORTATION ADVISORY GROUP (TAG)

36. The Council currently refers all traffic regulation orders and other transport related matters to meetings of Cabinet for approval. The administration has indicated a desire to promote community involvement and local representation on issues which affect specific localities and have requested the Working Group to consider the introduction of a Transportation Advisory Group.

37. The Working Group considered the potential for establishing such a Group and are recommending that a Transportation Advisory Group be established from May 2024 based on the following principles:-

    - the membership comprise of one member from each formally constituted political group;
    - only non-executive members may serve on the group;
    - ward councillors may attend and make representations;
    - substitute members are not permitted;
    - training of TAG members shall be mandatory;
    - all TAG meetings shall be open to the public and, where practicably possible, live-streamed;
    - meetings of TAG be scheduled in the daytime and approximately two weeks before each Cabinet to allow decisions to be processed promptly;
    - where no significant or contentious objections are received in relation to a Traffic Regulation Order, the decision be delegated to officers.

38. In order to achieve these objectives, it is necessary to establish TAG as an informal consultative group rather than a formal advisory body reporting to Cabinet. Formal advisory bodies to Cabinet would have conditions imposed which would be contrary to a number of the above principles, namely political balance and executive membership.

39. To avoid unnecessary delays in determining traffic regulation orders and reduce the burden of additional reports, it is proposed to present a schedule of observations and

feedback arising from TAG to the subsequent meeting of Cabinet for determination. The schedule will contain details of TRO, the recommendations of officers, the feedback of TAG and, if different from the officer recommendation, the reasons for the variance. The Chair of TAG to present the schedule to Cabinet.

40. It should be noted that the ordinary procedure rules relating to public participation would not apply to TAG and it is proposed that TAG be permitted to adopt appropriate protocols to permit representations to be heard. This is provided for within the proposed constitution changes.

Constitution Changes

41. The proposed changes to the constitution relating to the introduction of the Transportation Advisory Group are shown in Appendix 2 to this report. The changes are shown in red and include changes to the following Parts.

    - Part 2, Article 8 (Other Committees), paragraph 8.1.3 [Page 2-20]
    - Part 3A, new Section 9 (Terms of Reference) [Page 3-21]
    - Part 3B, new 89A (Delegation to Officers) [Page 3-47]
    - Part 4D, Procedure Rule 13.3 (Public Participation) [Page 4-42]
    - Part 4D, Procedure Rule 23.5 (Substitutes) [Page 4-55]

RECOMMENDATION

It is RECOMMENDED that in relation to Issue 2 (Establishment of Transportation Advisory Group) the proposed amendments to Parts 2, 3 and 4 as set out in Appendix 2 to this report, be approved with an implementation date of 7 May 2024.

Resources

42. It was reported at the meeting of the Committee in September 2023 that the changes to the Overview and Scrutiny arrangements, the introduction of area-based planning committees and TAG, would require additional resources in Democratic Services and potentially to other service areas, including planning, legal and highways.

43. The Committee was advised that the estimated full-year additional manpower costs for Democratic Services to support all of these arrangements (Overview and Scrutiny, Planning and TAG) would be in the region of £56,000. The projected cost of introducing the additional planning committee and TAG is estimated at £41,300.

44. The establishment of an additional planning committee with meetings held every two weeks will stretch the limited resources available in the legal service. This will be monitored and options explored but it may be necessary to either increase resources or reduce the level of support at some meetings.

45. The process outlined for TAG is designed to limit the impact on the transportation team, however, this will need to be carefully monitored upon implementation when the full impact will be known.

Summary of financial implications

46. The report highlights the additional cost of implementing area-based planning committees and the transportation advisory group the subject of this report. The full year cost to support these additional activities in estimated at £41,300. The cost of an additional special responsibility allowance for the Chair of a second planning committee, based on existing allowances, is estimated at £10,834 from 2024/25 although this will be subject to review by the Independent Remuneration Panel. These costs will need to be included in the base budget for 2024/25 and are subject to a growth bid for the 2024/25 budget.

Summary of legal implications

47. The Constitution of the BCP Council complies with relevant legislation. Where appropriate, the Constitution references relevant legislation which underpins specific procedure rules.

Summary of human resources implications

48. The report highlights the additional manpower requirements to support the additional meetings resulting from the changes to the Planning and TAG arrangements. There is a risk that the changes will have a further impact on the planning, legal and highways services when the implications of these changes are better known.

Summary of sustainability impact

49. There are no sustainability implications arising from this report

Summary of public health implications

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

Summary of equality implications

51. The Constitution for BCP Council sets out the rights of public access to the democratic process. Where appropriate the Equality Officer is engaged on relevant issues.

52. The proposed Constitution changes contained within this report do not impact directly or indirectly upon service users and as a consequence there are no equality implications arising from this report.

Summary of risk assessment

53. The Constitution is a legally required document which prescribes the procedural and democratic arrangements for the proper governance of the Council

Background papers

Published works

Appendices

Appendix 1 – Proposed constitution changes relating to the introduction of area planning committees

Appendix 2 – Proposed constitution changes relating to the introduction of a transportation advisory group

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PART 1
SUMMARY AND EXPLANATION

Contents

Part 1 - Constitution - summary and explanation 2
1. General 2
2. The Constitution and its Content 2
3. The Council and how it operates in making decisions 3
    The Cabinet 3
    Other Committees 3
    Overview and Scrutiny 4
4. How can I participate? 4
5. What if I am not happy? 5
6. More information 5

Part 1 - Constitution - summary and explanation

1. General

1.1. The Council's Constitution sets out rules and procedures which explain how Council business is done and how decisions are made. This introduction should help you find what you are looking for in the Constitution.

1.2. Some of the processes in the Constitution are required by law while others are considered by the Council to be necessary to ensure that it operates effectively and efficiently; and in the interests of the people it serves.

2. The Constitution and its Content

2.1. The Constitution is divided into seven parts.

Part 1 sets out an explanation of what the Council is and how it works.

Part 2 sets out the formal articles of the Constitution:

Article 1	The Constitution;
Article 2	Councillors;
Article 3	Rights and Responsibilities of Members of the public;
Article 4	The Full Council;
Article 5	The Role of the Chair of the Council;
Article 6	Overview and Scrutiny;
Article 7	The Leader of the Council and the Cabinet;
Article 8	Other Committees;
Article 9	Joint Arrangements;
Article 10	Arrangements for promoting good standards of behaviour by Councillors;
Article 11	Officers;
Article 12	Decision Making;
Article 13	Legal Matters; and
Article 14	Review, Revision, Suspension, Interpretation and Publication of the Constitution.

Part 3 sets out the responsibility of bodies and individuals for various functions carried out by the Council in relation to the exercise of its powers.

Part 4 contains the Rules of Procedure which are designed to regulate the conduct of the Council's business to ensure decisions are made in accordance with the law and the wishes of the Council.

Part 5 contains the Financial Regulations which provide the governance framework for managing the Council's financial affairs.

Part 6 includes the Code of Conduct for Councillors which is designed to ensure that Councillors carry out their duties to the highest ethical standards. It also includes a protocol on Councillor/Officer Relations.

Part 7 covers the Scheme of Councillors' Allowances.

3. The Council and how it operates in making decisions

3.1. The Council is composed of 76 Councillors elected every 4 years. Councillors are democratically accountable to the residents of their Ward. Councillors have a responsibility to the whole community, but in particular, to their ward residents, including those who did not vote for them.

3.2. The Council employs staff (Officers) whose job is to assist and advise Councillors and provide the services of the Council.

3.3. All Councillors meet together as a Full Council, approximately six times per year. Meetings of the Council are normally open to the public. Full Council is responsible for approving certain specific key policies for the Council and setting the budget and Council Tax each year.

The Cabinet

3.4. Every 4 years the Council appoints a Leader of the Council. The Leader appoints an additional number of Councillors to act as members of the Cabinet (not more than 10 in total including the Leader and a Deputy Leader). The Leader of the Council may appoint a Deputy Leader and may ask members of the Cabinet to take lead responsibility for specific services (usually referred to as Portfolio Holders). These are usually themed around the Council's main priorities.

3.5. The Cabinet is the part of the Council which is responsible for most day-to-day decisions. The Cabinet can make decisions that are in line with the Council's key policy framework and budget.

3.6. The Leader of the Council may also appoint up to six Lead Members to provide advice and support to the relevant Cabinet members. Lead Members do not have any delegated powers to take individual decisions.

Other Committees

3.7. Important decisions relating to planning and licensing matters are dealt with by separate Committees known collectively as Regulatory Committees. These are the area-based Planning Committees and the Licensing Committee.

3.8. The Standards Committee deals with the conduct of Councillors and is responsible for ensuring the arrangements the Council has to deal with complaints against Councillors are effective and that the Council operates to high ethical standards. The Audit and Governance Committee has responsibility for oversight of the Council's corporate governance arrangements and financial affairs. There are a number of other Committees which perform specific functions including some which operate jointly with other councils. The details are set out in the Articles in Part 2 of this Constitution.

Overview and Scrutiny

3.9. Councils operating a Leader and Cabinet model must make provision for at least one Overview and Scrutiny Committee. There is no single definition of Overview and Scrutiny. It is generally viewed as an umbrella term covering a wide range of possible roles. The Bournemouth, Christchurch and Poole Overview and Scrutiny function is based upon six principles:

1. Contributes to sound decision making in a timely way by holding decision makers to account as a 'critical friend'
2. A member led and owned function – seeks to continuously improve through self-reflection and development
3. Enables the voice and concerns of the public to be heard and reflected in the Council's decision-making process
4. Engages in decision making and policy development at an appropriate time to be able to have influence
5. Contributes to and reflects the vision and priorities of the council
6. Agile – able to respond to changing and emerging priorities at the right time with flexible working methods

3.10. The Overview and Scrutiny Committees are appointed by full Council.

4. How can I participate?

4.1. The Council encourages every resident to register on the Council's Register of Electors and to vote in every local and national election that is organised. Further information can be obtained from the Council's website.

4.2. Residents have the right to contact their local Ward Councillors for assistance or about matters of concern. Contact details can be found on the website.

4.3. Most Council, Cabinet and Committee meetings will be open to the public and members of the public are welcome to attend. Agendas and reports are available on the Council's website in advance, as is the Calendar of Meetings for each Municipal Year (May to May). If the public require these documents in another format, we will do our best to assist.

4.4. The Constitution gives residents and others certain rights and opportunities to participate in decision making and contribute to certain meetings. These will depend upon the nature of the meeting and the procedures for asking questions, submitting petitions and taking part in certain meetings are contained within this Constitution and set out on the Council's website.

4.5. Public engagement is a guiding principle of Overview and Scrutiny. The public can get involved in Overview and Scrutiny in a number of ways, for example by:

- attending meetings of the Committees;

- contributing evidence to an Overview and Scrutiny review;
- suggesting topics to be considered for Overview and Scrutiny.

5. What if I am not happy?

5.1. The Council operates a corporate complaints system, details of which can be obtained from the website or by contacting the Council by telephone.

5.2. If you think that a Councillor has breached the Code of Conduct, then you may lodge a complaint and details of the procedure are set out on the website or can be obtained by contacting the Council by telephone.

5.3. The Local Government Ombudsman will investigate cases where the Council's own complaints mechanism has not provided an adequate resolution of issues.

6. More information

6.1. For more information regarding any of the matters in this introduction, please refer either to the relevant section of the Constitution, or to the Council's Monitoring Officer or Democratic Services team. Contact details are published on the Council's website, and can also be obtained by contacting the Council's Customer Services.

Article 8 - Other Committees / Informal Consultative Groups

8.1. Other Committees

8.1.1. The Council will appoint the following other Committees to take such decisions which are not reserved to Full Council; the responsibility of the Leader / Cabinet or within the remit of Overview and Scrutiny:

a) **Western BCP Planning Committee** – consisting of ~~14~~ 11 Councillors;

~~a)~~b) **Eastern BCP Planning Committee** – consisting of 11 Councillors;

~~b)~~c) **Licensing Committee** – consisting of 14 Councillors;

~~c)~~d) **Standards Committee** – consisting of 7 Councillors;

~~d)~~e) **Appeals Committee** – consisting of 7 Councillors;

~~e)~~f) **Audit and Governance Committee** – consisting of 9 Councillors; and

~~f)~~g) **Investigation and Disciplinary Committee** – consisting of 7 Councillors (including the Leader of the Council and another member of the Cabinet).

8.1.2. The Council may appoint other Committees, Sub-Committees and Special Committees with delegated powers to act under specific terms of reference which must be set out in the minutes of the meetings.

8.1.3. The Council will establish a Health and Wellbeing Board in accordance with the legislative requirements and statutory guidance, and the terms of reference for this Board are published on the website.

8.2. Powers of Committees

8.2.1. The Committees shall have the functions set out within Part 3 of this Constitution.

8.2.2. A Committee may, at any time, decline to exercise a delegated power. The matter must then be considered and determined by the Full Council as appropriate.

8.3. Informal Consultative Groups

The Council may establish informal advisory groups which shall not have any power to make decisions. The groups may be consulted on matters within the terms of reference approved by Council and as set out within Part 3 of this Constitution.

8.4. Training Requirements

No councillor shall sit as a member or, where applicable, as a substitute member of the following bodies unless they have received appropriate training provided for this purpose.

a) Western BCP Planning Committee;

b) Eastern BCP Planning Committee;

c) Licensing Committee;

d) Appeals Committee;

e) Transportation Advisory Group.

~~8.3.~~8.5. Conduct of Committee Meetings

Committee meetings will be conducted in accordance with the law and the Procedure Rules set out within Part 4D of this Constitution.

1.15. Conferring honorary titles.

1.16. Making, amending, revoking, re-enacting and adopting byelaws and promoting and opposing the making of local legislation and personal bills in Parliament.

1.17. Any other function which, by law, must be reserved to the Full Council.

Full Council has delegated specific non-executive functions to the following bodies listed below.

2. Planning Committees
Western BCP and Eastern BCP Planning Committee comprising the following

Western BCP Planning Committee	East BCP Planning Committee
Alderney & Bourne Valley	Boscombe East & Pokesdown
Bearwood & Merley	Boscombe West
Broadstone	Bournemouth Central
Canford Cliffs	Burton & Grange
Canford Heath	Christchurch Town
Creekmoor	Commons
Hamworthy	East Cliff & Springbourne
Kinson	East Southbourne & Tuckton
Newtown & Heatherlands	Highcliffe & Walkford
Oakdale	Littledown & Iford
Parkstone	Moordown
Penn Hill	Mudeford, Stanpit & West Highcliffe
Poole Town	Muscliff & Strouden Park
Redhill & Northbourne	Queen's Park
Talbot & Branksome Woods	Wallisdown & Winton West
Westbourne & West Cliff	West Southbourne
	Winton East

2.1. All matters relating to Town & Country Planning functions as set out in the planning and related Acts, are delegated to the relevant senior planning officer as set out in the Chief Executive's Scheme of Delegation to determine, other than those matters as set out below which shall be the responsibility of the respective area Planning Committee.

2.2. For the avoidance of doubt, applications falling within more than one Committee area shall be determined by the Committee in whose area contains the greater proportion of land within the red line application site boundary. In the event that the area within the red line application site boundary falls equally between the two committees, the relevant Chief Officer with responsibility for Planning (or any person nominated by them for such a purpose) shall determine, in consultation with both chairs, and having regard to the location

of any impacts of the proposal that the Chief Officer (or any person nominated by them for such purpose) considers relevant, to which of the two committees the report relating to the application will be taken for the determination to be made.

~~2.2.~~2.3. The Planning Committees ha~~s~~ves responsibility to determine the following:

~~2.2.1.~~2.3.1. applications submitted by or on behalf of a Councillor or direct family (spouse or civil partner) of a Councillor for any property or land in which they have a financial interest;

~~2.2.2.~~2.3.2. applications submitted by or on behalf of a current Officer:

a) working within the planning section; or

b) at Tier 3 level and above; or

c) direct family (spouse or civil partner) of Officers identified under 2.2.2 a) and b); or

d) for any property or land in which they have a financial interest;

~~2.2.3.~~2.3.3. applications referred to the respective Committee by the relevant senior planning officer for one or more of the following reasons:

a) applications where there are material planning issues that have not previously been considered within the Council's area;

b) applications where a national or local planning policy is being tested for the first time within the Council's area;

c) applications which have a significant impact on a wide number of businesses and / or people;

d) applications which have a finely balanced Officer recommendation;

e) applications by or on behalf of a planning Officer who has recently left the organisation or one of the preceding councils; and/or

f) applications that the Head of Planning considers are potentially contentious and raise material planning issues, or would affect the wider public interest;

~~2.2.4.~~2.3.4. applications where the Council is the applicant or landowner for major development proposals as defined in the Development Management Procedures Order;

~~2.2.5.~~2.3.5. significant departure from Development Plan Policy which would be required to be the subject of consultation with the Secretary of State;

~~2.2.6.~~2.3.6. applications which require an Environmental Impact Assessment except where the relevant senior planning officer considers that approval of the application would not lead to significant environmental impacts;

~~2.2.7.~~2.3.7. an application which a Councillor requests should be referred to the Planning Committee ("Councillor Call-In") provided that all of the following criteria are met:

a) in the opinion of the Councillor making the request, the application is (i) potentially contentious; and (ii) raises material planning issues that affect their ward or would affect the wider public interest; and

b) the request is in accordance with the local planning authority's agreed call-in protocol (as set out at paragraphs 2.5 and 2.6 to this Part 3A); and

c) the Application is not one of the following:

i. Permission in Principle (PiPs)

ii. Lawful Development Certificates (LDC) (existing or proposed)

iii. Prior Approvals and Prior Notifications

iv. non-material amendments

v. applications other than "major", "minor" and "householder".

~~2.2.8.~~2.3.8. applications where there have been 20 or more representations from third parties provided that to count toward that number, a representation must:

a) identify on the representation that it has come from a residence which is believed by the case officer (at the time of deciding whether the matter needs to go to Planning Committee) to be within one mile of any point measured from the relevant application site red line boundary;

b) be received by the Council within the initial or any subsequent representation period as identified on the posted planning site notice relating to that application or any other related representation period provided by the Council if no planning site notice is posted;

c) identify one or more issues that the case officer considers to be of material planning relevance to the application to which it relates;

d) not have been withdrawn by the person making the representation prior to the time of deciding whether the matter needs to go to Planning Committee;

e) be contrary to the intended case officer recommendation; and

f) provided that any additional representation from the same residence may be counted if in the opinion of the relevant senior planning officer in consultation with the relevant Chair of Planning it raises any different relevant material planning issues to those already contained in other representations from that residence.

2.3.2.4. The Planning Committees hasve power to receive and provide comment on presentations relating to pre-application planning proposals that the relevant senior planning officer considers appropriate having regard to the Council's Local Code of Best Practice relating to Planning Matters and any extant guidelines agreed by the Planning Committee.

2.4.2.5. In addition to the powers identified above, the Planning Committees hasve the power to consider and determine any matter arising in relation to any Town and Country Planning Legislation where that matter has been expressly referred to the Planning Committee by an Officer for such a purpose as an alternative to that Officer exercising a power delegated to them pursuant to the Officer Scheme of Delegations.

2.5.2.6. The requirement of the call-in protocol referred to at 2.2.7 above are as follows:

2.5.1.2.6.1. the request is submitted on the latest Planning Committee Referral Form produced for that purpose ("Planning Committee Referral Form") and all parts of the submitted Planning Committee Referral Form have been completed. This includes setting out:

a) why the application is considered to be potentially contentious;

b) planning reasons that the Councillor considers are material to the application that justify the referral;

c) why it is considered that the application will affect the ward of the Councillor making the referral or why the Councillor considers that the application would affect the wider public interest; and

d) confirmation that the Councillor, in advance of submitting the Planning Committee Referral Form, has used their reasonable endeavours to notify all Councillors in whose ward the application site (of the application) is situated in whole or part that they are making a call in request; and

2.5.2.2.6.2. the completed Planning Committee Referral Form:

a) has been submitted by the Councillor making the request by email and received in the inbox of both the case officer and the relevant office inbox as follows:

i. an application where the application site is wholly or partly in the former Bournemouth Council area - planning.bournemouth@bcpcouncil.gov.uk;

ii. an application where the application site is wholly or partly in the former Christchurch Council area - planning.christchurch@bcpcouncil.gov.uk;

iii. an application where the application site is wholly or partly in the former Poole Council area planning.poole@bcpcouncil.gov.uk,

iv. or any other inbox notified to Councillors for this specific purpose

(N.B. if an application crosses more than one former Council area then the request must be sent to both relevant office email addresses); and

b) is received no later than 4pm on the seventh calendar day after the initial or subsequent notification period as identified on the posted planning site notice relating to that application or any other related notification period provided by the Council if no planning site notice is posted.

~~2.6.~~2.7. With regard to the Councillor Call-In:

~~2.6.1.~~2.7.1. a Councillor may make the request that the application be called in conditional upon the case officer recommendation being to either grant or refuse or in the alternative may make the request unconditional;

~~2.6.2.~~2.7.2. a request may be withdrawn by the Councillor by sending an email notification to both the case officer and the relevant office inbox (see paragraph 2.5.2 above), that is received in both inboxes no later than 7 calendar days prior to the agenda publication date of the relevant Planning Committee meeting; and

~~2.6.3.~~2.7.3. in the event of any of the requirements relating to the Councillor Call-In not being met, the Councillor Call-In will not have been validly made and Councillors should be aware that a decision may (subject to the exercise of the option in paragraph 2.4 above) at any time thereafter be made by officers under delegated powers.

~~2.7.~~2.8. For the avoidance of doubt, for the purposes of the 20 representation process identified in 2.2.8 above, a representation that identifies more than one name on it (including a petition) shall only be counted as one representation in calculating whether the 20 representation trigger has been reached.

3. Licensing Committee

3.1. All matters relating to Licensing functions as set out in the relevant legislation are delegated to Officers pursuant to the Chief Executive's Scheme of Delegation to determine other than those matters set out below which shall be the responsibility of the Licensing Committee.

3.2. The Licensing Committee has responsibility for the following:

12.7. Following the answer to each question, the questioner may only ask one supplementary question which must relate to the initial answer. A reply may not be given if the question is: not related to the initial answer; is unduly lengthy; or is inappropriate. The Councillor answering the supplementary question will decide whether or not to reply.

12.8. Where a question submitted under this Rule relates to a matter that appears on the Agenda for that meeting, the question shall be put and answered in accordance with this Procedure Rule, at the start of the consideration of that matter, and the time taken to deal with such questions will not form part of the 30 minutes set aside for General Questions.

12.9. The time allowed for Councillors to ask questions under this Rule will be a maximum of 30 minutes but is otherwise a matter for the discretion of the Chair who, in exercising their discretion, will have regard to the business to be transacted at the meeting and the objective of ensuring that the meeting is managed efficiently.

13. Public participation at meetings

Council, Cabinet, Committes and Sub-Committees (except Planning, Licensing and Appeals committees) unless otherwise stated

13.1. The following procedures enable members of the public to submit questions, make statements and present petitions at ordinary meetings of the Council, Cabinet, Committees and Sub-Committees.

13.2. The time for questions, statements and petitions from members of the public shall normally commence immediately after the item 'Declarations of Interest' on the agenda for the meeting and shall be restricted to a total of 15 minutes, although, at the discretion of the Chair of the Council or the Chair of the meeting, this time may be extended. Where a question to which an answer is to be given is not reached within the time limit, a written answer shall be provided to the questioner within two working days of the meeting and a copy e-mailed to all Councillors.

13.3. This procedure does not apply to Planning Committees, Licensing Committee, ~~or~~ Appeals Committee or the Transportation Advisory Group. In so far as the law allows, each of those Committees and Groups may adopt one or more protocols / codes for establishing the arrangements and proceedings regarding any public representation at the Group, Committee or any of its Sub-Committees.

13.3.1. Any such protocol / code may be reviewed, modified, cancelled and replaced by the respective Committee or Group. The current version of any such protocol will be included within Part 6 of the Constitution and published on the Council's website.

13.3.2. A protocol / code may make provision limiting the ability of a member of the public to speak on any item and may also limit the right of a Councillor who is not appointed to that Committee or Group to speak.

13.3.3. For the avoidance of doubt, nothing in this section shall prevent Full Council from also having power to adopt any protocol / code relating to any proceedings of the bodies to which this section relates.

17.2. No Councillor shall disclose to any person other than a Councillor any matter arising during the proceedings of the Council, the Cabinet, any Committee, or Sub-Committee and which comes to their knowledge by virtue of their office as a Councillor where such disclosure would prejudice the interest of the Council or would be contrary to law.

17.3. No Councillor shall disclose to any person any decision or proceedings of that body except when one of the following applies (provided that nothing in this paragraph shall authorise disclosure which would contravene Rule 17.1 or Rule 17.2 of this Part 4D):

17.3.1. a report on the matter has been circulated to the Council by that body;

17.3.2. the decision has become public knowledge; or

17.3.3. the matter comes within the powers of that body and a final decision has been made upon it.

18. Voting

18.1. It is the responsibility of each councillor to properly inform themselves and ensure that they are sufficiently appraised of any matter before voting.

18.2. Voting will be by a show of hands or where practical and the means are available to those present, by electronic means. Where there is a clear majority in favour of a proposal the person presiding will ask if any Councillor wishes to vote against or abstain from a proposal.

18.3. When a Councillor asks for a recorded vote to be taken, and one quarter of Councillors present support the request, the vote will be recorded to show whether each Councillor voted for or against the motion or abstained.

18.4. A recorded vote will not be taken if the vote has already begun to be taken by a show of hands.

18.5. A Councillor may require, after a vote is completed, that the minutes of the meeting record how they voted or abstained.

18.6. Where there are equal votes cast for a motion or amendment the Chair or the person presiding will have a second or casting vote.

18.7. Any right of a Councillor who is appointed to any body of the Council to vote on a particular item may be limited by proceedings contained or identified in this Constitution.

18.8. For the avoidance of doubt, any Code or Protocol which is, or is identified as to be, incorporated into Part 6 of this Constitution shall be construed as being proceedings and part of these procedure rules.

18.9. Where an application falls to be determined by a Planning Committee that is subject to the exercise of a Call-In power by a Councillor under section 2 of Part 3A of the Constitution, the Councillor shall not be permitted to vote on that item

but subject to any requirements of the Member Code of Conduct, may speak in relation to it as a Councillor to the extent as provided for in any protocol adopted by the Planning Committees.

19. Offices and Appointments

19.1. A secret ballot will be held to elect the Chair and Vice-Chair of the Council, Committees and Sub-Committees, or Councillors to any office or position where more than one person is nominated.

19.2. If a secret ballot is held and no person receives more than half of the votes cast, the name of the person with the least number of votes will be withdrawn. Further ballots will be held until one person receives a clear majority.

19.3. The Chair, or person presiding, will have a second or casting vote where the votes are equal.

20. Variation and revocation of Procedure Rules

Council

Any motion under Procedure Rule 10 (Motions on Notice) of this Part 4D, to vary or revoke these Rules shall, when proposed and seconded, stand adjourned without discussion to the next ordinary meeting of the Council.

21. Suspension of Procedure Rules

21.1. Any of the Procedure Rules may be suspended to the extent permitted within the Rules and the law in respect of any business at a meeting of the Council, Cabinet, a Committee or Sub-Committee where its suspension is moved.

21.2. A motion to suspend Procedure Rules shall not be moved without notice (that is under Procedure Rule 11 of this Part 4D) unless there shall be present at least one-half of the Members of the Council or that Cabinet, Committee or Sub-Committee respectively. The extent and duration of the suspension will be proportionate to the result to be achieved taking into account the purposes of the Constitution set out in Article 1.

22. Interpretation of Procedure Rules

Subject to taking advice from the Monitoring Officer or their nominated representative, the ruling of the person presiding as to the construction or application of any of these Procedure Rules, or as to any proceedings of the Council, shall not be challenged at any meeting.

23. Substitute Members

Committees and sub-committees

23.1. A Political Group may, by notice to the Monitoring Officer or their nominated representative, appoint a substitute member from within its Group for a meeting of a Committee or Sub-Committee.

23.2. Members of the Cabinet shall not be nominated as substitutes for any Overview and Scrutiny Committee or Regulatory Committee.

26. Disturbance by members of the Public

If a member of the public interrupts the proceedings at any meeting the person presiding shall warn them. If they continue, the person presiding shall order their removal from the meeting. In cases of general disturbance in any part of the meeting room open to the public, the person presiding shall order that part to be cleared.

27. Submission of Notices by Councillors – Electronic Means

A Councillor may communicate, by electronic means, any notice under any of the Council's Procedural Rules to initiate any process or procedure provided it is clear that the notice has been originated by that Councillor.

28. Overview and Scrutiny Committees/Sub-Committees

In applying these Rules to the Overview and Scrutiny Committees and Sub-Committees, regard shall be had to the Overview and Scrutiny Procedure Rules which are contained in Part 4C of this Constitution.

29. Site Visits and consideration of certain items at meetings - Planning Committees, Licensing Committee and Appeals Committee

29.1. In so far as the law allows, the Planning Committees, Licensing Committee and Appeals Committee may each adopt one or more protocols / codes for establishing the arrangements and proceedings for any of the following purposes of that Committee or their Sub-Committees (if any):

29.1.1. the undertaking of a site visit; and

29.1.2. consideration of any matter relating to an actual or possible application, appeal and/or review for which it has responsibility including proceedings governing the consideration and assessment of any supporting information provided by a party in relation to any such matter.

29.2. Any such protocol / code may be reviewed, modified, cancelled and replaced by the respective Committee. The current version of any such protocol will be included within Part 6 of the Constitution and published on the Council's website.

29.3. A protocol / code may limit the voting ability of a Councillor who is appointed to any of those bodies in circumstances where the Councillor:

29.3.1. fails to attend the whole or any part of a site visit; and/or

29.3.2. is not present during the whole or any part of the consideration (including any officer presentation and/or public speaking) of an application, appeal and/or review (or related matter), including where such an item falls to be considered over more than one meeting.

Local Code of Best Practice relating to Planning Matters

1. Introduction

1.1. Bournemouth Christchurch and Poole (BCP) Council's Code of Conduct for Councillors provides guidance for elected Councillors about the high ethical standards expected of all those in public service. The Code of Conduct for Councillors is reproduced in Part 6 of the Council's Constitution. References to the Planning Committee in this Code and subsequent schedules contained in this Part 6 of the Constitution shall apply equally to both Area Planning Committees.

1.2. The Council through its Planning Committee makes decisions on certain planning related applications as set out in the Constitution. The principles for making planning decisions are laid down in local and national planning policy, development plans and legislation. The Planning and Compulsory Purchase Act 2004 in conjunction with the Town and Country Planning Act 1990 requires decisions to be made in accordance with relevant adopted Plans unless there are material planning reasons not to do so. In many instances, it is necessary in making decisions to exercise a level of judgement on the issues. This can involve balancing conflicting elements and taking account of relevant replies to consultations with interested parties and representations made by the public.

1.3. This Local Code of Best Practice for councillors and officers relating to planning matters applies to every councillor irrespective of whether or not they are a member of the Planning Committee. It also applies to all officers. It is supplemental to, and should be read in conjunction with, the Code of Conduct for Councillors.

1.4. The content of this Local Code addresses various issues involved in decision making. The processes and procedures that it identifies should help ensure that the public have confidence that planning decisions are made in an impartial, open, transparent and fair manner, taking account of all the relevant information.

2. General conduct of councillors and officers

2.1. Councillors and officers have different but complementary roles. This Code generally relates to all councillors but where it is more focused towards councillors appointed to the Planning Committee this is identified.

2.2. Councillors have a wide variety of roles and responsibilities. These include:

2.2.1 being appointed to committees including Cabinet on which they make decisions relevant to a wide variety of different Council functions;

2.2.2 playing an important part in community engagement; and

2.2.3 being appointed to external bodies as trustees or directors.

2.3. Seven principles of public life have been identified as applying to all councillors and officers. These principles are selflessness, integrity, objectivity, accountability, openness, honesty and leadership. Further details of these principles are set out in the Code of Conduct for Councillors.

2.4. The Protocol for Councillor/Officer relations is a further document concerned with matters of conduct. It applies to both Councillors and Officers. A copy of it is reproduced in Part 6 of the Constitution.

2.5. Planning Officers must adhere to the Royal Town Planning Institute's Code of Conduct. Other specialist officers must comply with the requirements for conduct stipulated by their appropriate professional bodies. All Council staff must also comply with any relevant code of conduct for BCP Council employees.

3. The Planning application process

Pre-application discussions and meetings

3.1. If a Councillor appointed to the Planning Committee intends to vote on a planning application and is involved in any communication or discussion with any member of the public they should:

3.1.1 remain impartial;

3.1.2 recognise that their role on Planning Committee is not one of negotiator; and

3.1.3 seek to avoid discussion on any detail relating to the application unless an officer is present.

Lobbying of Councillors / Discussions with Officers

3.2. Lobbying is a normal part of the planning process. It can occur in a variety of different situations ranging from seeking to secure the allocation of a site in a Local Plan to a particular planning application. It can involve councillors with many different roles from those involved in decisions relating to the use of management of Council land to councillors on the Planning Committee who determine applications.

3.3. The early engagement of councillors in planning issues relating to a potential planning application can be a positive contributor to helping ensure the sustainable development of the area that meets the need of the community.

3.4. In some circumstances, meetings or presentations may be arranged in advance of a related planning decision being made by councillors. To avoid the perception that councillors may have predetermined any decision or fettered their discretion in such circumstances:

3.4.1 there should always be an officer present at a planning related meeting or presentation arranged by officers with a record of the meeting taken including notes of issues raised and any advice given by officers. These should be kept on a relevant file.

3.4.2 officers should normally seek to make clear in advance and / or at the start of any such meeting or presentation that no part of any discussion will bind the Council and any view expressed is provisional;

3.4.3 The nature of some meetings and presentations may provide a legitimate reason as to why it would need to be confidential. A record of the reason(s) for such confidentiality should be noted on the relevant file and notes relating to any non-confidential elements should be clearly identifiable.

3.5. Depending upon the nature of their work, officers may well also find themselves being approached by members of the public with regard to various planning decisions. In the case of Planning Officers for example, such approaches may be made by a wide range of parties with an interest in the matter including the applicant, agent, consultee, a supporter or an objector. Whenever this occurs, an officer should always consider the nature and likely content of any discussion and reflect on whether it is appropriate to make a note of what was discussed including, as part of any note, recording express details of the advice given / outcomes of any negotiation. In many cases, to try and avoid disagreement going forward, seeking to agree a note of such matters with the other attendees may well be a sensible way forward.

Lobbying of Councillors appointed to the Planning Committee

3.6. Councillors on the Planning Committee are also likely to find themselves in various situations where members of the public including developers and other councillors seek to engage them on matters relating to a specific planning application. The general principles set out in clause 3.1 above are applicable to any circumstance when this might occur.

3.7. In addition, councillors appointed to the Planning Committee who intend to participate as a member of that Planning Committee in relation to an item should have regard to the following in relation to any such circumstance:

3.7.1 avoid saying anything that could give an indication that they have already made up their mind on an application and is no longer open to considering its merits;

3.7.2 if any opinion is expressed, then make clear that it is a preliminary view only and a final decision will only be made when all relevant factual information is available at the time of the Planning Committee meeting. However, generally seek to limit any opinion to matters relating to procedure only;

3.7.3 pass any written (including electronic) correspondence relating to a planning application of which the councillor is the main addressee (for an e-mail addressed to all members of the Planning Committee this will be the Chair of the Planning Committee), as soon as reasonably practicable to the case officer dealing with that application for recording on the file and as appropriate forwarding to other members on the Planning Committee;

3.7.4 especially take care if invited to attend any meeting or presentation relating to an application not arranged by officers and in particular considering seeking advice from the Monitoring Officer before deciding whether to attend a meeting that appears to be for the purpose of lobbying; and

3.7.5 consider whether any contact (including any meeting) relating to a planning application other than one arranged by officers might be seen as significant and if so, disclose such contact at the relevant Planning Committee meeting in advance of a decision being taken.

Lobbying by councillors

3.8. As part of a councillor's role in representing their communities, ward councillors are likely to become involved in the decision-making process relating to planning applications.

3.9. To the extent this involves a councillor discussing any individual planning related application with an officer, it can be very easy for the impression to be given that a councillor is using their position to influence progress relating to the matter. It is important that any such discussions are therefore open and transparent. Consequently, officers may well seek to take a note of any such communication.

3.10. A ward councillor who is not taking part in the determination of a planning application at Planning Committee can make representations on behalf of their ward, may attend Planning Committee and with the agreement of the Chair of Planning Committee, address the Planning Committee in accordance with the Protocol on Public Speaking at Planning Committee. Any representations should relate to the planning merits of the application. When making representations as a ward councillor, the councillor should aim to make clear whether the opinion expressed is the view of the councillor or their constituents.

3.11. Councillors should avoid lobbying members of the Planning Committee and exerting undue pressure on planning officers in relation to any particular application.

4. Determining a Planning Application including Predetermination

4.1. Many decisions on planning applications and other related matters are delegated to officers. Details of such delegations are set out in Part 3 of the Constitution.

4.2. Other applications not delegated to officers are determined by councillors sitting on Planning Committee. Every application considered by Planning Committee will be accompanied by a report that has been produced by Officers. Copies of committee reports are available for consideration in accordance with the Council's Access to Information Rules. These are produced in Part 4 of the Constitution.

Predetermination

4.3. Every planning application should be determined having regard to all planning considerations that are relevant to it.

4.4. In the case of decisions by Planning Committee, the point in time when all relevant information will be available is the meeting of the Planning Committee at which an application is to determined. Every councillor on the Planning

Committee should make their decision only after full consideration of the accompanying Officer report including its recommendation and having regard to all applicable information and discussion that takes place at the committee meeting.

4.5. If, prior to voting on a decision, a councillor on the Planning Committee fully commits themselves to a particular view on a planning application such that their mind is no longer open to considering the merits of the case that councillor should not take part in the item as a member of the Planning Committee.

4.6. This does not mean that a councillor cannot hold strong views about an application. In other words, a councillor can be predisposed towards a matter under discussion; however, that is not the same as having a closed mind.

4.7. In some cases, a councillor, including a member of the Planning Committee, may decide in advance of a Planning Committee meeting that they wish to commit themselves to a particular planning decision and seek to speak for or against it. This is not uncommon in the case of Ward Councillors. Councillors, including ward councillors, may request the opportunity to speak at a Planning Committee meeting. A member of the Planning Committee should make clear in advance of a meeting if this circumstance applies to them. In such a case, the member of the Planning Committee should also make their position clear at the start of the meeting, must not take part in discussion of the item as a member of the Planning Committee and must not vote on the item.

Membership of another local authority

4.8. Some councillors who sit on Planning Committee may also be members of another tier of local government. Such councillors should have regard to the guidance on interests contained in this Code and the Councillor Code of Conduct. In particular, if those councillors take part in any debate on a development proposal at a Parish/Town Council meeting, they should consider adopting a practice at the time of such participation of making clear that the views they express are based on information available at that time and as a consequence their views might change in the light of further information that becomes available prior to a determination by the Planning Committee.

4.9. If in doubt, councillors are recommended to seek further advice from the Monitoring Officer.

Political Group Meetings

4.10. As the point in time at which all information on a planning application will be available to councillors on a Planning Committee will be at the actual meeting of that committee, political group meetings in advance of the Planning Committee should not be used to determine how councillors should vote.

4.11. Further, since every planning application should be determined on its merits, the use of a party whip is not appropriate to seek to compel a member of the Planning Committee to vote in any particular way.

Applications by the Council or in respect of Council-owned land

4.12. Any application submitted by the Council or involving land forming part of the red line area of a planning application which is owned by the Council shall be determined by the Planning Committee.

Applications by Councillors and Officers

4.13. It is perfectly legitimate for a councillor or an officer to submit a planning application. However, to avoid any perceptions of impropriety the following should be applied to any such application.

4.13.1 Every application identified as submitted by or on behalf of a councillor or their spouse or civil partner in respect on any property (including land) in which they have a financial interest shall as provided for in Section 2, Part 3 of the Constitution be referred to the Planning Committee.

4.13.2 Every application identified as submitted by or on behalf of an officer working for the Council within its Planning Section or generally at Tier 3 or above at the time that the application is submitted or their spouse of civil partner shall as provided for in Section 2, Part 3 of the Constitution also be referred to the Planning Committee for determination.

4.13.3 An application from a councillor or officer will usually be identified as part of the registration process. However, councillors and officers to whom either of the two paragraphs above apply are encouraged to draw the fact that such an application has been submitted to the attention of both the Head of Planning (or any other Officer nominated by them) in writing and also the relevant case officer within twenty one days of the date of the application being submitted.

4.13.4 If an application is submitted by someone other than a councillor but relates to property (including land) in which the councillor has a legal interest, the councillor is also encouraged to provide such notification as identified above. This is in addition to any duty of disclosure the councillor may have for the purposes of the Councillor Code of Conduct. For the purpose of this code, the phrase “legal interest” means a legal interest registered at HM Land Registry in the name of the councillor.

4.13.5 No councillor or officer who submits or has a planning application submitted on behalf of themselves, their spouse or their civil partner should take part in handling the application on behalf of the Council or seek to use their position to influence the decision relating to that application. Councillors and officers should also be mindful of the need to consider potential conflicts arising in respect of applications by other family members and friends. If in doubt, advice should be sought from the Monitoring Officer.

4.13.6 No councillor or officer who acts as an agent for any person pursuing a planning matter with the Council should take part in handling the

application on behalf of the Council or seek to use their position to influence the decision relating to that application.

4.13.7 In considering the extent to which they can engage in any part of the process relating to a planning application including the consideration of that application at Planning Committee, a councillor should always have regard to the requirements of the Member Code of Conduct.

4.13.8 Where a councillor frequently declares an interest and therefore is unable to take part in the proper consideration of planning matters referred to the Planning Committee, the relevant political group should review the presence of that councillor on the Planning Committee with a view to replacing them with another councillor whose interests would not prevent them considering and deciding planning issues referred to the Committee.

Fraud, Corruption and Bribery

4.14. The Council, the Head of Paid Service and all its senior officers have a zero-tolerance commitment to issues of bribery and corruption.

4.15. Every councillor should inform the Monitoring Officer and every officer should report to their line manager or their Head of Service if any offer is made to them in relation to the exercise of any aspect of the Council's planning functions. Officers should also report to their line manager and councillors advise the Monitoring Officer of any matter that indicates a possible incidence of fraud, corruption or bribery.

Considering all relevant information

4.16. It is important that every councillor's decision takes account of all relevant planning considerations including any relevant representations and consultation responses. Any councillor who is absent during any part of the Planning Committee's consideration of an application (including any related officer presentation and public speaking) should not take any further part in the discussions on the application or vote on that application.

Site Visits

4.17. Site visits will be arranged and managed in accordance with the protocol agreed by the BCP Planning Committee.

Decisions contrary to an officer recommendation

4.18. If a councillor wishes to put forward a motion that a matter is dealt with contrary to an officer recommendation, that councillor should identify their reason(s) for refusal or approval including by reference to relevant Development Plan policies. In the case of a motion to approve, the councillor should also be aware that officers may seek clarification of any particular conditions / planning obligation that the councillor might wish to have imposed.

5. Training

5.1. As part of their induction programme, all new councillors will be expected to attend training sessions that are made available to them for the purposes of providing an introduction to the planning system. Where the Head of Planning identifies it as necessary, additional training sessions will also be made available to councillors appointed to the Planning Committee. Examples of this might include the introduction of new significant legislation. Councillors on Planning Committee are expected to make all reasonable efforts to attend such training. A councillor who is unable to attend such training will normally be expected to seek advice as to whether such training or information on its content can be made available to them separately. Democratic Services Unit will aim to keep a record of councillor attendance at training. Details of any councillor who fails to engage in planning training that is made available will be drawn to the attention of the relevant group leader.

~~5.1.~~5.2. No councillor shall sit as a member or substitute member on the Planning Committee unless they have received appropriate training provided for this purpose.

the additional workload and levels of responsibility and accountability placed upon members appointed to these roles:

Leader	£29,339
Cabinet Members (including Deputy Leader)	£19,559
Lead Members	£10,834
Chair of the Council	£10,834
Vice-Chair of the Council	£5,418
Chair of Audit & Governance Committee	£10,834
Chairs of Area Planning Committees	£10,834
Chair of Overview & Scrutiny Board	£8,125
Chair of Environment and Place Overview & Scrutiny Committee	£8,125
Chair of Children's Services Overview & Scrutiny Committee	£8,125
Chair of Health & Adult Social Care Overview & Scrutiny Committee	£8,125
Chair of Licensing Committee	£10,834
Vice-Chair of Licensing Committee	£2,709
Chair of Appeals Committee	£3,251
Chair of Standards Committee	£3,251
Group Leaders*	£3,251

(***NOTE**: minority parties must have a membership of no fewer than 5 for their Leader to receive an SRA)

2.2. Councillors shall be restricted to claiming only one Special Responsibility Allowance (and may elect which SRA to receive) with the exception that a Group Leader's SRA can be payable as a second SRA.

2.3. Subject to paragraph 2.4 below, no Special Responsibility Allowance shall be paid to vice-chair of committees (with the exception of the vice-chair of Council and the Licensing Committee).

2.4. Where the relevant chair is permanently unavailable to perform their duties, the entitlement to a special responsibility allowance shall transfer to the elected vice-chair.

3. Travel allowances

3.1. Councillors and appointed members are entitled to claim travel allowances in line with MAP (HMRC approved Mileage Allowance Payments) for undertaking official business and travelling to the BCP Council offices for meetings and official business.

3.2. The MAP approved amounts are currently:

(a) Car – 45p per mile up to 10,000 miles and 25p per mile thereafter;

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Article 8 - Other Committees / Informal Consultative Groups

8.1. Other Committees

8.1.1. The Council will appoint the following other Committees to take such decisions which are not reserved to Full Council; the responsibility of the Leader / Cabinet or within the remit of Overview and Scrutiny:

a) **Western BCP Planning Committee** – consisting of ~~14~~ 11 Councillors;

~~a)~~b) **Eastern BCP Planning Committee** – consisting of 11 Councillors;

~~b)~~c) **Licensing Committee** – consisting of 14 Councillors;

~~c)~~d) **Standards Committee** – consisting of 7 Councillors;

~~d)~~e) **Appeals Committee** – consisting of 7 Councillors;

~~e)~~f) **Audit and Governance Committee** – consisting of 9 Councillors; and

~~f)~~g) **Investigation and Disciplinary Committee** – consisting of 7 Councillors (including the Leader of the Council and another member of the Cabinet).

8.1.2. The Council may appoint other Committees, Sub-Committees and Special Committees with delegated powers to act under specific terms of reference which must be set out in the minutes of the meetings.

8.1.3. The Council will establish a Health and Wellbeing Board in accordance with the legislative requirements and statutory guidance, and the terms of reference for this Board are published on the website.

8.2. Powers of Committees

8.2.1. The Committees shall have the functions set out within Part 3 of this Constitution.

8.2.2. A Committee may, at any time, decline to exercise a delegated power. The matter must then be considered and determined by the Full Council as appropriate.

8.3. Informal Consultative Groups

The Council may establish informal advisory groups which shall not have any power to make decisions. The groups may be consulted on matters within the terms of reference approved by Council and as set out within Part 3 of this Constitution.

8.4. Training Requirements

No councillor shall sit as a member or, where applicable, as a substitute member of the following bodies unless they have received appropriate training provided for this purpose.

a) Western BCP Planning Committee;

b) Eastern BCP Planning Committee;

c) Licensing Committee;

d) Appeals Committee;

e) Transportation Advisory Group.

~~8.3.~~8.5. Conduct of Committee Meetings

Committee meetings will be conducted in accordance with the law and the Procedure Rules set out within Part 4D of this Constitution.

8.6. The relevant officers will be given the same right to be accompanied at any disciplinary hearing as all Council employees. Additionally, this will include the right to be accompanied by a legal representative at their own cost.

Independent Panel

8.7. The three Independent Persons appointed by the Council pursuant to the Localism Act requirements shall act as the Independent Panel in accordance with the Local Authorities (Standing Orders) (England) Regulations 2001 (as amended by the Local Authorities (Standing Orders) (England) (Amendment) Regulations 2015).

9. Transportation Advisory Group

9.1. The Transportation Advisory Group (TAG) may:

9.1.1. consider transportation issues, including proposed highway regulation and traffic regulation orders, which are not otherwise delegated to the relevant Chief Officer to determine in accordance with the officer scheme of delegation;

9.1.2. receive representations from residents, ward councillors, petitioners and interested persons when considering matters under 9.1.1 above;

9.1.3. provide feedback to Cabinet as a consultee, including reasons when at variance to the officer recommendation, on each of the transport issues referred to it under 9.1.1 above;

9.2. For the avoidance of doubt, the Transportation Advisory Group is not permitted to make decisions in its own right.

9.3. The composition of the Transportation Advisory Group shall consist of one appointed representative (excluding Executive Members) from each formally constituted political group under The Local Government (Committees and Political Groups) Regulations 1990 and shall appoint one of the political group representatives to preside.

~~9.~~10. Leader and Cabinet – Executive Functions

Discharge of Executive Functions

~~9.1.~~10.1. All executive authority flows through the Leader who retains the authority to make any executive decisions and subject to this may delegate decision-making to:

~~9.1.1.~~10.1.1. the Cabinet;

~~9.1.2.~~10.1.2. a member of the Cabinet;

~~9.1.3.~~10.1.3. a Committee of the Cabinet;

~~9.1.4.~~10.1.4. an Officer;

~~9.1.5.~~10.1.5. another Council; or

~~9.1.6.~~10.1.6. another organisation under joint arrangements.

	and/or (b) to refer any complaint concerning a failure to disclose a disclosable pecuniary interest to the police without further reference.
Referendums	
85	To make arrangements for (including the holding of) any referendum.
Registers	
86	To determine any application to amend the register of common land and town and village greens (except applications to register or de-register land as common land and town and village greens).
Signing and Sealing	
87	To sign and issue any certificate confirming the Council's power to enter into a contract where this is legally required.

Specific Delegations of particular relevance to the Chief Operations Officer	
Ref	**Power**
General	
88	To undertake all action relating to: (a) the acquisition or disposal of any land or building; and/or (b) any grant and/or termination of any lease or licence for any land or building; (c) any other transaction associated with any land or building, provided that in all cases: (i) the sum of money associated with any such acquisition, disposal or other transaction(including termination) does not exceed £500,000; and (ii) all costs associated with any such transaction can be met from within a budget available for such purposes.
Highways / public rights of way / public access	
89	To undertake all action relating to the regulation of highways, public rights of way and/or public access including: (a) the processing, administration and determination of any application or request arising in relation to any such matter; and/or (b) the making of any order relating to any highway, public right of way and/or public access in the area of the Council including any order under: (i) the Highways Act 1980; and/or (ii) the Road Traffic Regulation Act 1984; (c) the referral of appropriate permanent or experimental traffic regulation orders to the Transportation Advisory Group, where, following consultation with the relevant Portfolio Holder, it is considered that there are significant or contentious objection(s) received during the statutory consultation period.

12.7. Following the answer to each question, the questioner may only ask one supplementary question which must relate to the initial answer. A reply may not be given if the question is: not related to the initial answer; is unduly lengthy; or is inappropriate. The Councillor answering the supplementary question will decide whether or not to reply.

12.8. Where a question submitted under this Rule relates to a matter that appears on the Agenda for that meeting, the question shall be put and answered in accordance with this Procedure Rule, at the start of the consideration of that matter, and the time taken to deal with such questions will not form part of the 30 minutes set aside for General Questions.

12.9. The time allowed for Councillors to ask questions under this Rule will be a maximum of 30 minutes but is otherwise a matter for the discretion of the Chair who, in exercising their discretion, will have regard to the business to be transacted at the meeting and the objective of ensuring that the meeting is managed efficiently.

13. Public participation at meetings

Council, Cabinet, Committes and Sub-Committees (except Planning, Licensing and Appeals committees) unless otherwise stated

13.1. The following procedures enable members of the public to submit questions, make statements and present petitions at ordinary meetings of the Council, Cabinet, Committees and Sub-Committees.

13.2. The time for questions, statements and petitions from members of the public shall normally commence immediately after the item 'Declarations of Interest' on the agenda for the meeting and shall be restricted to a total of 15 minutes, although, at the discretion of the Chair of the Council or the Chair of the meeting, this time may be extended. Where a question to which an answer is to be given is not reached within the time limit, a written answer shall be provided to the questioner within two working days of the meeting and a copy e-mailed to all Councillors.

13.3. This procedure does not apply to Planning Committees, Licensing Committee, ~~or~~ Appeals Committee or the Transportation Advisory Group. In so far as the law allows, each of those Committees and Groups may adopt one or more protocols / codes for establishing the arrangements and proceedings regarding any public representation at the Group, Committee or any of its Sub-Committees.

13.3.1. Any such protocol / code may be reviewed, modified, cancelled and replaced by the respective Committee or Group. The current version of any such protocol will be included within Part 6 of the Constitution and published on the Council's website.

13.3.2. A protocol / code may make provision limiting the ability of a member of the public to speak on any item and may also limit the right of a Councillor who is not appointed to that Committee or Group to speak.

13.3.3. For the avoidance of doubt, nothing in this section shall prevent Full Council from also having power to adopt any protocol / code relating to any proceedings of the bodies to which this section relates.

23.3. Where a Political Group intends to vary its representation on a Committee or Sub-Committee, the Group Leader (or their nominated representative) shall inform the Monitoring Officer or their nominee prior to the meeting, and the Substitute Member shall inform the Chair at the beginning of the meeting. The outgoing member shall cease to be the Political Group's representative on that Committee or Sub-Committee for the duration of that meeting or any adjournment of it, and that substitute Councillor shall become the representative on the Committee or Sub-Committee for the same period. At the end of the meeting, the outgoing member shall resume their representation on the Committee or Sub-Committee in question.

23.4. On receipt of a Notice under this Procedure Rule the Monitoring Officer or their appointed nominee shall, at the meeting (prior to the commencement of the main business) inform the Committee or Sub-Committee.

23.5. For the avoidance of doubt, there are no substitute arrangements in respect of the Cabinet and informal Consultative Groups.

24. Attendance of Councillors at Committees and Sub-Committees of which they are not members

24.1. Notwithstanding their rights as a member of the public, a Councillor may attend any meeting of a Committee or Sub-Committee to which they have not been appointed, for the purposes of performing their duties as a Councillor, including when Exempt or Confidential business is transacted subject to the provisions of the Access to Information Rules.

24.2. A Councillor will be provided with access to a copy of the agenda and relevant papers when they arrive at the meeting, subject to the Access to Information Rules set out at Part 4A of this Constitution.

24.3. The Councillor has no right to vote but may speak with the consent of the Chair of the meeting.

25. Disorderly conduct by Councillors

25.1. If at a meeting any Councillor, in the opinion of the person presiding, misconducts themselves in any way, the person presiding shall warn them. If the misconduct continues, the person presiding or any other Councillor may move "That the Councillor be not further heard for the item being debated" or "That the Councillor be not further heard for the remainder of the meeting". The motion, if seconded, shall be put and determined without discussion.

25.2. If the Councillor continues the misconduct after a motion under the Rule 25.1 of this Part 4D has been carried, the person presiding may: either move "That the Councillor do leave the meeting" (in which case the motion shall be put and determined without seconding or discussion); or adjourn the meeting.

25.3. In the event of general disturbance by Councillors at any meeting which, in the opinion of the person presiding, renders the due and orderly dispatch of business impossible, the person presiding, will have the power to adjourn the meeting.

COUNCIL

Report subject	**Calendar of Meetings for 2024/25 and 2025/26**
Meeting date	9 January 2024
Status	Public Report
Executive summary	The Council is asked to consider and approve the schedule of meetings for the 2024-25 and 2025-26 municipal years and any associated issues.
Recommendations	**It is RECOMMENDED that:** **(a) The schedule of meetings for the 2024-25 and 2025-26 municipal years as attached at Appendix 1 and 2 to the report be approved;** **(b) Subject to Council approval of the recommendations from the Audit and Governance Committee 30 November 2023 the Planning Committee scheduled meetings (A & B) be renamed accordingly.**
Reason for recommendations	To set the schedule of meetings for 2024-25 and 2025-26.
Portfolio Holder(s):	Councillor Vikki Slade, Leader of the Council
Corporate Director	Chief Executive
Report Authors	Sarah Culwick, Deputy Head of Democratic Services
Wards	Council-wide
Classification	Decision

Background

1. In accordance with the Constitution the calendar of meetings is approved by the Council each year. Attached at Appendix 1 and Appendix 2 to the report are the proposed schedule of meetings for 2024-25 and 2025-26. This report is seeking to establish a two-year schedule which would provide greater capacity to manage forward plans and work programmes for both Cabinet and committees for 12 months plus.

2. The Council is advised that the Planning Committee structure and arrangements have been the subject of review by the Constitution Review Working Group who made their recommendations to the Audit and Governance Committee on the 30 November 2023. The recommendations from the Audit and Governance Committee meeting on the 30 November 2023 have been subject to approval by Council earlier on the agenda.

3. Subject to the decision made by Council two Planning Committee meetings have been programmed into the schedule of committee meetings for 2024-25 and 2025-26 (Planning Committee A and Planning Committee B) these can subsequently be renamed accordingly should the recommendations of the Audit and Governance Committee be agreed.

4. Subject also to the decision made by Council earlier on the agenda the Audit and Governance Committee on the 30 November 2023 supported the proposal for the establishment of the Transportation Advisory Group (TAG), should it's establishment be agreed it is proposed that the meeting dates will be scheduled in agreement with the membership once appointed.

Summary of financial implications

5. There are no financial implications directly associated with this report.

Summary of legal implications

6. The Council is required to ensure compliance with the Constitution in setting the calendar of meetings.

Summary of human resources implications

7. There are additional manpower requirements associated with the support of additional meetings resulting from the changes to the Planning and TAG arrangements.

Summary of sustainability impact

8. There are no sustainability implications associated with this report.

Summary of public health implications

9. There are no public health implications associated with this report.

Summary of equality implications

10. The schedule of meetings aims to provide accessibility for Councillors, Officers and the public to the decision-making process.

Summary of risk assessment

11. There are no risk implications associated with this report.

Background papers

Audit and Governance Committee Papers – 30 November 2023

Appendices

Appendix 1 – Schedule of meetings for 2024-25

Appendix 2 – Schedule of meetings for 2025-26

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Appendix 1

Schedule of Meetings – 2024/25

Day	Date	Time	Meeting
MAY			
Thursday	2 May 2024		ELECTION DAY PCC
Monday	6 May 2024		**Early May Bank Holiday**
Tuesday	7 May 2024	7:00 PM	Annual Council
Wednesday	8 May 2024	10:00 AM	Licensing Sub-Committee
Thursday	9 May 2024	10:00 AM	Planning Committee A
Monday	13 May 2024	6:00 PM	Overview and Scrutiny Board
Tuesday	14 May 2024	10:00 AM	Appeals Committee
Wednesday	15 May 2024	10:00 AM	Licensing Committee
Wednesday	15 May 2024	6:00 PM	Environment and Place Overview and Scrutiny Committee (1)
Friday	17 May 2024	11:00 AM	The Charter Trustees for Poole (Annual)
Monday	20 May 2024	10:00 AM	Lower Central Gardens Trust Board
Monday	20 May 2024	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (1)
Tuesday	21 May 2024	10:00 AM	Licensing Sub-Committee
Wednesday	22 May 2024	10:15 AM	Cabinet
Thursday	23 May 2024	10:00 AM	Planning Committee B*
Friday	24 May 2024	11:15 AM	The Charter Trustees for Bournemouth (Annual)
Monday	27 May 2024		**Spring Bank Holiday**
Wednesday	29 May 2024	10:00 AM	Appeals Committee
Thursday	30 May 2024	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
JUNE			
Monday	3 June 2024	2:00 PM	Russell Cotes Art Gallery and Museum Management Committee
Tuesday	4 June 2024	7:00 PM	Council
Wednesday	5 June 2024	10:00 AM	Licensing Sub-Committee
Thursday	6 June 2024	10:00 AM	Planning Committee A
Monday	10 June 2024	6:00 PM	Overview and Scrutiny Board
Tuesday	11 June 2024	10:00 AM	Appeals Committee
Tuesday	11 June 2024	6:00 PM	Children's Services Overview and Scrutiny Committee (1)
Monday	17 June 2024	5:00 PM	Corporate Parenting Board
Tuesday	18 June 2024	10:00 AM	Licensing Sub-Committee
Tuesday	18 June 2024	5:00 PM	Members Training, Workshops and Briefings
Wednesday	19 June 2024	10:15 AM	Cabinet
Wednesday	19 June 2024	4:00 PM	Standing Advisory Committee on Religious Education
Thursday	20 June 2024	10:00 AM	Planning Committee B*
Tuesday	25 June 2024	10:00 AM	Schools Forum
Wednesday	26 June 2024	10:00 AM	Appeals Committee
JULY			
Monday	1 July 2024	2:00 PM	Tricuro Executive Shareholder Group
Tuesday	2 July 2024	6:00 PM	Standards Committee
Wednesday	3 July 2024	10:00 AM	Licensing Sub-Committee

Appendix 1

Day	Date	Time	Meeting
Thursday	4 July 2024	10:00 AM	Planning Committee A
Monday	8 July 2024	6:00 PM	Overview and Scrutiny Board
Wednesday	10 July 2024	10:00 AM	Appeals Committee
Wednesday	10 July 2024	6:00 PM	Environment and Place Overview and Scrutiny Committee (2)
Monday	15 July 2024	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (2)
Tuesday	16 July 2024	10:00 AM	Licensing Sub-Committee
Tuesday	16 July 2024	5:00 PM	Members Training, Workshops and Briefings
Wednesday	17 July 2024	10:15 AM	Cabinet
Thursday	18 July 2024	10:00 AM	Planning Committee B*
Tuesday	23 July 2024	10:00 AM	Appeals Committee
Tuesday	23 July 2024	7:00 PM	Council
Thursday	25 July 2024	6:00 PM	Audit and Governance Committee
Wednesday	31 July 2024	10:00 AM	Licensing Sub-Committee
AUGUST			
Thursday	1 August 2024	10:00 AM	Planning Committee A
Tuesday	6 August 2024	10:00 AM	Appeals Committee
Wednesday	14 August 2024	10:00 AM	Licensing Sub-Committee
Thursday	15 August 2024	10:00 AM	Planning Committee B*
Tuesday	20 August 2024	10:00 AM	Appeals Committee
Monday	26 August 2024		**Summer Bank Holiday**
Tuesday	27 August 2024	6:00 PM	Overview and Scrutiny Board
Wednesday	28 August 2024	10:00 AM	Licensing Sub-Committee
Thursday	29 August 2024	10:00 AM	Planning Committee A
SEPTEMBER			
Tuesday	3 September 2024	10:00 AM	Appeals Committee
Tuesday	3 September 2024	5:00 PM	Members Training, Workshops and Briefings
Wednesday	4 September 2024	10:15 AM	Cabinet
Thursday	5 September 2024	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
Wednesday	11 September 2024	10:00 AM	Licensing Sub-Committee
Wednesday	11 September 2024	6:00 PM	Environment and Place Overview and Scrutiny Committee (3)
Thursday	12 September 2024	10:00 AM	Planning Committee B*
Monday	16 September 2024	6:00 PM	Children's Services Overview and Scrutiny Committee (2)
Wednesday	18 September 2024	10:00 AM	Appeals Committee
Thursday	19 September 2024	10:00 AM	Licensing Committee
Monday	23 September 2024	6:00 PM	Overview and Scrutiny Board
Tuesday	24 September 2024	10:00 AM	Schools Forum
Tuesday	24 September 2024	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (3)
Wednesday	25 September 2024	10:00 AM	Licensing Sub-Committee
Thursday	26 September 2024	10:00 AM	Planning Committee A
Monday	30 September 2024	2:00 PM	Tricuro Executive Shareholder Group
Monday	30 September 2024	5:00 PM	Corporate Parenting Board

Appendix 1

Day	Date	Time	Meeting
OCTOBER			
Tuesday	1 October 2024	10:00 AM	Appeals Committee
Wednesday	2 October 2024	10:15 AM	Cabinet
Thursday	3 October 2024	10:00 AM	Licensing Sub-Committee
Tuesday	8 October 2024	6:00 PM	Standards Committee
Thursday	10 October 2024	10:00 AM	Planning Committee B*
Tuesday	15 October 2024	10:00 AM	Appeals Committee
Tuesday	15 October 2024	7:00 PM	Council
Wednesday	16 October 2024	10:00 AM	Licensing Sub-Committee
Thursday	17 October 2024	6:00 PM	Audit and Governance Committee
Monday	21 October 2024	6:00 PM	Overview and Scrutiny Board
Tuesday	22 October 2024	5:00 PM	Members Training, Workshops and Briefings
Thursday	24 October 2024	10:00 AM	Planning Committee A
Monday	28 October 2024	2:00 PM	Russell Cotes Art Gallery and Museum Management Committee
Tuesday	29 October 2024	10:00 AM	Appeals Committee
Wednesday	30 October 2024	10:15 AM	Cabinet
Thursday	31 October 2024	10:00 AM	Licensing Sub-Committee
NOVEMBER			
Thursday	7 November 2024	10:00 AM	Planning Committee B*
Tuesday	12 November 2024	10:00 AM	Appeals Committee
Wednesday	13 November 2024	10:00 AM	Licensing Sub-Committee
Wednesday	13 November 2024	4:00 PM	Standing Advisory Committee on Religious Education
Monday	18 November 2024	6:00 PM	Overview and Scrutiny Board
Tuesday	19 November 2024	10:00 AM	Schools Forum
Tuesday	19 November 2024	5:00 PM	Members Training, Workshops and Briefings
Wednesday	20 November 2024	6:00 PM	Environment and Place Overview and Scrutiny Committee (4)
Thursday	21 November 2024	10:00 AM	Planning Committee A
Tuesday	26 November 2024	10:00 AM	Licensing Sub-Committee
Tuesday	26 November 2024	6:00 PM	Children's Services Overview and Scrutiny Committee (3)
Wednesday	27 November 2024	10:15 AM	Cabinet
Thursday	28 November 2024	10:00 AM	Appeals Committee
Thursday	28 November 2024	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
DECEMBER			
Monday	2 December 2024	10:00 AM	Lower Central Gardens Trust Board
Monday	2 December 2024	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (4)
Thursday	5 December 2024	10:00 AM	Planning Committee B*
Monday	9 December 2024	6:00 PM	Overview and Scrutiny Board
Tuesday	10 December 2024	10:00 AM	Appeals Committee
Tuesday	10 December 2024	7:00 PM	Council
Wednesday	11 December 2024	10:00 AM	Licensing Sub-Committee
Thursday	12 December 2024	10:00 AM	Licensing Committee

Appendix 1

Day	Date	Time	Meeting
Monday	16 December 2024	2:00 PM	Tricuro Executive Shareholder Group
Monday	16 December 2024	5:00 PM	Corporate Parenting Board
Tuesday	17 December 2024	5:00 PM	Members Training, Workshops and Briefings
Wednesday	18 December 2024	10:15 AM	Cabinet
Thursday	19 December 2024	10:00 AM	Planning Committee A
Wednesday	25 December 2024		**Christmas Day**
Thursday	26 December 2024		**Boxing Day**
JANUARY	**2025**		
Wednesday	1 January 2025		**New Years Day**
Monday	6 January 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	7 January 2025	10:00 AM	Appeals Committee
Wednesday	8 January 2025	10:00 AM	Licensing Sub-Committee
Tuesday	14 January 2025	10:00 AM	Schools Forum
Wednesday	15 January 2025	10:15 AM	Cabinet
Thursday	16 January 2025	10:00 AM	Planning Committee B*
Thursday	16 January 2025	6:00 PM	Audit and Governance Committee
Monday	20 January 2025	2:00 PM	Russell Cotes Art Gallery and Museum Management Committee
Tuesday	21 January 2025	10:00 AM	Appeals Committee
Tuesday	21 January 2025	6:00 PM	Standards Committee
Wednesday	22 January 2025	10:00 AM	Licensing Sub-Committee
Thursday	23 January 2025	10:00 AM	Planning Committee A
Monday	27 January 2025	10:00 AM	Lower Central Gardens Trust Board
Monday	27 January 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	28 January 2025	6:00 PM	Children's Services Overview and Scrutiny Committee (4)
FEBRUARY			
Tuesday	4 February 2025	10:00 AM	Licensing Sub-Committee
Wednesday	5 February 2025	10:15 AM	Cabinet
Thursday	6 February 2025	10:00 AM	Planning Committee B*
Tuesday	11 February 2025	10:00 AM	Appeals Committee
Wednesday	19 February 2025	10:00 AM	Licensing Sub-Committee
Thursday	20 February 2025	10:00 AM	Planning Committee A
Monday	24 February 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	25 February 2025	10:00 AM	Appeals Committee
Tuesday	25 February 2025	7:00 PM	Council
Wednesday	26 February 2025	6:00 PM	Environment and Place Overview and Scrutiny Committee (5)
Thursday	27 February 2025	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
MARCH			
Monday	3 March 2025	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (5)
Tuesday	4 March 2025	10:00 AM	Licensing Committee
Wednesday	5 March 2025	10:15 AM	Cabinet
Thursday	6 March 2025	10:00 AM	Planning Committee B*
Tuesday	11 March 2025	10:00 AM	Appeals Committee

Appendix 1

Day	Date	Time	Meeting
Tuesday	11 March 2025	6:00PM	Children's Services Overview and Scrutiny Committee (5)
Wednesday	12 March 2025	4:00 PM	Standing Advisory Committee on Religious Education
Thursday	13 March 2025	10:00 AM	Licensing Committee
Monday	17 March 2025	5:00 PM	Corporate Parenting Board
Tuesday	18 March 2025	6:00 PM	Standards Committee
Wednesday	19 March 2025	10:00 AM	Licensing Sub-Committee
Thursday	20 March 2025	10:00 AM	Planning Committee A
Thursday	20 March 2025	6:00 PM	Audit and Governance Committee
Monday	24 March 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	25 March 2025	7:00 PM	Council
Thursday	27 March 2025	10:00 AM	Appeals Committee
APRIL			
Tuesday	1 April 2025	10:00 AM	Licensing Sub-Committee
Wednesday	2 April 2025	10:15 AM	Cabinet *(Non election year)*
Thursday	3 April 2025	10:00 AM	Planning Committee B*
Tuesday	8 April 2025	10:00 AM	Appeals Committee
Wednesday	16 April 2025	10:00 AM	Licensing Sub-Committee
Thursday	17 April 2025	10:00 AM	Planning Committee A
Friday	18 April 2025		**Good Friday**
Monday	21 April 2025		**Easter Monday**
Tuesday	22 April 2025	10:00 AM	Appeals Committee
Wednesday	30 April 2025	10:00 AM	Licensing Sub-Committee
MAY			
Monday	5 May 2025		**Early May Bank Holiday**
Tuesday	6 May 2025	7:00 PM	Annual Council

*Subject to the Council decision made in respect of the recommendations arising from the Audit and Governance Committee 30 November 2023.

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Appendix 2

Schedule of Meetings – 2025/26

Day	Date	Time	Meeting
MAY			
Monday	5 May 2025		**Early May Bank Holiday**
Tuesday	6 May 2025	7:00 PM	Annual Council
Wednesday	7 May 2025	10:00 AM	Licensing Sub-Committee
Thursday	8 May 2025	10:00 AM	Planning Committee A
Monday	12 May 2025	10:00 AM	Lower Central Gardens Trust Board
Monday	12 May 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	13 May 2025	10:00 AM	Appeals Committee
Wednesday	14 May 2025	10:00 AM	Licensing Committee
Wednesday	14 May 2025	6:00 PM	Environment and Place Overview and Scrutiny Committee (1)
Friday	16 May 2025	11:00 AM	The Charter Trustees for Poole (Annual)
Monday	19 May 2025	10:00 AM	Lower Central Gardens Trust Board
Monday	19 May 2025	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (1)
Tuesday	20 May 2025	10:00 AM	Licensing Sub-Committee
Wednesday	21 May 2025	10:15 AM	Cabinet
Thursday	22 May 2025	10:00 AM	Planning Committee B*
Friday	23 May 2025	11:15 AM	The Charter Trustees for Bournemouth (Annual)
Monday	26 May 2025		**Spring Bank Holiday**
Wednesday	28 May 2025	10:00 AM	Appeals Committee
Thursday	29 May 2025	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
JUNE			
Monday	2 June 2025	2:00 PM	Russell Cotes Art Gallery and Museum Management Committee
Tuesday	3 June 2025	7:00 PM	Council
Wednesday	4 June 2025	10:00 AM	Licensing Sub-Committee
Thursday	5 June 2025	10:00 AM	Planning Committee A
Monday	9 June 2025	6:00PM	Overview and Scrutiny Board
Tuesday	10 June 2025	10:00 AM	Appeals Committee
Tuesday	10 June 2025	6:00 PM	Children's Services Overview and Scrutiny Committee (1)
Monday	16 June 2025	5:00 PM	Corporate Parenting Board
Tuesday	17 June 2025	10:00 AM	Licensing Sub-Committee
Tuesday	17 June 2025	5:00 PM	Members Training, Workshops and Briefings
Wednesday	18 June 2025	10:15 AM	Cabinet
Wednesday	18 June 2025	4:00 PM	Standing Advisory Committee on Religious Education
Thursday	19 June 2025	10:00 AM	Planning Committee B*
Tuesday	24 June 2025	9:00 AM	Schools Forum
Wednesday	25 June 2025	10:00 AM	Appeals Committee
Monday	30 June 2025	2:00 PM	Tricuro Executive Shareholder Group
JULY			
Tuesday	1 July 2025	6:00 PM	Standards Committee
Wednesday	2 July 2025	10:00 AM	Licensing Sub-Committee

Appendix 2

Day	Date	Time	Meeting
Thursday	3 July 2025	10:00 AM	Planning Committee A
Monday	7 July 2025	6:00 PM	Overview and Scrutiny Board
Wednesday	9 July 2025	10:00 AM	Appeals Committee
Wednesday	9 July 2025	6:00 PM	Environment and Place Overview and Scrutiny Committee (2)
Monday	14 July 2025	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (2)
Tuesday	15 July 2025	10:00 AM	Licensing Sub-Committee
Tuesday	15 July 2025	5:00 PM	Members Training, Workshops and Briefings
Wednesday	16 July 2025	10:15 AM	Cabinet
Thursday	17 July 2025	10:00 AM	Planning Committee B*
Tuesday	22 July 2025	10:00 AM	Appeals Committee
Tuesday	22 July 2025	7:00 PM	Council
Thursday	24 July 2025	6:00 PM	Audit and Governance Committee
Wednesday	30 July 2025	10:00 AM	Licensing Sub-Committee
Thursday	31 July 2025	10:00 AM	Planning Committee A
AUGUST			
Tuesday	5 August 2025	10:00 AM	Appeals Committee
Wednesday	13 August 2025	10:00 AM	Licensing Sub-Committee
Thursday	14 August 2025	10:00 AM	Planning Committee B*
Tuesday	19 August 2025	10:00 AM	Appeals Committee
Monday	25 August 2025		**Summer Bank Holiday**
Tuesday	26 August 2025	6:00 PM	Overview and Scrutiny Board
Wednesday	27 August 2025	10:00 AM	Licensing Sub-Committee
Thursday	28 August 2025	10:00 AM	Planning Committee A
SEPTEMBER			
Tuesday	2 September 2025	10:00 AM	Appeals Committee
Tuesday	2 September 2025	5:00 PM	Members Training, Workshops and Briefings
Wednesday	3 September 2025	10:15 AM	Cabinet
Thursday	4 September 2025	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
Wednesday	10 September 2025	10:00 AM	Licensing Sub-Committee
Wednesday	10 September 2025	6:00 PM	Environment and Place Overview and Scrutiny Committee (3)
Thursday	11 September 2025	10:00 AM	Planning Committee B*
Monday	15 September 2025	6:00 PM	Children's Services Overview and Scrutiny Committee (2)
Wednesday	17 September 2025	10:00 AM	Appeals Committee
Thursday	18 September 2025	10:00 AM	Licensing Committee
Monday	22 September 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	23 September 2025	10:00 AM	Schools Forum
Tuesday	23 September 2025	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (3)
Wednesday	24 September 2025	10:00 AM	Licensing Sub-Committee
Thursday	25 September 2025	10:00 AM	Planning Committee A
Monday	29 September 2025	2:00 PM	Tricuro Executive Shareholder Group
Monday	29 September 2025	5:00 PM	Corporate Parenting Board

Appendix 2

Day	Date	Time	Meeting
Tuesday	30 September 2025	10:00 AM	Appeals Committee
OCTOBER			
Wednesday	1 October 2025	10:15 AM	Cabinet
Thursday	2 October 2025	10:00 AM	Licensing Sub-Committee
Tuesday	7 October 2025	6:00 PM	Standards Committee
Thursday	9 October 2025	10:00 AM	Planning Committee B*
Tuesday	14 October 2025	10:00 AM	Appeals Committee
Tuesday	14 October 2025	7:00 PM	Council
Wednesday	15 October 2025	10:00 AM	Licensing Sub-Committee
Thursday	16 October 2025	6:00 PM	Audit and Governance Committee
Monday	20 October 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	21 October 2025	5:00 PM	Members Training, Workshops and Briefings
Thursday	23 October 2025	10:00 AM	Planning Committee A
Monday	27 October 2025	2:00 PM	Russell Cotes Art Gallery and Museum Management Committee
Tuesday	28 October 2025	10:00 AM	Appeals Committee
Wednesday	29 October 2025	10:15 AM	Cabinet
Thursday	30 October 2025	10:00 AM	Licensing Sub-Committee
NOVEMBER			
Thursday	6 November 2025	10:00 AM	Planning Committee B*
Tuesday	11 November 2025	10:00 AM	Appeals Committee
Wednesday	12 November 2025	10:00 AM	Licensing Sub-Committee
Wednesday	12 November 2025	4:00 PM	Standing Advisory Committee on Religious Education
Monday	17 November 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	18 November 2025	10:00 AM	Schools Forum
Tuesday	18 November 2025	5:00 PM	Members Training, Workshops and Briefings
Wednesday	19 November 2025	6:00 PM	Environment and Place Overview and Scrutiny Committee (4)
Thursday	20 November 2025	10:00 AM	Planning Committee A
Tuesday	25 November 2025	10:00 AM	Licensing Sub-Committee
Tuesday	25 November 2025	6:00 PM	Children's Services Overview and Scrutiny Committee (3)
Wednesday	26 November 2025	10:15 AM	Cabinet
Thursday	27 November 2025	10:00 AM	Appeals Committee
Thursday	27 November 2025	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
DECEMBER			
Monday	1 December 2025	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (4)
Thursday	4 December 2025	10:00 AM	Planning Committee B*
Monday	8 December 2025	6:00 PM	Overview and Scrutiny Board
Tuesday	9 December 2025	10:00 AM	Appeals Committee
Tuesday	9 December 2025	7:00 PM	Council
Wednesday	10 December 2025	10:00 AM	Licensing Sub-Committee
Thursday	11 December 2025	10:00 AM	Licensing Committee
Monday	15 December 2025	2:00 PM	Tricuro Executive Shareholder Group

Appendix 2

Day	Date	Time	Meeting
Monday	15 December 2025	5:00 PM	Corporate Parenting Board
Tuesday	16 December 2025	5:00 PM	Members Training, Workshops and Briefings
Wednesday	17 December 2025	10:15 AM	Cabinet
Thursday	18 December 2025	10:00 AM	Planning Committee A
Thursday	25 December 2025		**Christmas Day**
Friday	26 December 2025		**Boxing Day**
JANUARY	**2025**		
Thursday	1 January 2026		**New Years Day**
Monday	5 January 2026	6:00 PM	Overview and Scrutiny Board
Tuesday	6 January 2026	10:00 AM	Appeals Committee
Wednesday	7 January 2026	10:00 AM	Licensing Sub-Committee
Tuesday	13 January 2026	10:00 AM	Schools Forum
Wednesday	14 January 2026	10:15 AM	Cabinet
Thursday	15 January 2026	10:00 AM	Planning Committee B*
Thursday	15 January 2026	6:00 PM	Audit and Governance Committee
Monday	19 January 2026	2:00 PM	Russell Cotes Art Gallery and Museum Management Committee
Tuesday	20 January 2026	10:00 AM	Appeals Committee
Tuesday	20 January 2026	6:00 PM	Standards Committee
Wednesday	21 January 2026	10:00 AM	Licensing Sub-Committee
Thursday	22 January 2026	10:00 AM	Planning Committee A
Monday	26 January 2026	10:00 AM	Lower Central Gardens Trust Board
Monday	26 January 2026	6:00 PM	Overview and Scrutiny Board
Tuesday	27 January 2026	6:00 PM	Children's Services Overview and Scrutiny Committee (4)
FEBRUARY			
Tuesday	3 February 2026	10:00 AM	Licensing Sub-Committee
Wednesday	4 February 2026	10:15 AM	Cabinet
Thursday	5 February 2026	10:00 AM	Planning Committee B*
Tuesday	10 February 2026	10:00 AM	Appeals Committee
Wednesday	18 February 2026	10:00 AM	Licensing Sub-Committee
Thursday	19 February 2026	10:00 AM	Planning Committee A
Monday	23 February 2026	6:00 PM	Overview and Scrutiny Board
Tuesday	24 February 2026	7:00 PM	Council
Wednesday	25 February 2026	10:00 AM	Appeals Committee
Wednesday	25 February 2026	6:00 PM	Environment and Place Overview and Scrutiny Committee (5)
Thursday	26 February 2026	6:00 PM	Audit and Governance Committee (Additional Non- Core Meeting)
MARCH			
Monday	2 March 2026	6:00 PM	Health and Adult Social Care Overview and Scrutiny Committee (5)
Tuesday	3 March 2026	10:00 AM	Licensing Committee
Wednesday	4 March 2026	10:15 AM	Cabinet
Thursday	5 March 2026	10:00 AM	Planning Committee B*
Tuesday	10 March 2026	10:00 AM	Appeals Committee

Appendix 2

Day	Date	Time	Meeting
Tuesday	10 March 2026	6:00PM	Children's Services Overview and Scrutiny Committee (5)
Wednesday	11 March 2026	4:00 PM	Standing Advisory Committee on Religious Education
Thursday	12 March 2026	10:00 AM	Licensing Committee
Monday	16 March 2026	5:00 PM	Corporate Parenting Board
Tuesday	17 March 2026	6:00 PM	Standards Committee
Wednesday	18 March 2026	10:00 AM	Licensing Sub-Committee
Thursday	19 March 2026	10:00 AM	Planning Committee A
Thursday	19 March 2026	6:00 PM	Audit and Governance Committee
Monday	23 March 2026	6:00 PM	Overview and Scrutiny Board
Tuesday	24 March 2026	7:00 PM	Council
Thursday	26 March 2026	10:00 AM	Appeals Committee
Tuesday	31 March 2026	10:00 AM	Licensing Sub-Committee
APRIL			
Wednesday	1 April 2026	10:15 AM	Cabinet *(Non election year)*
Thursday	2 April 2026	10:00 AM	Planning Committee B*
Friday	3 April 2026		**Good Friday**
Monday	6 April 2026		**Easter Monday**
Tuesday	7 April 2026	10:00 AM	Appeals Committee
Wednesday	15 April 2026	10:00 AM	Licensing Sub-Committee
Thursday	16 April 2026	10:00 AM	Planning Committee A
Tuesday	21 April 2026	10:00 AM	Appeals Committee
Wednesday	29 April 2026	10:00 AM	Licensing Sub-Committee
MAY			
Monday	4 May 2026		**Early May Bank Holiday**
Tuesday	12 May 2026	7:00 PM	Annual Council

*Subject to the Council decision made in respect of the recommendations arising from the Audit and Governance Committee 30 November 2023.

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COUNCIL

Report subject	**BCP FuturePlaces Limited - Appointment of Director and Changes to Articles of Association**
Meeting date	9 January 2024
Status	Public Report
Executive summary	Cabinet decided on 27 September 2023 to close BCP FuturePlaces Limited, the council's arm's length regeneration company, and bring in-house the development and investment activities of the company. The work and staff have since transferred to the council. This report requests Council to make changes to the company governance arrangements to align them with the requirements of the final closedown phase.
Recommendations	**It is RECOMMENDED that:** **(a) Council appoints Chris Shephard, Head of Operations Strategy, as a director of BCP FuturePlaces Limited** **(b) Council delegates to the Chief Executive, the appointment of any future directors of BCP FuturePlaces Limited** **(c) Council approves the amendments to the Articles of Association, Shareholder Agreement, and Terms of Reference as set out in paragraphs 10 - 12.**
Reason for recommendations	These decisions support the following outcomes: • To support the delivery of the corporate strategy objectives relating to regeneration. • To respond to the DLUHC governance review report. • To exercise appropriate controls on commitments for expenditure on development and to facilitate the council taking the leading role on delivery of investment and development projects.
Portfolio Holder(s):	Cllr Vicki Slade, Leader of the Council and Portfolio Holder for Regeneration

Corporate Director	Ian O'Donnell, Corporate Director of Resources and Jess Gibbons, Chief Operating Officer
Report Authors	Ian O'Donnell
Wards	Not applicable
Classification	For decision

Background

1. On 27th September 2023 Cabinet decided to close down BCP FuturePlaces Limited, the council's arm's length regeneration company, and bring the work in-house. By internalising and integrating these functions, the council has been able to bring together our current inhouse housing delivery team, our Council Newbuild Housing and Acquisition Strategy, and our investment and development functions. This has enabled greater focus and capacity for delivering homes and jobs on sites owned or controlled by the council and the new team to build on the value of the work completed and initiated by the FuturePlaces team.
2. The team was transferred into the council under TUPE on 1st November 2023 and all associated work was transferred at the same time. Steps now need to be taken to prepare the company for being closed down within the first quarter of 2024.
3. The existing board of BCP FuturePlaces Limited consists of three expert non-executive directors, who were selected for their skills and knowledge in the field of regeneration. The council is grateful to the non-executive directors of FuturePlaces for their contributions and support during the transition. The remaining role for the directors is to oversee the closedown of the company. There is therefore a mismatch between the skills of the existing directors and the much-reduced requirements of the company.

Options Appraisal

4. Option 1 is to agree the necessary amendments to the governance arrangements to allow a single director to make decisions on behalf of the company. This reduces the cost of company governance and allows the company to be made dormant pending termination. This is the recommended option.
5. Option 2 is to retain the existing governance arrangements. This requires three directors. If the current directors were retained, this would cost £4,475 per month more than option 1. In this scenario it is likely that the existing directors would resign in any case, and could be replaced by council officers; however, this would create an unnecessary cost in terms of officer time and is not recommended.
6. Option 3 would be to undertake an immediate liquidation of the company. This would require the appointment of an insolvency practitioner, incurring unnecessary cost. There is also a risk in this scenario that any creditors submitting legitimate late claims for payment may not be paid. This would potentially disadvantage local

suppliers and create damage to the council's reputation. This option is therefore not recommended.

Next Steps

7. It is planned that the existing directors will step down from their roles and be replaced by a single director who will oversee the closedown. Company directors have been briefed at their board meeting of 13th December 2023 and are in full agreement with this approach.
8. This report recommends that Chris Shephard, who is the council's Director of Operations Strategy, is appointed by Council to the role of director of BCP FuturePlaces Limited with immediate effect. It is planned that the existing directors will then resign their roles at a board meeting on 10 January 2024. However, for the company to operate with a single director, some changes are required to the company governance arrangements.
9. This report also recommends that any future appointments to the Board are delegated to the Chief Executive in order to facilitate any future changes necessary during the winding up process.
10. Changes to the Articles of Association are required to remove the requirement for a quorum of three at board meetings where company decisions are taken. An amended version of the Articles of Association in which the proposed changes are highlighted is attached at Appendix 1. These will allow the company to operate with a single director.
11. Changes to the Shareholder Agreement are also required to reflect the requirement concerning quorum. An amended version of the Shareholder Agreement in which the proposed changes are highlighted is attached at Appendix 2.
12. The Terms of Reference document is attached at Appendix 3. This will be updated to reflect the changes to the Articles of Association and Shareholder Agreement.

Summary of financial implications

13. The budgeted monthly cost to the company of the existing non executive directors is £4,475. This cost will cease following the resignation of the directors. The new director of the company will fulfil the role as part of his current council employment at no additional cost.

Summary of legal implications

14. The council's responsibilities in respect of all matters concerning the shareholder agreement are a reserved matter for Cabinet. However, appointments to outside bodies are reserved to Council, and this would be classified as an outside body in accordance with the council's Constitution.

Summary of human resources implications

15. The appointment of Chris Shephard as director of BCP FuturePlaces Limited is subject to the council's normal terms and conditions of employment, forms part of his existing role, and carries no additional remuneration.

Summary of sustainability impact

16. There are no sustainability impact implications arising from this report.

Summary of public health implications

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

Summary of equality implications

18. There are no equality implications arising from this report.

12. Summary of risk assessment

19. The preferred option supports the council to manage the financial and reputational risks referred to in this report at no additional cost.

Background papers

Cabinet report 27 September 2023: The future of BCP FuturePlaces Ltd, investment and development.

(Public Pack)Agenda Document for Cabinet, 27/09/2023 10:15 (bcpcouncil.gov.uk)

Appendices

Appendix 1 – Draft Articles of Association
Appendix 2 – Draft Shareholder Agreement
Appendix 3 – Terms of Reference

Company number 13465045

THE COMPANIES ACT 2006

PRIVATE COMPANY LIMITED BY SHARES

ARTICLES OF ASSOCIATION

OF

BCP FUTUREPLACES LIMITED

Adopted by special resolution passed on ~~04 February 2022~~ [ ] January 2023

CONTENTS

CLAUSE

1. Interpretation 2
2. DIRECTOR'S GENERAL AUTHORITY 4
3. QUORUM FOR DIRECTORS' MEETINGS 4
4. CHAIRING OF DIRECTORS' MEETINGS 4
5. TRANSACTIONS OR OTHER ARRANGEMENTS WITH THE COMPANY 45
6. DIRECTORS' CONFLICTS OF INTEREST 5
7. RECORDS OF DECISIONS 7
8. NUMBER OF DIRECTORS 7
9. APPOINTMENT AND REMOVAL OF DIRECTORS 7
10. Secretary 7
11. ISSUE OF NEW SHARES 78
12. QUORUM FOR GENERAL MEETINGS 78
13. CHANGE OF COMPANY NAME 8
14. MEANS OF COMMUNICATION TO BE USED 8
15. INDEMNITY AND INSURANCE 89

Introduction

1. Interpretation

1.1 The following definitions and rules of interpretation apply in these Articles:

Act: the Companies Act 2006.

Articles: the company's articles of association for the time being in force.

Business Day: any day other than a Saturday, Sunday or public holiday in England on which banks in London are open for business.

Conflict: has the meaning given in article 6.16.1.

Controlling Shareholder: means a registered holder for the time being of not less than 75% in nominal value of the equity share capital of the Company from time to time.

Eligible Director: a director who would be entitled to vote on the matter at a meeting of directors (but excluding any director whose vote is not to be counted in respect of the particular matter).

Group: the Company, any subsidiary or any holding company of the Company from time to time and any subsidiary from time to time of a holding company and a member of the Group shall mean any of them;

Independent Chair: means a person appointed to be a non-executive director and chair of the Company who when appointed is independent of the Council.

Model Articles: the model articles for private companies limited by shares contained in Schedule 1 of the Companies (Model Articles) Regulations 2008 (SI 2008/3229) as amended prior to the date of adoption of these Articles and reference to a numbered **"Model Article"** is a reference to that article of the Model Articles.

1.2 Save as otherwise specifically provided in these Articles, words and expressions in these Artides bear the same meaning as the Model Articles or otherwise the Act.

1.3 Headings in these Articles are used for convenience only and shall not affect the construction or interpretation of these Articles.

1.4 A reference in these Articles to a numbered "**Article**" is a reference to the relevant article of these Articles unless expressly provided otherwise.

1.5 Unless expressly provided otherwise, a reference to legislation or a legislative provision (including any and all subordinate legislation) is a reference to it as it is in force as amended, extended or re-enacted from time to time. This Article 1.5 shall not apply to the definition of Models Artides in clause 1.1 above.

This Article 1.5 shall not apply to the definition of Model Articles in Article 1.1.

1.6 Any words following the terms **including**, **include**, **in particular**, **for example** or any similar expression shall be construed as illustrative and shall not limit the sense of the words, description, definition, phrase or term preceding those terms.

1.7 Where the context permits, **other** and **otherwise** are illustrative and shall not limit the sense of the words preceding them.

1.8 The Model Articles shall apply to the company, except in so far as they are modified or excluded by, or are inconsistent with, these Articles.

1.9 Model Articles ~~7(2)(a),~~ 8(3), 11(2) and (3)(a), 12, 17(1)(b), 31(1)(b)-(d), 14(1), (2), (3) and (4), 16, 25(2)(c), 38, 44(2)(a)-(c), 52 and 53 of the Model Articles shall not apply to the Company.

1.10 Model Article 18 shall be amended by the inclusion of the words "notification of the director's removal is received by the Company from a Controlling Shareholder pursuant to Article 8.1" as a new paragraph (g) at the end of that Model Article.

1.11 Model Article 20 shall be amended by the insertion of the words "and the secretary (if any)" before the words "properly incur" and immediately following those word, the insertion of the words "in accordance with any relevant company policy applicable from time to time."

1.12 In Model Article 30(4), the words "the terms on which shares are issued" shall be deleted and replaced with the words "the rights attached to any shares".

1.13 In Model Article 32(a), the words "the terms on which the share was issued" shall be deleted and replaced with "the rights attached to the share".

1.14 Model Article 44(3) shall be amended by the insertion of the words "A demand so withdrawn shall not invalidate the result of a show of hands declared before the demand was made" as a new paragraph at the end of that Model Article.

1.15 Model Article 45(1)(d) of the Model Articles shall be deleted and replaced with the words "is delivered to the Company in accordance with the Articles not less than 48 hours before the time appointed for holding the meeting or adjourned meeting at which the right to vote is to be exercised and in accordance with any instructions contained in the notice of the general meeting (or adjourned meeting) to which they relate".

1.16 Model Article 45(1) of the Model Articles shall be amended by the insertion of the words "and a proxy notice which is not delivered in such manner shall be invalid, unless the directors, in their discretion, accept the notice at any time before the meeting" as a new paragraph at the end of that Model Article.

Directors

2. DIRECTOR'S GENERAL AUTHORITY

2.1 Any or all powers of the directors (or any of them) shall be restricted in such respects, to such extent and for such duration as the Controlling Shareholder may prescribe from time to time by notice in writing to the Company. A decision of the directors is taken in accordance with this article when taken by a sole director or, when more than one director has been appointed, all Eligible Directors indicate to each other by any means that they share a common view on a matter.

3. QUORUM FOR DIRECTORS' MEETINGS

3.1 Subject to article 3.2, the quorum for the transaction of business at a meeting of directors is any 3 (three) Eligible Directors save that a sole director will constitute a quorum if at any time only one director has been appointed. ~~.~~

3.2 For the purposes of any meeting (or part of a meeting) held pursuant to clause 6 to authorise a Conflict, if there is only one Eligible Director in office other than the Interested Director(s) (as defined in Article 6.1) the quorum for such meeting (or part of a meeting) shall be one Eligible Director.

4. CHAIRING OF DIRECTORS' MEETINGS

4.1 Where more than one director has been appointed ~~T~~the Controlling Shareholder shall appoint, from time to time, a director to chair the directors' meetings (such person so appointed being known as the Independent Chair) and a director who will be the vice chairman for the purpose of Article 4.3 below.

4.2 The Controlling Shareholder may terminate the chairman's or vice chairman's appointment at any time.

4.3 If the Independent Chairman is not participating in a director's meeting within ten minutes of the time at which it was to start, then the vice chairman will chair it. If the vice chairman is not participating in a directors' meeting within ten minutes of the time at which it was to start, then the participating directors must appoint one of themselves to chair it.

5. TRANSACTIONS OR OTHER ARRANGEMENTS WITH THE COMPANY

5.1 Subject to sections 177(5) and (6) and sections 182(5) and (6) of the Act and provided he has declared the nature and extent of his interest in accordance with the requirements of the Act, a director who is in any way, whether directly or indirectly, interested in an existing or proposed transaction or arrangement with the Company:

(a) may be a party to, or otherwise interested in, any transaction or arrangement with the company or in which the Company is otherwise (directly or indirectly) interested;

(b) may act by himself or his firm in a professional capacity for the Company (otherwise than as auditor) and he or his firm shall be entitled to remuneration for professional services as if he were not a director;

(c) may be a director or other officer of, or employed by, or a party to a transaction or arrangement with, or otherwise interested in, any body corporate in which the Company is otherwise (directly or indirectly) interested; and

(d) shall not, save as he may otherwise agree, be accountable to the Company for any benefit which he (or a person connected with him (as defined in section 252 of the Act)) derives from any such transaction or arrangement or from any such office or employment or from any interest in any such body corporate and no such transaction or arrangement shall be liable to be avoided on the grounds of any such interest or benefit nor shall the receipt of any such remuneration or other benefit constitute a breach of his duty under section 176 of the Act.

(e) shall not be an Eligible Director for the purposes of any proposed decision of the directors (or committee of directors) in respect of such existing or proposed transaction or arrangement in which he is interested;

(f) shall be not entitled to vote at a meeting of directors (or of a committee of the directors) or participate in any unanimous decision, in respect of such existing or proposed transaction or arrangement in which he is interested;

5.2 The provisions of Articles 5.1(a)-(f) (inclusive) are subject, where applicable, to any terms and conditions imposed by the directors in accordance with Article 6.3.

6. DIRECTORS' CONFLICTS OF INTEREST

6.1 The directors may, in accordance with the requirements set out in this Article 6, authorise any Conflict proposed to them by any director which would, if not authorised, involve a director (an **Interested Director**) breaching his duty under section 175 of the Act to avoid conflicts of interest.

6.2 Any authorisation under this clause 6.2 will be effective only if:

(a) to the extent permitted by the Act, the matter in question shall have been proposed by any director for consideration in writing;

(b) any requirement as to the quorum for consideration of the relevant matter is met without counting the Interested Director or any other Interested Director; and

(c) the matter was agreed to without the Interested Director voting or would have been agreed to if the Interested Director's and any other Interested Director's vote had not been counted.

6.3 Any authorisation of a Conflict under this Article 6 may (whether at the time of giving the authorisation or subsequently) impose on the Interested Director such conditions or limitations,

or be granted subject to such terms, as the directors may think fit for the purposes of dealing with the Conflict, including but not limited to:- :

(a) extend to any actual or potential conflict of interest which may reasonably be expected to arise out of the matter or situation so authorised;

(b) provide that the Interested Director be excluded from the receipt of documents and information and the participation in discussions (whether at meetings of the directors or otherwise) related to the Conflict;

(c) provide that the Interested Director shall or shall not be an eligible director in respect of any future decision of the directors in relation to any resolution related to the Conflict;

(d) impose upon the Interested Director such other terms for the purposes of dealing with the Conflict as the directors think fit;

(e) provide that, where the Interested Director obtains, or has obtained (through his involvement in the Conflict and otherwise than through his position as a director of the company) information that is confidential to a third party, he will not be obliged to disclose that information to the company, or to use it in relation to the company's affairs where to do so would amount to a breach of that confidence; and

(f) permit the Interested Director to absent himself from the discussion of matte rs relating to the Conflict at any meeting of the directors and be excused from reviewing papers prepared by, or for, the directors to the extent they relate to such matters.

6.4 Where the directors authorise a Conflict, the Interested Director will be obliged to conduct himself in accordance with any terms and conditions imposed by the directors in relation to the Conflict.

6.5 The directors may revoke or vary such authorisation at any time, but this will not affect anything done by the Interested Director, prior to such revocation or variation, in accordance with the terms of such authorisation.

6.6 A director, notwithstanding his office, may be a director or other officer of, employed by, or otherwise interested (including by the holding of shares) in, any member of the Group and no further authorisation under Article 6.1 shall be necessary in respect of any such interest.

6.7 A director is not required, by reason of being a director (or because of the fiduciary relationship established by reason of being a director), to account to the Company for any remuneration, profit or other benefit which he derives from or in connection with a relationship involving a Conflict which has been authorised by the directors in accordance with these Articles or by the Company or by these Articles (subject in each case to any terms, limits or conditions attaching to that authorisation) and no contract shall be liable to be avoided on such grounds.

7. RECORDS OF DECISIONS

Where decisions of the directors are taken by electronic means, such decisions shall be recorded by the directors in a written, permanent form that enables the directors to retain a copy of such decisions.

8. NUMBER OF DIRECTORS

Unless otherwise determined by ordinary resolution, the number of directors shall not be subject to any maximum but shall not be less than 1~~3~~ (t~~hree~~one ~~)~~.

9. APPOINTMENT AND REMOVAL OF DIRECTORS

A Controlling Shareholder may at any time and from time to time by notice in writing to the Company appoint one or more persons willing to act as a director and permitted by law to do so to be a director or directors of the Company and to remove any director or directors from office (whether or not appointed pursuant to this Article 9).

10. SECRETARY

The Controlling Shareholder may appoint any person who is willing to act as the secretary for such term, at such remuneration and upon such conditions as they may think fit and from time to time remove such person and, if the Controlling Shareholder so decides, appoint a replacement, in each case by a decision of the Controlling Shareholder.

Shares and Shareholders

11. ISSUE OF NEW SHARES

The directors shall not exercise any power of the Company to allot shares or other securities in, or to grant rights to subscribe for, or convert into, shares or other securities of, the Company without the prior written consent of the Controlling Shareholder. Without limitation, the powers of the directors under section 550 of the Act are limited accordingly.

12. QUORUM FOR GENERAL MEETINGS

12.1 No business other than the appointment of the chairman of the meeting is to be transacted at a general meeting unless a quorum is present at the commencement of the meeting and also when that business is voted on.

12.2 Where the Company has only one shareholder for the time being, one qualified person (As defined in section 381 of the Act) present at the meeting shall be a quorum. In any other case, the quorum shall be:-

(a) a Controlling Shareholder present in person, by proxy or by authorised representative; or

(b) if the Company does not have a Controlling Shareholder for the time being, any two shareholders present in person, by proxy or by authorised representative.

Administrative arrangements

13. CHANGE OF COMPANY NAME

The name of the Company may be changed by a special resolution of the Controlling Shareholder.

14. MEANS OF COMMUNICATION TO BE USED

14.1 Subject to article 14.2~~14.2~~, any notice, document or other information shall be deemed served on, or delivered to, the intended recipient:

(a) if delivered by hand, on signature of a delivery or

(b) if sent by pre-paid United Kingdom first class post, recorded delivery or special delivery to an address in the United Kingdom, at 9.00 am on the second Business Day after posting; or

(c) if sent or supplied by e-mail, one hour after the notice, document or information was sent or supplied; or

(d) if deemed receipt under the previous paragraphs of this article 14.1~~14.1~~ would occur outside business hours (meaning 9.00 am to 5.30 pm Monday to Friday on a day that is not a public holiday in the place of deemed receipt), at 9.00 am on the day when business next starts in the place of deemed receipt. For the purposes of this article, all references to time are to local time in the place of deemed receipt.

14.2 To prove service, it is sufficient to prove that:

(a) if delivered by hand or by reputable international overnight courier, the notice was delivered to the correct address; or

(b) if sent by post the envelope containing the notice was properly addressed, paid for and posted; or

(c) if sent by e-mail, the notice was properly addressed and sent to the e-mail address of the recipient.

15. INDEMNITY AND INSURANCE

15.1 Subject to article 15.2~~15.2~~, but without prejudice to any indemnity to which a relevant officer is otherwise entitled:

(a) each relevant officer shall be indemnified out of the Company's assets against all costs, charges, losses, expenses and liabilities incurred by him as a relevant officer:

(i) in the actual or purported execution and/or discharge of his duties, or in relation to them; and

(ii) in relation to the Company's (or any associated company's) activities as trustee of an occupational pension scheme (as defined in section 235(6) of the Act)

including (in each case) any liability incurred by him in defending any civil or criminal proceedings, or regulatory investigation or action, in which judgment is given in his favour or in which he is acquitted or the proceedings are otherwise disposed of without any finding or admission of any material breach of duty on his part or in connection with any application in which the court grants him, in his capacity as a relevant officer, relief from liability for negligence, default, breach of duty or breach of trust in relation to the Company's (or any associated company's) affairs; and

(b) Subject to obtaining the prior written consent of the Controlling Shareholder, the Company may provide any relevant officer with funds to meet expenditure incurred or to be incurred by him in connection with any proceedings or application referred to in article 15.1(a)~~15.1(a)~~ and otherwise may take any action to enable any such relevant officer to avoid incurring such expenditure.

15.2 This Article 15 does not authorise any indemnity which would be prohibited or rendered void by any provision of the Act or by any other provision of law and any such indemnity is limited accordingly.

15.3 Subject to obtaining the prior written consent of the Controlling Shareholder, the directors may decide to purchase and maintain insurance, at the expense of the Company, for the benefit of any relevant officer in respect of any relevant loss.

15.4 In this Article 15:

(a) **associated** company means any member of the Group and **associated companies** shall be constructed accordingly;

(b) a **relevant loss** means any loss or liability which has been or may be incurred by a relevant officer in connection with that relevant officer's duties or powers in relation to the Company, any associated company or any pension fund or employees' share scheme of the Company or associated company; and

(c) a **relevant officer** means any director or other officer or former director or other officer of the Company or an associated company (including any company which is a trustee of an occupational pension scheme (as defined by section 235(6) of the Act) , but excluding in each case any person engaged by the Company (or associated company) as auditor (whether or not he is also a director or other officer), to the extent he acts in his capacity as auditor).

2024

Deed of variation to Shareholders Agreement

Bournemouth, Christchurch and Poole Council (1)
and
BCP Futureplaces Limited (2)

DATE

PARTIES

(1) Bournemouth, Christchurch and Poole Council of BCP Council Civic Centre, Bourne Avenue, Bournemouth BH2 6DY (**"the Council"**).

(2) BCP Futureplaces Limited (company number 13465045) whose registered office is at Civic Centre, Bourne Avenue, Dorset, Bournemouth BH2 6DY (**"the Company"**).

BACKGROUND

(A) The Council has reviewed the delivery of Development Consultancy and Management Services and as a result the operating model of the Company has been altered.

(B) The parties have accordingly agreed to vary the Shareholders Agreement on the terms set out in this Deed to reflect the agreed changes.

AGREED TERMS

1. DEFINITIONS AND INTERPRETATION

1.1 The definitions and rules of interpretation in Clause 1 apply:

Shareholders Agreement	the agreement entered into between the Council and the Company on [ ] as varied on the date hereof.

1.2 A reference to the Shareholders Agreement includes any deed or other instrument supplemental to it.

1.3 A reference to a statute or statutory provision is a reference to it as amended, extended or re-enacted from time to time.

1.4 A reference to a statute or statutory provision shall include all subordinate legislation made from time to time under that statute or statutory provision.

1.5 A **person** includes a natural person, corporate or unincorporated body (whether or not having separate legal personality).

1.6 Except where a contrary intention appears, references to clauses and Schedules are to the clauses and Schedules of this Deed and references to paragraphs are to paragraphs of the relevant Schedule.

1.7 Clause, Schedule and paragraph headings shall not affect the interpretation of this Deed.

1.8 Except to the extent that they are inconsistent with the definitions and interpretations in Clause 1.1 of this Deed, the definitions and interpretations in Clause 1.1of the Shareholders Agreement shall apply to this Deed.

2. VARIATIONS

2.1 From and including the date of this Deed, the Shareholders Agreement shall be read and construed as varied in accordance with clause 15.1 of the Shareholders Agreement by the provisions set out in the Schedule.

2.2 The Shareholders Agreement shall remain fully effective as varied by this Deed and the terms of the Shareholders Agreement shall have effect as though the provisions contained in this Deed had been contained in the Shareholders Agreement with effect from the date of this Deed.

3. PARTIES' COVENANTS

The parties covenant to observe and perform their respective obligations in the Shareholders Agreement as varied by this Deed.

4. COSTS

Each party shall bear their own costs in the preparation and completion of this Deed.

5. GOVERNING LAW

This Deed and any dispute or claim arising out of or in connection with it or its subject matter or formation (whether contractual in nature or otherwise) shall be governed by and construed in accordance with the laws of England and Wales and each party irrevocably agrees that the courts of England shall have exclusive jurisdiction to settle any such dispute or claim arising out of or in connection with this Deed or its subject matter or formation.

6. THIRD PARTY RIGHTS

A person who is not a party to this Deed shall not have any rights under the Contracts (Rights of Third Parties) Act 1999 to enforce any term of this Deed. This does not affect any right or remedy of a third party which exists or is available apart from that Act.

This document has been executed as a Deed and is delivered and takes effect on the date stated at the beginning of it.

SCHEDULE 1

Variations to the Shareholders Agreement

~~The definition of~~

1. [review what other changes are required to the Shareholders Agreement]

~~1.~~2. Schedule 4 of the Shareholders Agreement shall be deleted and replaced by ":

SCHEDULE 4 –

CONTACT DETAILS

BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

Address:	Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY
For the attention of:	The Monitoring Officer
Telephone:	01202 817926
Email address:	janie.berry@bcpcouncil.gov.uk

BCP FUTUREPLACES LIMITED

Address:	Civic Centre, Bourne Avenue, Bournemouth, BH2 6DY
For the attention of:	The Chief Executive
Telephone:	01202 126885
Email address:	ian.odonnell@bcpcouncil.gov.uk

Or, in each case, such other address / email as may be notified by the relevant party to the other parties from time to time.

Executed as a Deed by **Bournemouth, Christchurch and Poole Council** by affixing its common seal in the presence of:

……..……..……..……..……..……..……..……..……..……..
Authorised Signatory

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BCP FuturePlaces Limited ("FPL") Terms of Reference

Purpose

To provide Development Consultancy and Management Services to BCP Council through the effective execution of agreed Business Plans.

Objectives

- To accelerate, energise and enhance the redevelopment of the Bournemouth, Christchurch and Poole area.
- To drive "Place Making", regeneration and property market transformation both across key sites owned by the Council and across the wider area to support the aspirations set out in The Council's Big Plan.
- To effectively manage the business and all affairs of the Company, in accordance with those matters reserved for the Shareholder and to fulfil the duties of a director in accordance with Companies Act 2006.
- To ensure Teckal Compliance, monitoring and implement remedies should non-compliance be identified.
- To develop a Business Plan to include:
  - an annual operating revenue plan and capital expenditure requirements (including funding source, operating revenue plan and a capital expenditure programme);
  - a balance sheet forecast;
  - a minimum 3 year term financial strategy plan;
  - an annual profit and loss account for each service delivered;
  - a corporate risk register containing quarterly updates by the Board;
  - a copy of any relevant insurance policies;
  - annual development programme;
  - portfolio of projects; and
  - any other requirements as requested by the Council from time to time.

Timing

Every six weeks, on a regular day wherever possible, for 2 hours.
Agenda and Papers to be circulated by the Company Secretary prior to the meeting.

Quorum

A quorum of 3 directors shall be required to transact business at a meeting.

Membership

Cllr Philip Broadhead, Chair
Cllr Drew Mellor, Director
Graham Farrant, Director
Craig Beevers, BCP FuturePlaces Chief Operating Officer
Gail Mayhew, BCP FuturePlaces Managing Director
Sarah Longthorpe, BCP FuturePlaces Service Director
Or their nominated representatives
Other officers may attend at the invitation of the Chair.

Secretariat: Provided by the Company Secretary.

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OFFICER DECISION RECORD

This form should be used to record Executive decisions taken by Officers

Decision Maker:	Graham Farrant, Chief Executive	
Service Area:	Corporate Management	**Date:** 1 December 2023
Contact Name:	Graham Farrant	**Tel No:** 01202 127976
E-mail:	graham.farrant@bcpcouncil.gov.uk	
Subject:	Recruitment of Director of Law and Governance (Monitoring Officer)	

Decision taken:

1 This urgent decision is to approve the appointment of Janie Berry to the position of Director of Law and Governance, (and the Council's Monitoring Officer), in accordance with the Council's Constitution and statutory requirements.

Options considered:

2 The options considered were in accordance with the Councils recruitment process as set out below.

Reasons for the decision and urgency:

3 Under Section 5 of the Local Government & Housing Act 1989 (as amended), the Council has a duty to designate the role of Monitoring Officer to an officer of the authority.

4 Making this decision by Friday 1 December will enable Janie Berry to take up her new appointment from 11 December, whereas any later decision would delay her start into the New Year and waiting for the next council meeting would delay her start until 1 February, at the earliest. It is in the Council's interest that we make this appointment as soon as possible, to avoid losing an exceptional candidate and especially as we move towards the formal budget setting process.

Background:

5 The previous Director of Law and Governance (and designated Monitoring Officer) retired from the Council on 18 October 2023, following which the Head of Democratic Services covered the role as interim Monitoring Officer.

6 Under Section 5 of the Local Government & Housing Act 1989 (as amended), the Council has a duty to designate the role of Monitoring Officer to an officer of the authority. Neither

the Head of Paid Service nor the Chief Finance Officer (Section 151) may be designated as the Council's Monitoring Officer. There is no statutory requirement for the position to be held by a legally qualified officer, although the Council would want to be assured that the officer appointed has the relevant skills and experience.

7 The Monitoring Officer has several statutory duties and responsibilities relating to the Council's Constitution and our arrangements for effective governance. These duties include maintaining the Constitution, ensuring that no decision or omission of the Council is likely to give rise to illegality or maladministration and promoting high standards of conduct. A full list of the Monitoring Officer's responsibilities and delegated powers is included within the Council's Constitution.

8 The Council's Constitution sets out the requirements for senior appointments as follows:

Article 11 - Officers 1. Management Structure

1.1. General - The Council may engage such staff (referred to as Officers) as it considers necessary to carry out its functions.

1.2. Chief Officers - The Council will engage persons for the following posts, who will be designated Chief Officers:

(a) Chief Executive and Head of Paid Service

(b) Directors who report directly to the Chief Executive within the line management structure

1.3. The process of selection and recruitment of the above Chief Officers shall be undertaken in accordance with provisions set out in the Employment and Procedure Rules - Part 4E of the Constitution.

The Constitution states that Chief Officer roles should be advertised in such a way as is likely to bring it to the attention of persons who are qualified to apply for them. The vacancy for the Director of Law and Governance role was advertised via the following to ensure the council attracted the widest pool of applicants.

- Public Law (premium listing)
- Penna social media (LinkedIn, Twitter, Instagram and Facebook)
- BCP web site
- Mailing via the Penna Network
- Black Lawyers Network

9 The employment rules within the Constitution state that appointments will be made by Council following a process arranged by the Director of People and Culture and in consultation with the Leader of the Council.

10 The selection process for the Director of Law and Governance comprised of the following:-

(i) Penna, an established executive search company for local government was selected to support the council in resourcing for the role.

(ii) Candidates were selected from a long list of applications and their career history was analysed by Penna.

(iii) Shortlisted candidates were invited to a councillor's interview panel held on 22 November where they were invited to present to the formal panel. Following the presentation, candidates were asked a range of competency-based questions.

(iv) The formal recruitment panel comprised of the following:

- Cllr Vikki Slade (Leader of the Council),
- Cllr Jeff Hanna (Portfolio holder for Resources),
- Cllr Phil Broadhead (Leader of the Opposition),

The councillors panel were advised by:

- Graham Farrant, (Chief Executive),
- Sarah Ray-Deane (Director of People and Culture)
- Bernadette MacDonald- Raggett (Independent Observer)

Reason for urgency:

11 As set out above, this decision is urgent to avoid delay and to avoid losing an exceptional candidate for the role.

Consultations undertaken:

12 The decision has been made in accordance with the recruitment process as set out above. The need for an urgent decision has been discussed with, and agreed by, the Leader of the Council and the Leader of the Opposition.

Finance and Resourcing Implications:

There are no financial implications arising from this report, as the role is within the current establishment budget.

Name: Adam Richens (Director of Finance): **Date: 1 December 2023**



Legal Implications:

This decision is taken in accordance with Part 3 (Responsibility for Functions), Delegations to Chief Officers, line 68, in the revised Constitution. This decision will be reported to Council at the next available meeting.

Name: Richard Jones **Date: 1 December 2023**



(interim Monitoring Officer):

Risk Assessment:

There are no increased risks arising from this decision.

Impact Assessments:

Candidates were assessed using objective assessment criteria. The selection process was observed by an independent observer who participated in the whole process from shortlisting through to selection and expressed her satisfaction with the process overall.

Information for publication: Janie Berry CV attached for information

Background papers: None

Any declaration of interest by the Officer responsible for the decision: None

Note: No Officer having a personal financial interest in any matter should take a decision on that matter. Other interests of a non-disqualifying matter should be recorded here.

Any conflict of interest declared by a Cabinet Member who is consulted by the Officer taking the decision: None

Decision taken by: (print name and designation)
Graham Farrant, Chief Executive

Signature:



Date of Decision: 1 December 2023

Date Decision Effective: 1 December 2023
Date of Publication of record of decision: As shown on web site

Note: A record of this decision should be kept by the Service Area within which the decision falls.

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