Notice of Environment and Place Overview and Scrutiny Committee

Date: Wednesday, 9 July 2025 at 6.00 pm

Venue: HMS Phoebe, BCP Civic Centre, Bournemouth BH2 6DY

Membership:

Chairman:
Cllr C Rigby

Vice Chairman:
Cllr D d'Orton-Gibson

Cllr B Chick	Cllr M Gillett	Cllr Dr F Rice
Cllr J Clements	Cllr C Goodall	Cllr V Ricketts
Cllr J Edwards	Cllr J Martin	Cllr G Wright

All Members of the Environment and Place Overview and Scrutiny Committee are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to view the live stream of this meeting at the following link:

https://democracy.bcpcouncil.gov.uk/ieListDocuments.aspx?MId=5917

If you would like any further information on the items to be considered at the meeting please contact: Rebekah Rhodes or email rebekah.rhodes@bcpcouncil.gov.uk

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

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

GRAHAM FARRANT
CHIEF EXECUTIVE

1 July 2025

DEBATE NOT HATE

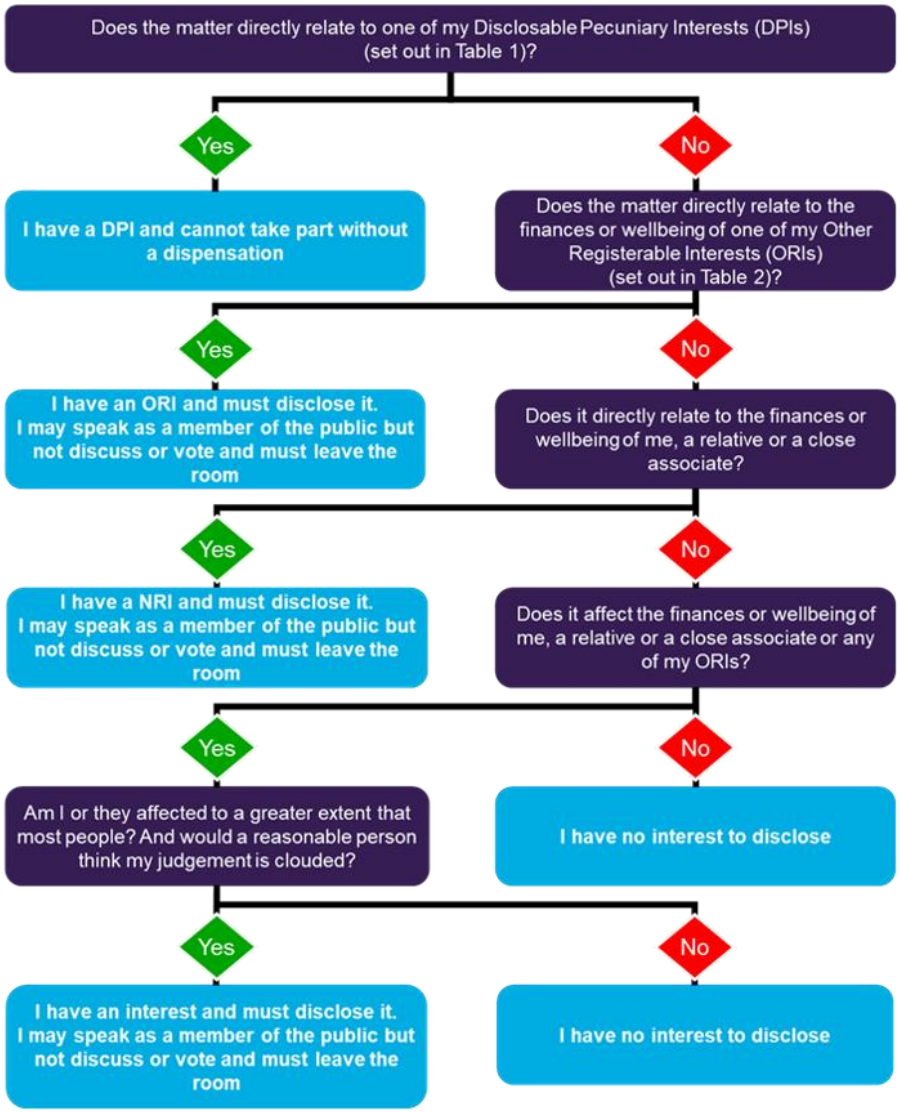
Available online and on the Mod.gov app

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. Substitute Members

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

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

3. Declarations of Interests

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

Declarations received will be reported at the meeting.

4. Confirmation of Minutes 7 - 10

To confirm and sign as a correct record the minutes of the Meeting held on 15 May 2025.

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 at the following link:-

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

The deadline for the submission of public questions is mid-day 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

6. Local Area Energy Plan 11 - 90

This report presents the Bournemouth, Christchurch and Poole Local Area Energy Plan (LAEP). This has been produced to provide a roadmap and informed action plan to enable the Council, working with partners and other

organisations, to address its Climate and Ecological Emergency commitments and achieve the stated aim of carbon neutrality by 2045.

7. Email and Document Storage Retention – Impact Analysis on Costs and Environmental Factors & Recommendations 91 - 98

This report evaluates the current email and document storage, carbon and costs footprints of BCP Councils use of Microsoft 365.

The primary reason for bringing this report is to address the scrutiny request to "*establish the current data use and retention polices of the council, and whether there is scope for reduction of the environmental and financial impact of those policies*".

The report outlines three options for consideration: reducing how much data the Council retains in its compliance libraries, transitioning to alternative cloud or on-premises solutions, and completing activity to profile users to enable potential re-mapping to lower costs licence types.

8. Cliff and Coastal Erosion Management across the BCP coast 99 - 114

Since the late 19th century we have been building coastal defences along the shoreline at the base of the cliff to prevent coastal erosion. However, whilst the introduction and evolution of coastal defences along the base of the cliffs have been very successful in stopping coastal erosion by marine action, they were not successful in stopping cliff instability landwards of the coastal defences.

Consequently, borough engineers between the 1950s to 1990s undertook extensive cliff stabilisation works and ongoing maintenance of a variety of engineering measures. However, from the 1990s onwards, due to a loss of knowledge/experience as engineers left the local authorities and were not replaced, combined with a reduction in funding, the approach to cliff stabilisation works has been much more one of reacting to events rather than proactively intervening with cliff stabilisation works and maintaining those systems installed in the period 1950s-1990s.

In recognition of the challenges of cliff instability, since 2022 the South West Flood & Coastal team have been leading the development of a new BCP Cliff Management Strategy (CMS) which aims to provide a single, consistent and integrated approach to managing each section of cliff along the BCP coast, such that decisions made by various service areas in BCP Council are based on a common understanding of the risks posed by future cliff erosion and instability which arise from a range of factors including the impacts of climate change. The CMS is due to complete by March 2026 and the paper provides details on what it will produce.

After March 2026, there will need to be funding provided to enable the ongoing maintenance of the new systems and processes established by the CMS. In addition, there will be a need to provide funding for both maintenance of the various cliff management systems across the BCP coast and, in places, the construction of new cliff stabilisation works where we continue to have cliff slips and falls – such as at West Cliff.

9. Work Plan 115 - 124

The Overview and Scrutiny (O&S) Committee is asked to consider and identify work priorities for publication in a Work Plan.

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

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL

ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Minutes of the Meeting held on 14 May 2025 at 6.00 pm

Present:-

Cllr C Rigby – Chairman

Cllr D d'Orton-Gibson – Vice-Chairman

Present: Cllr C Goodall, Cllr J Martin, Cllr Dr F Rice, Cllr V Ricketts, Cllr J Edwards and Cllr M Gillett

1. Apologies

Apologies were received from Cllr Jo Clements, Cllr Birain Chick and Cllr Gavin Wright.

2. Substitute Members

There were no substitute members.

3. Election of Chair

Nominations were sought for the election of Chair. A nomination was received and seconded for Councillor C Rigby. No further nominations were received.

RESOLVED that Councillor C Rigby be elected as Chair of the Environment and Place Overview and Scrutiny Committee for the 2025/26 Municipal Year.

4. Election of Vice-Chair

The Chair sought nominations were sought for the election of Vice Chair. A nomination was received and seconded for Councillor D D'Orton-Gibson. No further nominations were received.

RESOLVED that Councillor D D'Orton-Gibson be elected as Vice Chair of the Environment and Place Overview and Scrutiny Committee for the 2025/26 Municipal Year.

5. Declarations of Interests

Item 8 - Cllr Ricketts declared that she was Secretary of Christchurch Harbour Marine Society which was a voluntary role. Cllr Ricketts presented the petition and then left the meeting after questions and before debate.

Item 9 - BCP Local Plan Cllr Ricketts declared a Disclosable Pecuniary Interest due to her employment and was not present for this item.

6. Confirmation of Minutes

RESOLVED: that the minutes of the meeting held on Wednesday 2 April 2025 were approved as a correct record.

7. Public Issues

The Committee was advised that there had been no public questions or statements received on this occasion.

8. Recommendations from Portfolio Holders, Cabinet or Council

The Chair presented the item, 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 Committee was advised that this was to comply with the decision of Council and the requirements of the council's constitution.
The Council's constitution provides that Overview and Scrutiny (O&S) Committees may consider requests for work from a range of sources, including requests from Portfolio Holders, Cabinet and Council.

The O&S Committee was asked to consider a request for scrutiny recently made by Council, and to determine the request in line with the associated constitution procedure rules.

A petition to protect Christchurch Harbour was presented by Cllr V Ricketts at full council and it was recommended that it be referred to the next available Environment and Place Overview and Scrutiny Committee meeting for consideration.

RESOLVED that the protect Christchurch Harbour matter be added to the work plan.

9. BCP Local Plan next steps, updated Local Development Scheme (LDS) and Statement of Community Involvement (SCI)

The Portfolio Holder for Planning presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'B' to these Minutes in the Minute Book.

Following Stage 1 examination hearings on the draft BCP Local Plan in January 2025, the Inspectors provided a post hearing letter in early March 2025. The letter stated that the Council had failed to adequately discharge the Duty to Cooperate. This was not something that could be rectified during the examination.

It was therefore recommended to withdraw the draft BCP Local Plan from examination.

The associated Community Infrastructure Levy (CIL) Charging Schedule that was submitted for its own examination at the same time was also recommended to be withdrawn due its strong ties with the draft Local Plan.

If Cabinet and Council agreed the withdrawal of the Local Plan and CIL Charging Schedule, a new Local Plan would need to be prepared. A timetable (Local Development Scheme - LDS) for this new Plan was recommended in Appendix 1.

To facilitate community involvement and good plan making and development management processes, an updated Statement of Community Involvement (SCI) was also recommended for Cabinet to agree at Appendix 2.

There was no formal recommendation made, there was strong support for collaborative scrutiny across committees and early engagement. This would be discussed outside of the meeting between scrutiny chairs.

10. Work Plan

The Chair presented a report, a copy of which had been circulated to each Member and a copy of which appears as Appendix 'C' to these Minutes in the Minute Book.

The Overview and Scrutiny (O&S) Committee was asked to consider and identify work priorities for publication in a Work Plan.

There were two scrutiny requests considered by the Committee detailed below:

Building Standards – the effectiveness, enforcement, and future of building inspections within the BCP area, with a focus on restoring Local Authority control and ensuring robust, impartial oversight.

The Committee was informed that there was an enquiry in parliament on this and the results would be published in the autumn which could them be considered with the request.

Pedestrian Crossings – The Committee was asked to review the timing settings for pedestrian crossings in the BCP area.

RESOLVED that the Building Standards request be postponed until the outcome of the Government enquiry in the Autumn, when it would be re assessed. The Committee agreed that Cllrs Rice and Chapmanlaw act as rapporteurs for the pedestrian crossings request and report back at a future meeting. The Committee approved the items on the work plan and delegated responsibility for programming to the Chair and Vice-Chair.

Voting: Unanimous

11. Future Meeting Dates

The next meeting is Wednesday 9 July 2025 6.00pm.

The meeting ended at 8.00 pm

CHAIRMAN

ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Report subject	**Local Area Energy Plan**
Meeting date	9 July 2025
Status	Public Report
Executive summary	This report presents the Bournemouth, Christchurch and Poole Local Area Energy Plan (LAEP). This has been produced to provide a roadmap and informed action plan to enable the Council, working with partners and other organisations, to address its Climate and Ecological Emergency commitments and achieve the stated aim of carbon neutrality by 2045.
Recommendations	**It is RECOMMENDED that:** **Cabinet accepts the Bournemouth, Christchurch and Poole Local Area Energy Plan and agrees to explore the action plan of 15 priority actions to be taken forward to achieve area-wide carbon neutrality by 2045.**
Reason for recommendations	The Bournemouth, Christchurch and Poole Local Area Energy Plan is an evidence-based document that provides a roadmap to achieving the Council commitment of working towards a carbon neutral area by 2045. Endorsement will support the Council's Corporate Plan objectives and Climate and Ecological Emergency commitments.

Portfolio Holder(s):	Councillor Andy Hadley, Portfolio Holder for Climate Response, Environment and Energy
Corporate Director	Graham Farrant, Chief Executive
Report Authors	Isla Reynolds, Director of Marketing, Communications and Policy Gail Scholes, Interim Head of Climate and Sustainability Neil Short, Strategic Lead: Climate, Resources and Sustainability
Wards	Council-wide
Classification	For Decision

Background

1. BCP Council declared a Climate and Ecological Emergency in 2019, committing to becoming a carbon neutral Council by 2030 and working with partners towards a carbon neutral area by 2050 (since revised to 2045). Recognising the complexity of this task, the Council followed emerging best practice and commissioned a Local Area Energy Plan (LAEP) that would set out the most efficient way to achieve our aims. City Science Corporation Ltd was engaged in 2023 to create the Bournemouth, Christchurch and Poole LAEP, in line with methodology drawn up by the Energy Systems Catapult (see links to background papers).

2. The key characteristics of a LAEP are that it:

   - Provides the level of detail for an area equivalent to a master plan
   - Is a data driven, whole energy system, evidence-based approach
   - Is led by local government in collaboration with defined stakeholders
   - Identifies the most effective route for the local area to contribute towards meeting the national net zero target, while meeting its local net zero target
   - Sets out the total costs, changes in energy use and emissions
   - Results in a costed and spatial plan that identifies the change needed to the local energy system and built environment.

The Bournemouth, Christchurch and Poole Local Area Energy Plan

3. The Bournemouth, Christchurch and Poole LAEP document presented at Appendix 1 sets out an Action Plan of 15 priority actions. These, together with milestone targets set out in the LAEP Net Zero Pathway, will support the BCP area-wide journey to a net zero energy system. The Action Plan acts as a catalyst for future initiatives, with an intention to inform upcoming projects, policies, and strategies. It provides clear, but flexible direction, channelling the broader decarbonisation focus into a set of collective actions. It is important to note that the selection of priority actions does not preclude support for initiatives beyond this list or those featured in other plans. The actions are categorised and listed below, with further explanation in the appendix.

BCP LAEP Priority Actions

Crosscutting Enabling Actions
1: Develop a Net Zero Fund
2: Support Local Green Skills & Workforce Development
3: Support the energy transition through local planning policies
Generation & Network Actions
4: Set-up a Formal Process for Working with SSEN to Optimise Network Planning
5: Support Rooftop PV Deployment Across All Buildings in the BCP Area
6: Analyse & Map Alternative Fuel Demand Across Sectors
7: Develop a Support Programme for Community Energy Groups Across BCP
Building Efficiency, Retrofit & Heat Actions
8: Support the Development of a BCP/Dorset Retrofit Hub
9: Continue Working on Decarbonising the BCP Council Estate
10: Scoping Exercise to Fund Building Retrofit & Low Carbon Heating Interventions
11: Facilitate Development of District Heat Networks
12: Scale-up the Healthy Homes Dorset Scheme
Transport Actions
13: Encourage Modal Shift to Sustainable Transport
14: Encourage the Rollout of Public EV Charging Infrastructure Across BCP area
15: Transition to Zero Emissions Council Fleet and Decarbonise the Bus Fleet

4. Now the 15 appropriate priority actions are identified; the next steps will be to unpack each of them and:

   - Develop a phased delivery plan
   - Agree ownership of actions with partners and key stakeholders
   - Assess the funding and resource required and develop a plan for each action.

Options Appraisal

5. Option 1: Cabinet accepts the Bournemouth, Christchurch and Poole Local Area Energy Plan and agrees to explore the Action Plan of 15 priority actions to be taken forward to achieve area-wide carbon neutrality by 2045.
6. Option 2: Cabinet rejects the Bournemouth, Christchurch and Poole Local Area Energy Plan and the Action Plan of 15 priority actions and therefore risks not achieving area-wide carbon neutrality by 2045.

Summary of financial implications

7. There will ultimately be financial implications for the Council, businesses, householders and others from the individual proposals contained within this report and appendix (as there will be if climate change is left unchecked). These implications will be identified as the projects are developed and considered on a

case-by-case basis in the decision-making process. Early engagement with the Council's Financial Services will be sought. With respect to the Council's continued support for its climate and sustainability function, its 2025/26 Budget Report states: 'The budget continues to protect the staffing resources associated with climate change and ecological emergency activity. In addition, as at the 31 March 2024 £1.239m was available in an earmarked reserve to support project activity.'

8. However, though the activities in the Action Plan are led by the Council and some are already underway and resourced to some extent (e.g. decarbonising the Council estate, sustainable fleet replacement, rollout of EV charging infrastructure), all actions require involvement of partner organisations and funding that must be obtained from external sources yet to be identified. To this end, actions are included to address these funding issues (e.g. establishing a net zero fund, scoping exercise on building retrofit funding).

9. As a master-plan level document, the LAEP provides an indicative cost comparison between the recommended scenario to transition the BCP area energy system to net zero, and the scenario maintaining the present status quo. These compare the most material intensive sectors of buildings and road transport and consider the costs of replacing end of life equipment with identical models or low carbon versions, plus the operating costs and fuel costs for each. The resulting calculations find that overall, there is little financial difference between maintaining the 'business as usual' approach and taking positive measures to achieve net zero.

Summary of legal implications

10. Legal implications in delivery of any projects referenced within the LAEP will be considered on a case-by-case basis and early engagement with the Council's Legal Team will be sought.

Summary of human resources implications

11. The human resources implications of any projects developed as a result of the LAEP will be considered on a case-by-case basis when individual projects are assessed for approval.

Summary of sustainability impact

12. To establish impact on sustainability and other Corporate Plan objectives, Decision Impact Assessment ref. 719 has been completed and the report proposals have achieved a low carbon footprint, as they support the climate agenda.

Summary of public health implications

13. Climate change will result in increasing heatwaves, extreme weather events, floods, disease, and increased cancer risk. The measures proposed to transition to a net zero energy system will help to mitigate against these dangers and can even have a direct positive health effect (e.g., increased fitness from walking or cycling and better air quality from reducing car journeys).

Summary of equality implications

14. An EIA conversation/screening document has been completed. It concludes that endorsement of the LAEP itself has no negative equalities implications but potentially some positive outcomes, for example addressing health inequalities

stemming from fuel poverty. Resulting actions may require individual assessments to be carried out before commencement.

Summary of risk assessment

15. The Council must further its, and community, knowledge of Climate Vulnerability and Risk of the possible effects of climate change on our area. Failing to achieve our Climate and Ecological Emergency declaration commitments will contribute to an increasingly hostile global and local environment. Not acting on the LAEP recommendations will result in the Council failing to meet its commitments under the Climate and Ecological Emergency Declaration and therefore not helping global efforts to keep climate warming below 1.5°C to avoid further environmental damage, population displacement, biodiversity loss and risk to life.
16. The Council could also face reputational damage from negative publicity. However, if we act in a timely manner, many of the actions to tackle climate change will contribute to social, economic, and environmental benefits, reducing the likelihood of actual and perceived risks. Risk assessments will be carried out for individual LAEP Action Plan projects as required, on a case-by-case basis.

Background papers

Guidance on creating a Local Area Energy Plan: Energy Systems Catapult (2022)
https://es.catapult.org.uk/guide/guidance-on-creating-a-local-area-energy-plan/

The future of local area energy planning in the UK: Energy Systems Catapult (2021)
https://es.catapult.org.uk/report/the-future-of-local-area-energy-planning-in-the-uk/

Appendices

Appendix 1: Bournemouth, Christchurch and Poole Local Area Energy Plan

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Bournemouth, Christchurch & Poole Local Area Energy Plan

This report was produced by City Science

Introduction to the Document

This is the summary report for the Bournemouth, Christchurch, & Poole (BCP) Local Area Energy Plan (LAEP), prepared by City Science for BCP Council. This document comprises the four main sections shown below, after (1) Executive Summary and (2) Introduction.

This LAEP was prepared through significant stakeholder engagement, adhering to the Energy Systems Catapult guidance[1]. The Local Context and Energy System chapter provides a comprehensive overview of the current energy system in the BCP area. Following this, the Pathway to Net Zero Carbon and Key Interventions and Focus Zones chapters consider multiple prospective future energy scenarios, and the nature of the potential energy system changes required. Finally, the Action Plan sets out the actionable steps for the Council, with the primary goal of achieving net zero carbon by 2045.

This summary report delivers key technical insights in an accessible format and can be read in conjunction with a technical report, that provides further detailed information.

3. Local Context and Energy System

This is an overview of the local context (such as demographic and socio-economic factors), and the current energy system. The information provides a benchmark against which net zero progress can be measured.

4. Pathway to Net Zero Carbon

A vision for the future energy system across the BCP area, outlining the Net Zero Pathway, which was used to inform and support the interventions and the detailed Action Plan.

5. Key Interventions and Focus Zones

Key interventions that can be applied across the energy system to reach net zero. It also identifies Focus Zones which are areas where an intervention is suitable on a large scale or could be prioritised.

6. Action Plan

The Action Plan provides a clear direction, for BCP Council to focus on decarbonisation initiatives though collective action, and to achieve a net zero carbon future.

Contents & Glossary

1. Executive Summary

Executive Summary

The BCP LAEP presents a comprehensive vision for the BCP area's future energy system, highlighting the key elements it needs to achieve an area-wide net zero energy system by 2045. This includes specific topic areas for local energy demand, generation, and reduced emissions within domestic and non-domestic buildings, transport and mobility, energy generation and energy infrastructure.

What is a Local Area Energy Plan?

Local Area Energy Planning provides an evidence based, spatial plan that identifies the changes required to the local energy system to achieve net zero by the Council's net zero target date. The resulting Net Zero Pathway and Action Plan in the LAEP can be used to guide BCP Council's long term strategic thinking, planning and investment but requires subsequent detailed design work to deliver the suggested actions and projects.

A LAEP defines a long-term vision for an area but should be updated approximately every 3 – 5 years (or when significant technological, policy or local changes occur) to ensure the long-term vision remains relevant.

BCP Council declared a climate and ecological emergency in 2019, committing its operations and assets to be carbon neutral by 2030 and net zero across the BCP area by 2050 – later revised to 2045[1]. Although challenging, it is achievable through local authority collaboration with communities, individuals and stakeholders. A net zero energy system is explored in this LAEP, presenting significant economic opportunities and regional co-benefits.

Stakeholder Engagement

A robust stakeholder engagement programme was embedded throughout each stage of the LAEP development. Local sessions were held including interviews, technical validation meetings, workshops and focus groups to ensure the final outputs reflect the needs and ambition of local stakeholders.

Key Project Stakeholders

- BCP Council
- South West Net Zero Hub (SWNZH)
- Scottish & Southern Electricity Networks (SSEN)
- Southern Gas Network (SGN)

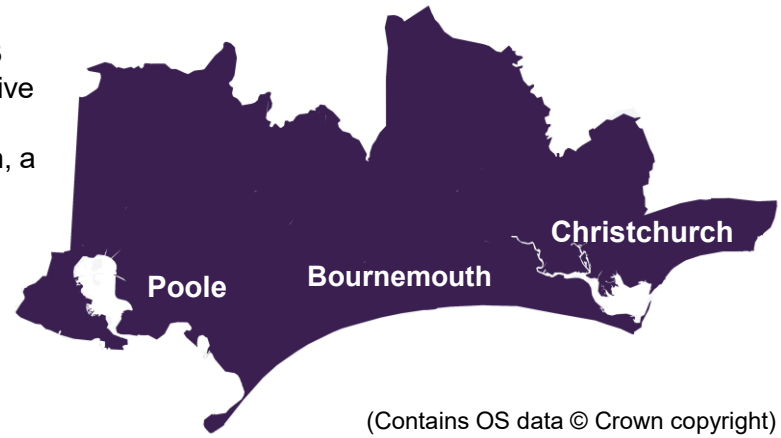
Wider Stakeholders

- Local businesses
- Local energy experts
- Large energy consumers

Local Context

Bournemouth, Christchurch, and Poole are three distinctive towns on the South coast of England, forming a coastal region that covers 0.1% of the total land in England at 161 km^2, with 15 km of beaches, numerous river valleys, woodlands, internationally protected heathlands, and public open spaces [2].

The three principal towns that contain 33 electoral wards and five town/parish councils include Bournemouth, a vibrant coastal town; Christchurch, a historically rich town, and Poole; distinguished by its expansive natural harbour[2].



(Contains OS data © Crown copyright)

Executive Summary

Policy Drivers

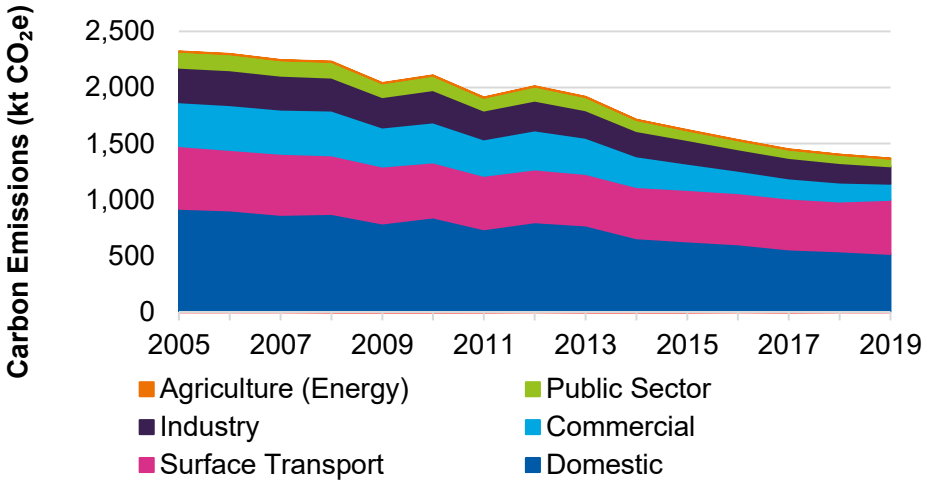
A variety of policies drive the need for a net zero energy system across the BCP area, which has a net zero target of 2045.

Net Zero Strategy (2021)[3] • 100% low carbon electricity by 2035 • Deployment of renewable heat and generation scaled up along with flexibility.	**Joint LEP Energy Strategy (2019)**[4] • Affordable low carbon energy future • Dorset LEP notes region imports 88% of energy but could be a net exporter by 2030	**BCP Council Climate & Ecological Emergency (2019)**[1] • Make BCP Council operations carbon neutral by 2030 • Wider area net zero by 2045
Green Infrastructure Strategy 2022 – 2031[5] • Increase health and wellbeing • Support nature recovery and biodiversity • Opportunities to improve	**Local Planning Policies**[6] • Establishing the planning framework for the area • Address housing and employment needs • Supports mitigating and adapting to climate change	**Housing Strategy 2021 – 2026**[7] • Provide safe sustainable secure homes • Meet the needs for a 21% projected population growth

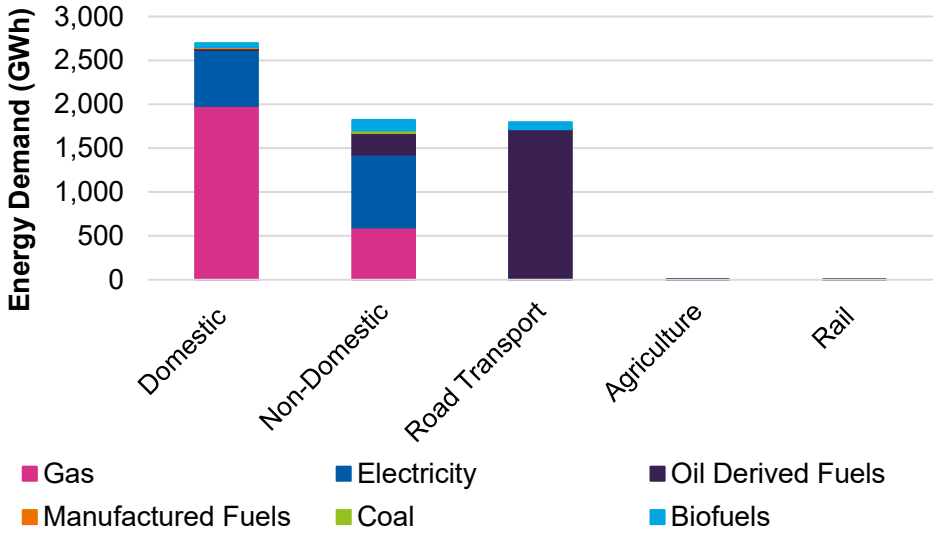
Baseline Energy System

The current energy system was analysed across sectors to understand emissions trajectories, key challenges and opportunities and to serve as a benchmark against which progress can be measured. The base year was chosen as 2019, as it was the latest available data unaffected by COVID-19.

Historical Energy Related Emissions (2005 – 2019)[8]



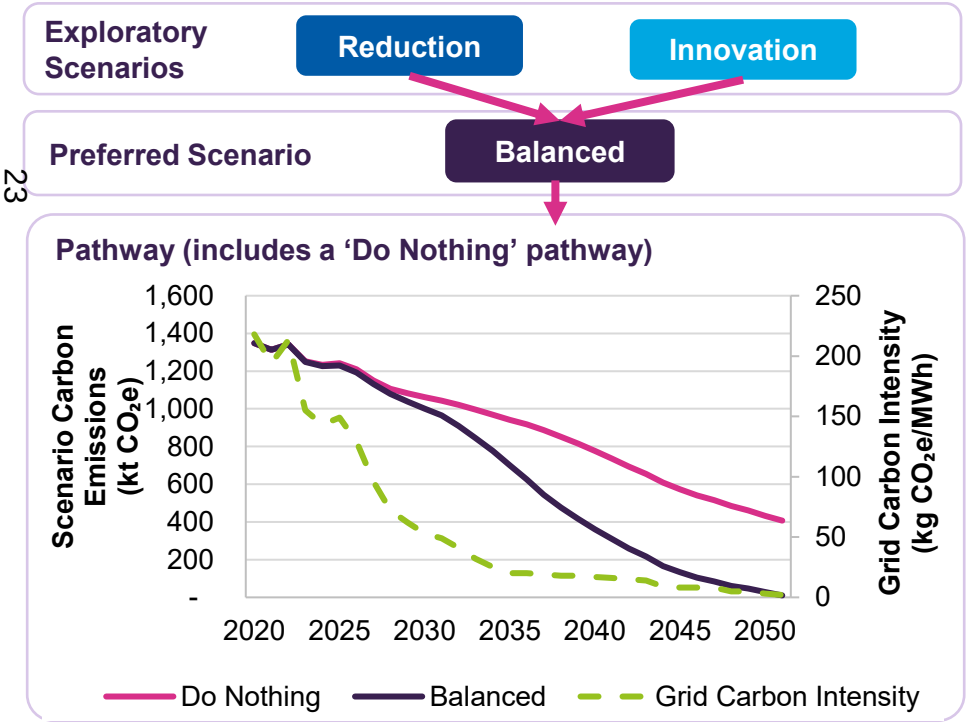
Baseline Energy Demand (2019)[9]



Executive Summary

Assessing Options for the Future

Future energy systems were explored with scenarios. Initially, two exploratory scenarios were modelled (Reduction and Innovation). Then, following evaluation of the modelling results, a Balanced scenario was formed which composed of preferred elements between the two exploratory scenarios and elements which were thought to be most achievable. Once the Balanced scenario was agreed, a Pathway was mapped out between the base year (2019) and 2050 for the Balanced scenario and a Do Nothing scenario which serves as a non-net zero outcome.



Further information on the scenario and pathway modelling process is available in the supporting Technical Annex document.

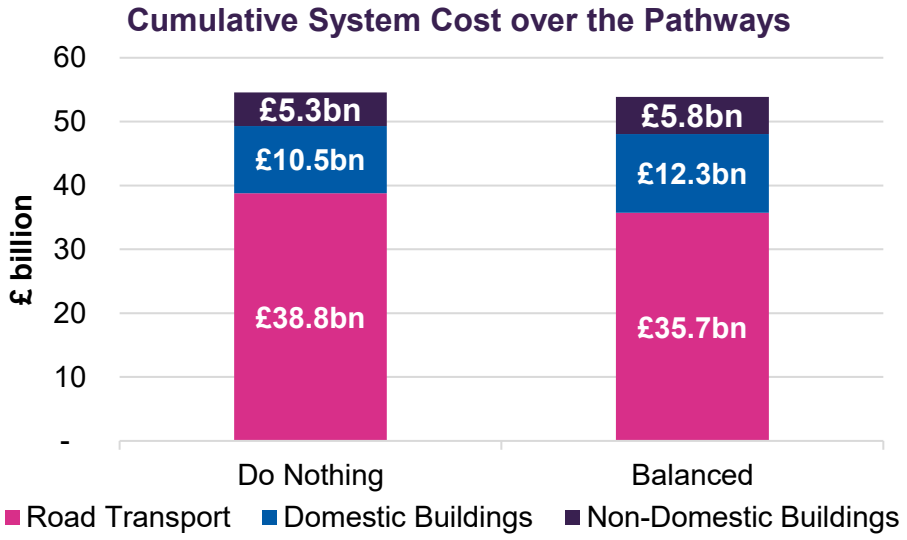
Balanced

Achieves net zero by 2045 through going beyond national decarbonisation pledges, incorporating additional targets including a widespread uptake of heat pumps, electric vehicles (EVs), and rooftop photovoltaics (PV).

Do Nothing

The counterfactual, presenting the future energy system with only existing decarbonisation pledges (such as the ban on new internal combustion engine (ICE) cars and light good vehicles (LGV) from 2035). It excludes policies that aren't tangible and does not guarantee net zero.

The graph below shows system costs for the two modelled scenarios, with both scenarios having comparable overall costs.



Executive Summary

The Preferred Pathway

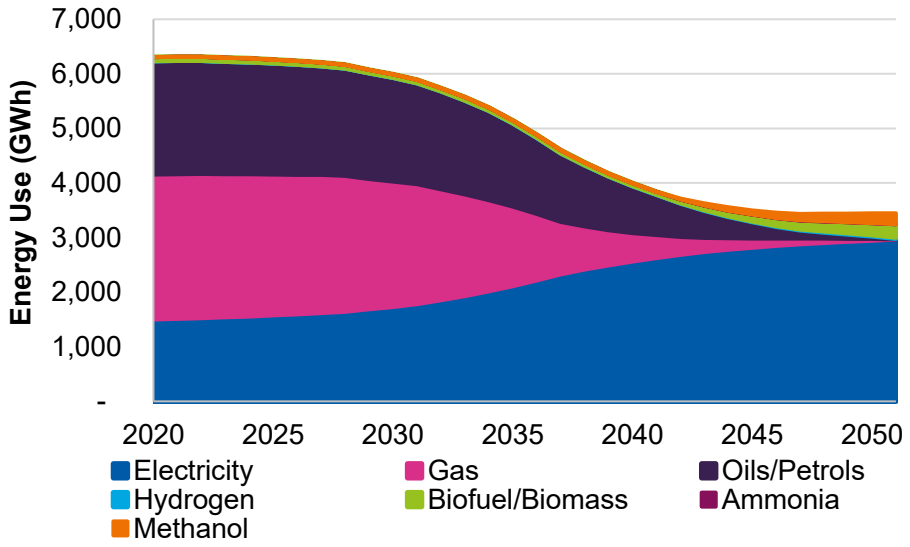
Significant carbon emissions savings are achieved under both the Balanced and Do Nothing scenarios. However, only the Balanced scenario reaches net zero.

The Balanced scenario transitions primarily to electricity, by increasing the rollout of heat pumps for both domestic and non-domestic buildings, and has a high adoption of EVs across all vehicle types. The overall energy consumption decreases substantially under the Balanced pathway as heat pumps and EVs are significantly more energy efficient than gas boilers and combustion engine vehicles.

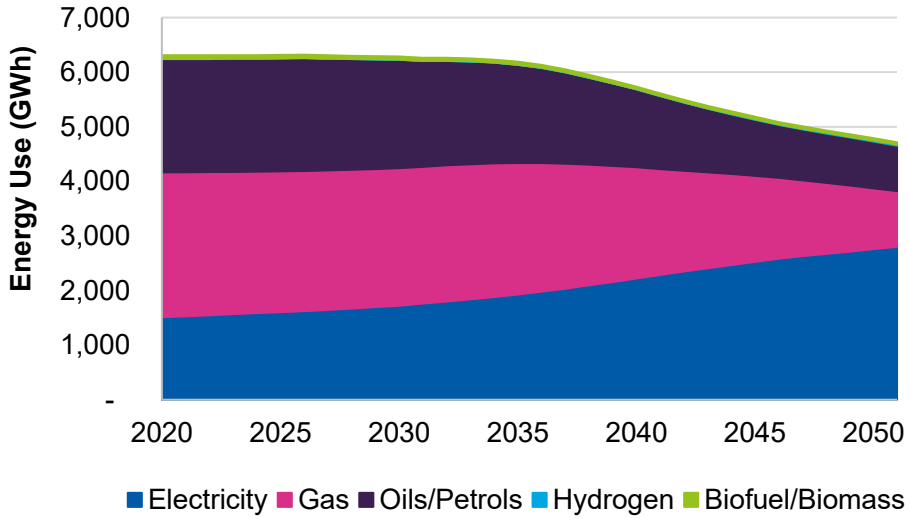
Decline in fossil fuel use is slower in the Do Nothing scenario than Balanced due to a slower uptake in low carbon technologies, such as EVs and heat pumps, with a continued reliance on gas for heating and petrol and diesel for transport in 2050.

Electricity demand is expected to increase significantly under both the Do Nothing and Balanced scenarios due to increased electrification of technologies (e.g. heating and vehicles), which presents challenges for the electricity grid as it will need to undergo rapid upgrades to be able to support the increased demand.

Energy Mix over Time: Balanced Pathway



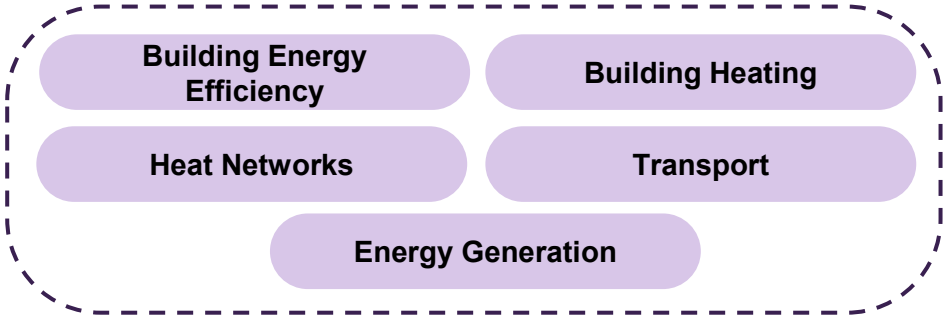
Energy Mix over Time: Do Nothing Pathway



Executive Summary

Intervention Areas

Specific interventions required to achieve a net zero energy system under the Balanced Scenario were assessed across all sectors within the LAEP. This is supported by a spatial analysis of where they could be targeted which could support post-LAEP implementation programmes. The key intervention areas are shown below:



The analysis from these intervention areas was combined with extensive stakeholder engagement to develop the final Action Plan.

Electrification Challenge

Net zero demands significant electrification, which will require increased capacity for both demand and generation on the electricity grid. A key focus after this LAEP will be to collaborate with SSEN to forecast and plan for future demand and generation to enable efficient grid upgrades. It is also recommended that the Council collaborate with NESO and RESP to help ensure that local areas get the energy infrastructure they need to meet local net zero and growth ambitions.

Some of the key interventions required are shown below:

Building Energy Efficiency

130,000 shallow retrofit measures implemented by 2045.

Building Heating

The BCP area will require 140,000 retrofitted domestic heat pumps by 2045, in 76% of homes.

Heat Networks

Five suitable locations for heat network zones identified: West Howe, Poole Harbour, Bournemouth Airport, Bournemouth Hospital, and Central Bournemouth.

Transport

The majority of road transport will electrify, requiring supporting EV charging infrastructure (4,000 public charge points).

Energy Generation

Local renewable generation is 400 GWh, which is 13% of 2045 electricity demand. A large uptake in rooftop PV is required to reach this.

Focus Zones were identified for key intervention areas to provide spatial analysis of where recommended interventions should be prioritised, ensuring a ‘low regrets’ approach. The following page presents a summary of these Focus Zones, along with key insights from the interventions analysis, as illustrated in the Plan on a Page.

Executive Summary

Plan on a Page

This page highlights the key milestones and interventions required for the Net Zero Pathway. The map below presents the identified Focus Zones for retrofit, heat networks and EV charging, mapped against primary substation zone boundaries.

DHN potential in Bournemouth Hospital, Bournemouth Airport, West Howe industrial area and the Port of Poole

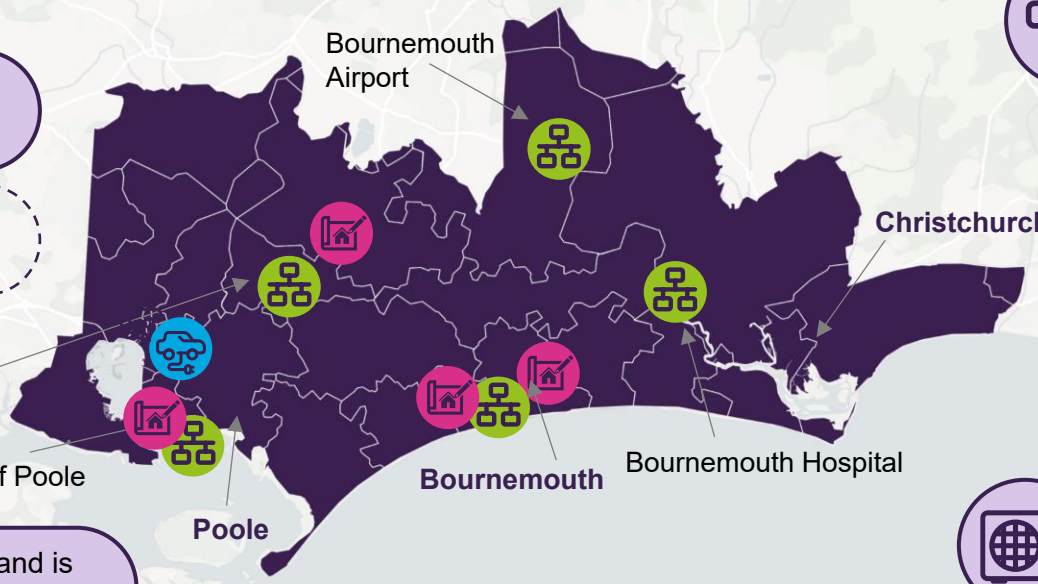
Potential for geothermal heat networks across the BCP area

160,000 EV cars by 2045

4,000 public EV charge points to install

100 $ktCO_2e$ emissions remain in 2045

90% reduction from the baseline



130,000 shallow domestic retrofit measures by 2045

140,000 retrofitted domestic heat pumps needed by 2045

2045 electricity demand is **2x** the baseline

2045 electricity demand is **3,000** GWh

Significant network investment will be required.

~400 GWh of local renewable generation

13% of the 2045 electricity demand

Key

- DHN Focus Zones
- Retrofit Focus Zones
- EV Charging Focus Zone

Executive Summary

Action Plan & Next Steps

The Action Plan provides the detail of 15 priority actions to achieve the milestone targets set out in the Net Zero Pathway, and support the BCP area's journey to a net zero energy system. It acts as a catalyst for future initiatives, with an intention to inform upcoming projects, policies, and strategies. It provides clear, but intentionally flexible direction, channelling the broader decarbonisation focus into a set of collective actions. It is important to note that the selection of priority actions does not preclude support for initiatives beyond this list or those featured in other plans. The actions are categorised and outlined below:

Crosscutting Enabling Actions

1. Develop a net zero fund.
2. Support local green skills & workforce development.
3: Support the energy transition through local planning policies.

Generation & Network Actions

4: Set-up a formal process for working with SSEN to optimise network planning.
5: Support rooftop PV deployment across all buildings in the BCP area.
6: Analyse & map alternative fuel demand across sectors.
7: Develop a support programme for community energy groups across the BCP area.

Building Efficiency, Retrofit & Heat Actions

8: Support the development of the Dorset Retrofit Hub.
9: Continue working on decarbonising the BCP Council estate.
10: Scoping exercise to fund retrofit & low carbon heating interventions.
11: Facilitate development of District Heat Networks.
12: Scale-up the Healthy Homes Dorset scheme.

Transport Actions

13: Encourage modal shift to sustainable transport.
14: Encourage the rollout of public EV charging Infrastructure across the BCP area.
15: Transition to zero-emissions council fleet and decarbonise the bus fleet.

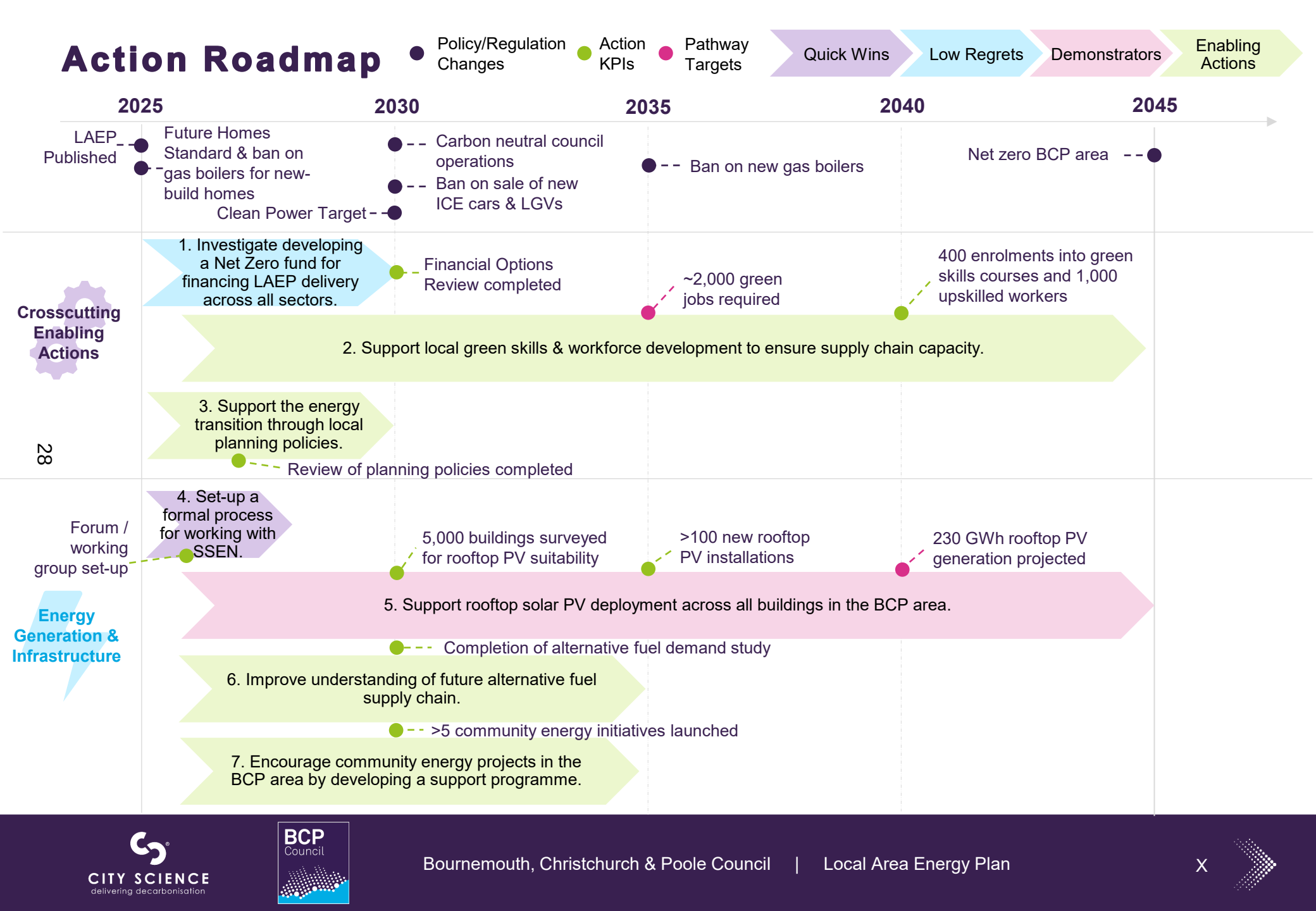
Next Steps

To mobilise the actions, the following key next steps have been identified.

1. **Prioritisation:** Develop a phased delivery plan of the priority actions.
2. **Collaboration:** BCP Council Teams may take ownership of certain actions, however, not all actions will fall under its scope. Instead, it will delegate ownership to appropriate parties, via engagement with key stakeholders.
3. **Funding & Resource:** Once ownership has been identified, the next step is to assess the funding and resource required and develop a plan for each action.

The following pages feature an Action Roadmap which provides an overview of the sequential implementation of the priority actions. The detailed Action Plan can be found at the end of this document.

Action Roadmap



Action Roadmap

Policy/Regulation Changes | Action KPIs | Pathway Targets

Quick Wins | Low Regrets | Demonstrators | Enabling Actions

2025 | 2030 | 2035 | 2040 | 2045

LAEP Published

Future Homes Standard & ban on gas boilers for new-build homes

Carbon neutral council operations

2030 Clean Power Target

Ban on new gas boilers

Net zero BCP area

Building Efficiency, Retrofit & Heat

8. Support the development of the Dorset Retrofit Hub.

>200 retrofit installations through the hub

9. Continue working on decarbonising the BCP Council Estate to meet the 2030 target.

90% of council stock transitioned to low carbon heating

10. Carry out a scoping exercise to secure funding for retrofit works

Deliver a heat network feasibility study report

11: Facilitate the development of District Heat Networks in the BCP area.

~4,000 homes connected to a heat network between 2030 and 2040

12. Scale-up the Healthy Homes Dorset local insulation grant scheme & relevant national schemes.

Support >500 households through the scheme

Transport

50% of journeys by sustainable transport

13. Support the Local Transport Plan 4 to encourage mode shift to sustainable transport.

14. Support the Public Electric Vehicle Infrastructure Study (PEVIS) Actions to encourage the rollout of public EV charging infrastructure across the BCP area.

160,000 EVs across the BCP area

15. Work towards a zero emissions council fleet and decarbonising the BCP bus fleet.

Deliver >750 low powered on-street charging sockets through Local Electric Vehicle Infrastructure (LEVI) funding

25% of all public bus journeys across the BCP area to be provided by Zero Emission Vehicles

2. Introduction

What is Local Area Energy Planning?

LOCAL AREA ENERGY PLAN (LAEP)

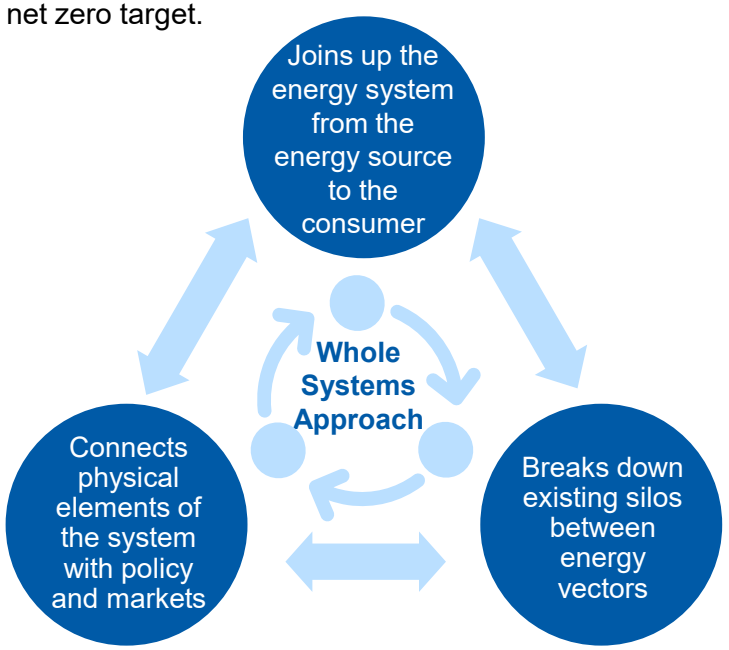
Sets out the changes required to transition an area's energy system to net zero carbon emissions, against a specified timeframe. This is achieved by exploring a range of technologies and scenarios through whole energy system modelling and analysis. By identifying the preferred pathway to net zero, additional benefits for the local area can be realised[1] [2].

A LAEP provides an indicative costed spatial plan that identifies the change needed to the local energy system and built environment, detailing what changes are required, where, when and by whom. The level of detail for an area is equivalent to an outline design or master plan. Therefore, additional detailed design work is required for identified specific actions, projects, and programmes to progress to implementation.

For example, a LAEP may identify a zone that is best suited to a district heat network by assessing the types of buildings in the zone, their characteristics, and density. However, a full feasibility assessment by an appropriately qualified installation or design company, along with assessment of commercial viability and delivery mechanisms would be required.

A LAEP defines a long-term vision for an area but should be updated approximately every 3 – 5 years (or when significant technological, policy or local changes occur) to ensure the long-term plan remains up-to-date.

Being data-driven and evidence-based, a LAEP uses a whole energy system approach that is led by local government and developed collaboratively with defined stakeholders. It sets out to identify a locally defined route to net zero, as well as contributing towards meeting the national net zero target.



Key Benefits of the Whole Systems Approach

By working closely with local stakeholders, incorporating their data, knowledge and future plans, a LAEP is built on a common evidence base. The outputs can then be used reliably by all stakeholders knowing they are working towards a common goal built on strong foundations.

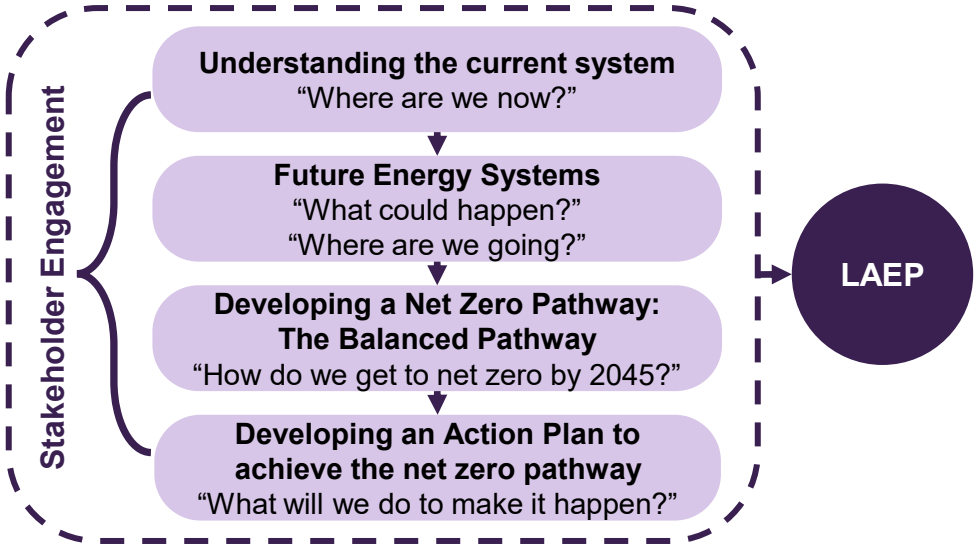
The LAEP Process

The LAEP provides a structured approach to planning the future energy system for the BCP area, with the goal of achieving a BCP wide net zero energy system by 2045.

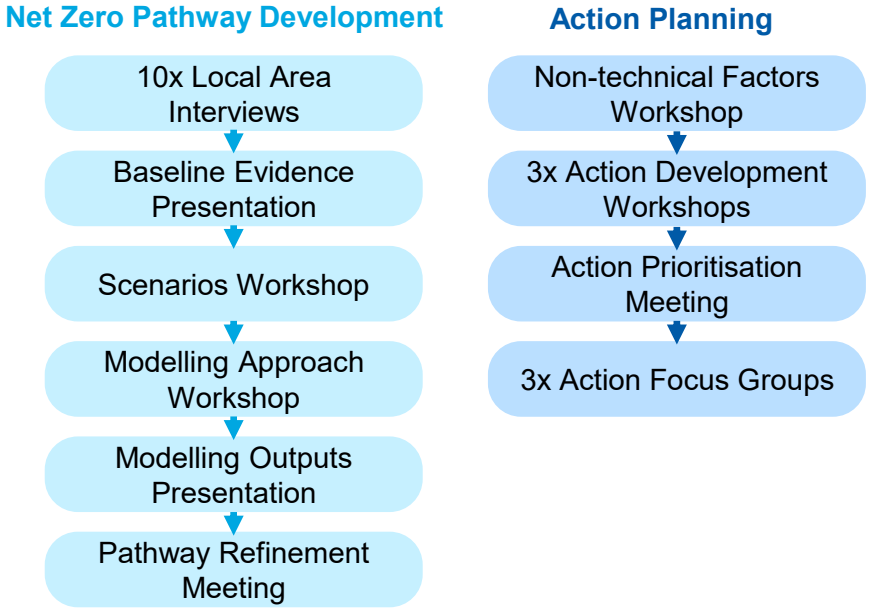
This LAEP's approach aligns with the seven stages of local area energy planning, as set out by Energy Systems Catapult (ESC) in their guidance for creating a LAEP[2]. The four key delivery stages of the BCP LAEP are shown in the diagram below, each building on the previous to develop a clear, evidence-based plan for implementation. By integrating these stages, the LAEP provides a practical roadmap for the transition to a sustainable local energy system.

Additionally, it enables strategic decision-making, supports investment planning, and ensures that decarbonisation efforts align with local needs and opportunities.

Key to the delivery of the LAEP is the extensive stakeholder engagement process, consisting of 23 engagement sessions that were embedded in all stages of the LAEP's development. This consisted of local interviews, workshops, technical validation meetings, and focus groups to ensure the final outputs reflect the needs and ambition of local stakeholders. The key engagement stages are outlined in the diagram below.



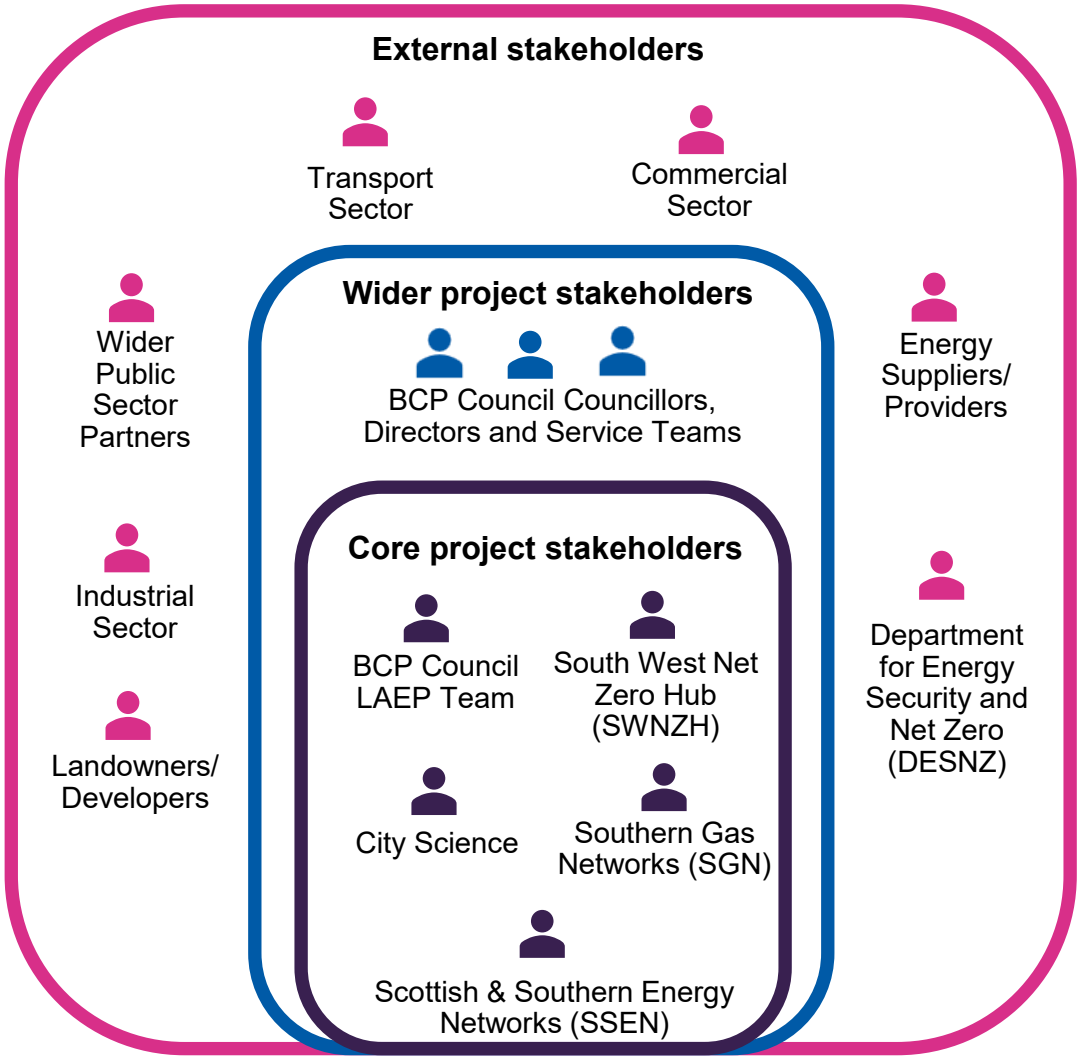
Stakeholder Engagement Process



Stakeholders

Effective stakeholder engagement is essential to developing a high-quality LAEP. Securing buy-in from diverse stakeholders, results in a comprehensive, balanced, and implementable plan reflecting the area's varied needs. The engaged stakeholder segments included:

- **Key project stakeholders:** Those with significant influence and responsibility for the delivery of the LAEP.
- **Wider project stakeholders:** Those who are impacted by the LAEP outcomes such as subject experts and council members.
- **External stakeholders:** Those outside local government who have a strong interest in or influence on the LAEP to ensure a participatory process.



Scope

The UK Government's 2021 Net Zero Strategy estimates that 82% of the UK's emissions are "within the scope of influence of local authorities"[3]. The scope of the LAEP covers current energy consumption and associated greenhouse gas emissions, and projected consumption in a defined area to 2050.

Local Area Energy Planning has less emphasis on aspects of the energy system which are expected to be overseen by central government. Large electricity generators connected to the transmission network are aspects considered to be national rather than local. The LAEP does not include non-energy sources of greenhouse gas emissions.

The LAEP considers the current energy system, planned changes, and changes which are needed to transition to net zero carbon emissions. Site-specific data is used where available, with remaining areas covered by national datasets.

This Scope

In addition to ESC's standard LAEP scope, this LAEP also includes agricultural machinery, maritime, energy from waste and rail. Aviation has not been included in the scope of this LAEP as this sector was deemed to have little influence from BCP Council.

It should be noted that despite being in scope for this LAEP, some sectors may not have been included in the proposed measures under the Net Zero Pathway due to them having a low suitability to the BCP area, such as onshore wind.

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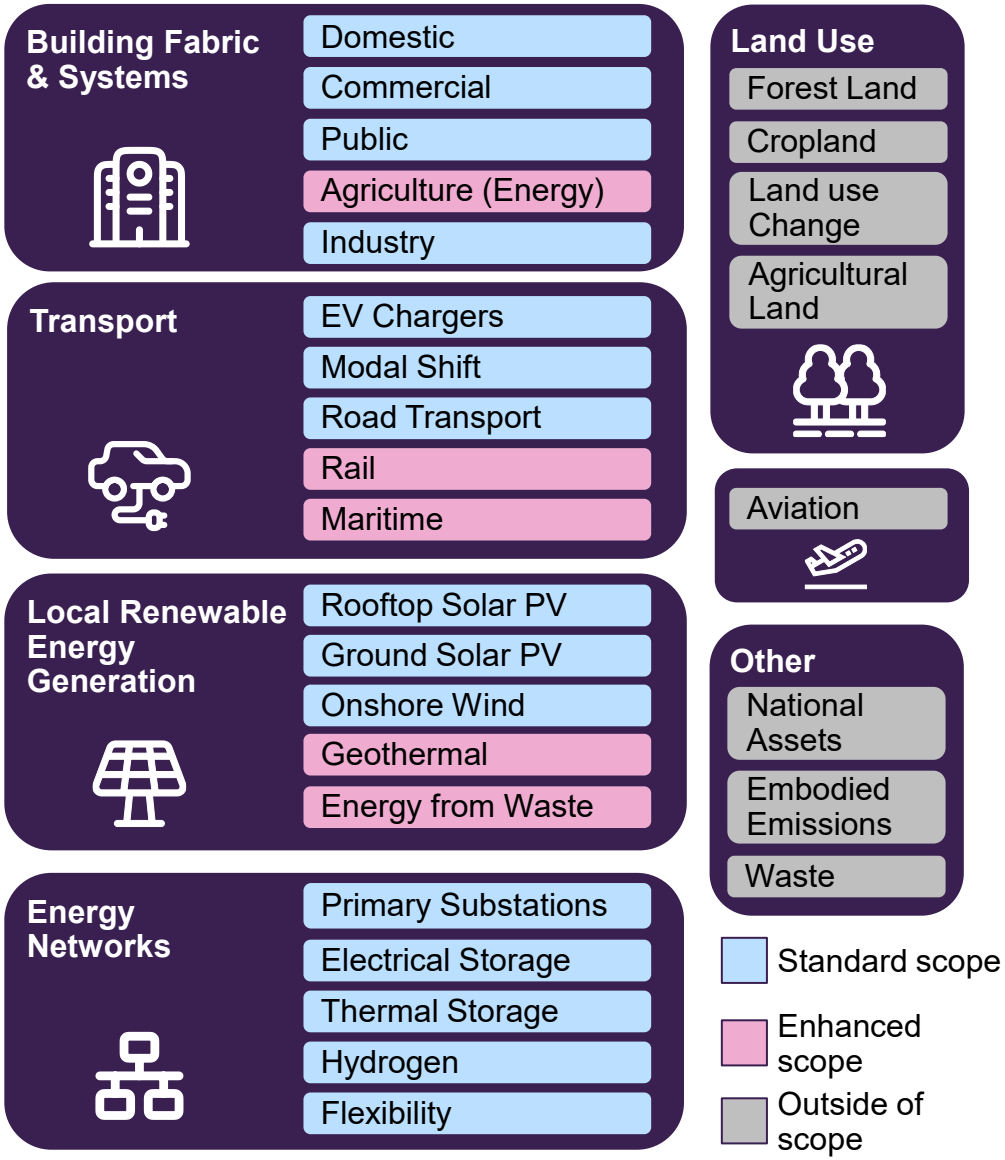


3. Local Context & Energy System

Local Context & Characteristics

161 km²
Land Area (1)

10th
Largest Urban Authority in England (2)

400,200
Population (2)

7%
Of the South West Region's Population (3)

Key Employment Sectors (1)

18% Health

14% Retail

12% Accommodation & Food

97%
Employment Rate (1)

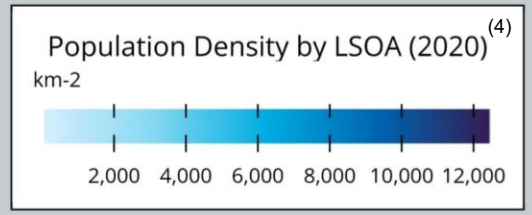
2,480 People per km² (1)

Triple the South West average (3)

Poole

Bournemouth

Christchurch



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Deprivation & Fuel Poverty

Deprivation

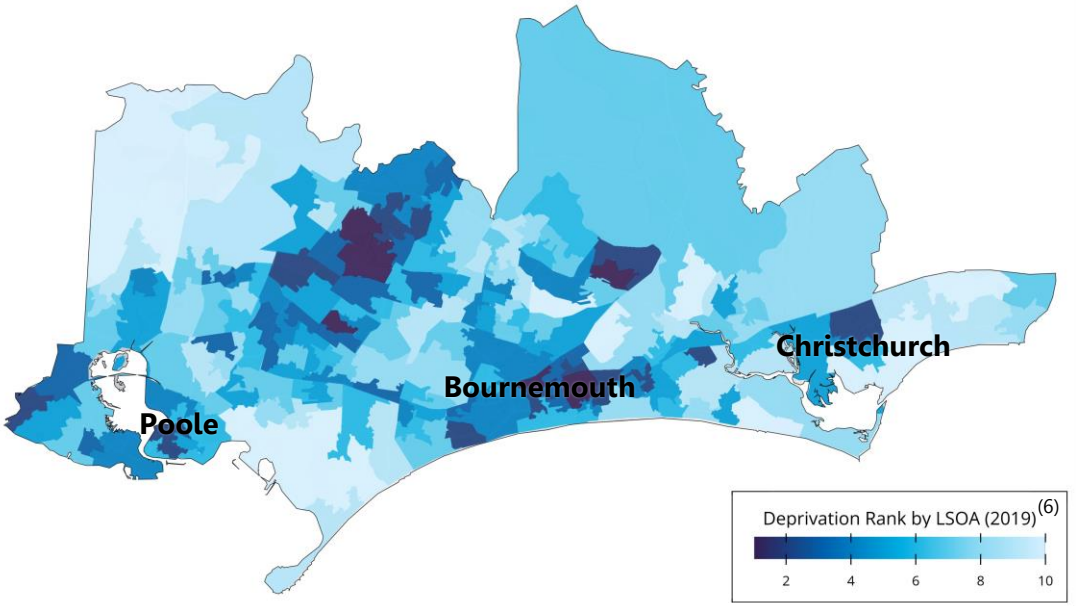
The level of deprivation in an area can be measured using the Index of Multiple Deprivation (IMD)[5]. This assesses deprivation across four dimensions of deprivation: education; employment; health and disability; and housing. Across the BCP area, 52% of households are deprived in at least one of these dimensions. The areas with highest percentage of households experiencing deprivation in at least one dimension include West Howe (71%), Townsend & Strouden (62%), and Rossmore (61%).

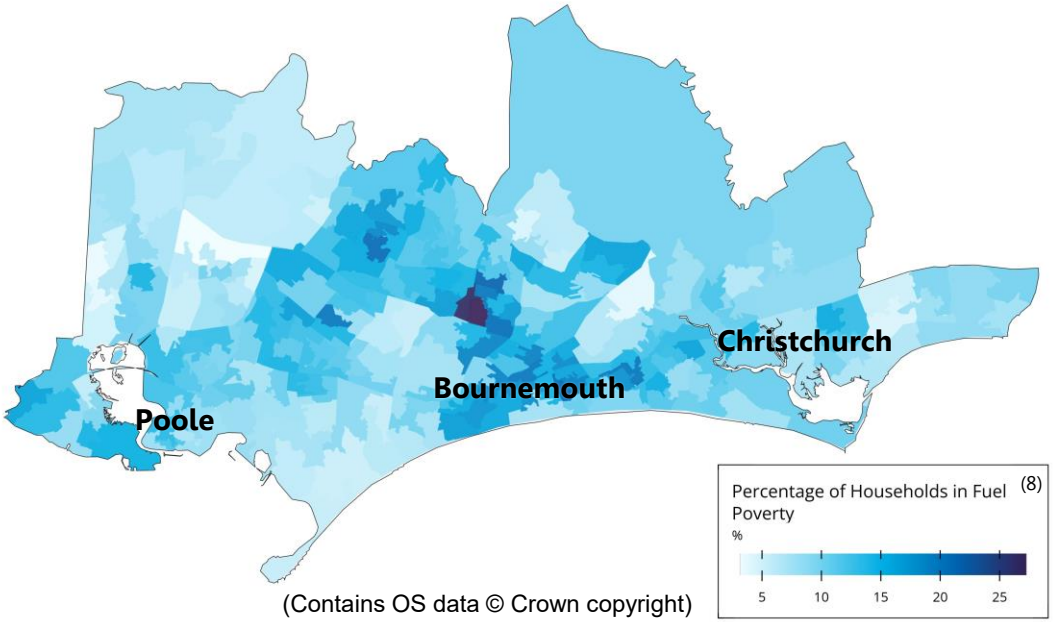
Percentage of households deprived in at least one of the four dimensions of deprivation[5]: **52%**

Fuel Poverty

Fuel poverty in England is measured using the Low Income Energy Efficiency (LILEE) indicator: a household is fuel poor if it has a residual income below the poverty line after housing and energy costs, and lives in a home with an energy efficiency rating of D or below. 11% of households experience fuel poverty across the BCP area (21,000 households)[7]. This is equal to the South West average (11%).

Percentage of households in fuel poverty[7]: **11%**





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Policy

NATIONAL

2050

The UK government has set net zero emission targets[9]:

51% reduction in UK emissions by **2025** on 1990 levels.

At least **95%** of Great Britain's generation from clean sources by **2030.**

The Heat & Buildings Strategy [10] outlines the intention to phase out the installation of new natural gas boilers by **2035.**

The Industrial Decarbonisation Strategy[11] sets out that emissions reduction targets: **⅔** by **2035** and **90%** by **2050.**

REGIONAL

The Joint LEP Strategy[12] sets out the aim to reduce dependency on electricity imports in the South West as the region has the potential to be self-sufficient by **2030.**

The Joint LEP strategy also addresses key barriers for renewables development in the region including grid constraints, loss of subsidies for renewables, high capital costs, national policy, and the need for robust social and political support.

The Bournemouth, Christchurch, Poole and Dorset Renewable Energy Strategy[13] stated that the BCP area has great opportunities for low carbon district heating, energy from waste, and energy efficiency interventions.

LOCAL

2019

Climate and ecological emergency declared.[14]

Committed to carbon neutral council operations by **2030** and net zero across the BCP area by **2045.**

A new BCP Local Plan will include objectives surrounding carbon neutrality and taking action to address and adapt to the climate and ecological emergency.[15]

The fifth priority of the Housing Strategy[2] sets out a minimum standard for social and private rented homes across the BCP area to achieve minimum EPC D by 2026.

Greenhouse Gas Emissions Summary

Note: Emissions reported from UK Government statistics which exclude marine and aviation.

Between 2005 and 2019, the emissions associated with BCP area reduced (by 41%), largely due to electricity grid decarbonisation, but significant emissions remain from the use of fuel for heating and road transport.

The sector with the largest contribution towards emissions at the baseline year is the domestic sector at 37%. This was closely followed by surface transport, which has had limited electrification so far. Furthermore, when combined, the non-domestic sector contributed to around a quarter of total emissions.

In 2019, 1% of annual emissions were offset through Land Use, Land Use Change and Forestry (LULUCF) activities as the BCP area is largely built-up.

Greenhouse Gas emissions reduced by **41%** (2005 ↓ 2019)

1,400 kt CO_2e emissions remain (2019)

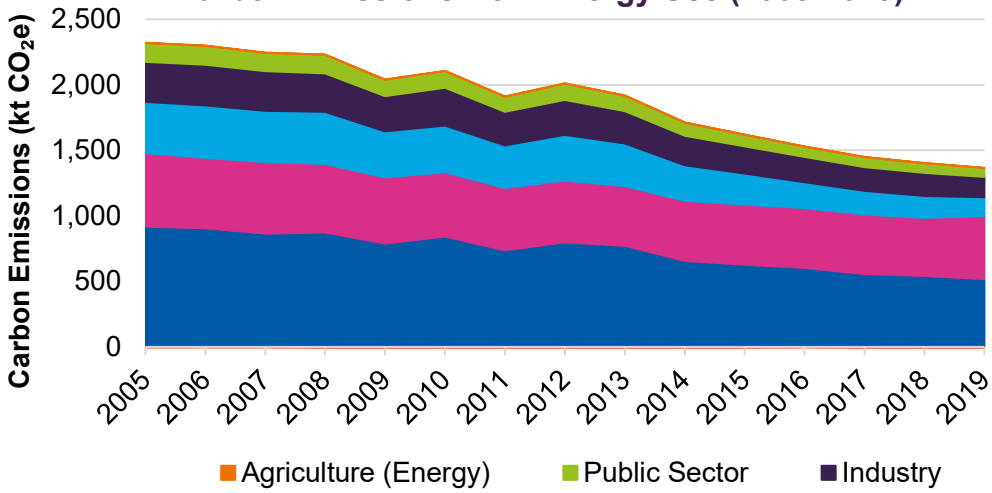
2019 has been used as the base year as this was the last year the available data was unaffected by COVID-19

97% of emissions are from energy use (excluding waste, agricultural livestock and soils and LULUCF)

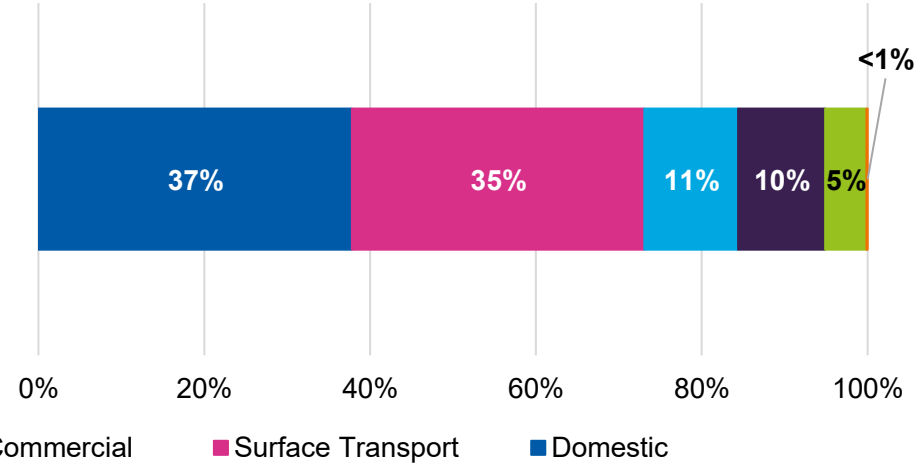
1,350 kt CO_2e energy emissions (2019)

The emissions reduction rate in the BCP area exceeded the South West's 35% average from 2005 to 2019.(16)

Carbon Emissions from Energy Use (2005-2019)(16)



Energy Use Emissions Breakdown (2019)(16)



Energy Demand Summary

The BCP area used **6,200** GWh of energy in 2019

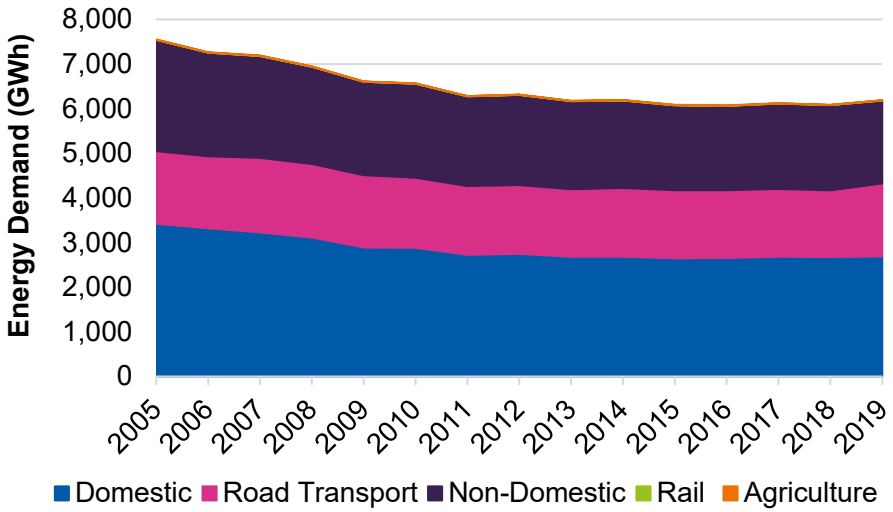
As reported from UK Government statistics which excludes marine and aviation, we estimated a further 300 GWh of marine diesel fuel from Poole Harbour activities.

Energy demand per capita is lower in the BCP area than across the South West:

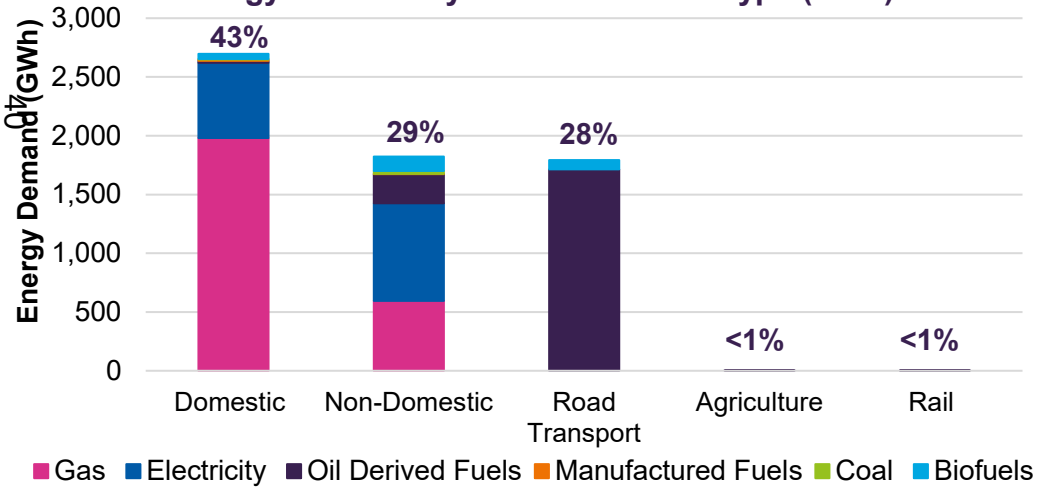
BCP: **~16 MWh per capita**

South West: **~21 MWh per capita**

Historical Energy Demand by Sector (2005-2019)[17]



Energy Demand by Sector and Fuel Type (2019)[17]



At the baseline year, the area's highest energy demand came from domestic buildings, closely followed by non-domestic and road transport. Both the agricultural and rail sectors had nominal contributions to total energy demand.

Energy use across the BCP area **reduced** by

15%

between 2005 and 2019.

- Domestic: ↓ **21%** decrease
- Road Transport: ↑ **1%** increase
- Non-Domestic: ↓ **23%** decrease

This is due to energy demand reductions from both domestic and non-domestic buildings. This could be due to increases in energy efficiency measures and technology advancements that can influence energy demand patterns.

Domestic Sector

The domestic sector in the BCP area accounted for **44%** of energy use at

2,700

GWh (2019)[17]

The domestic sector has experienced a 21% decline in energy demand, mostly as a result of a reduction in gas consumption.

Domestic electricity demand decreased by **16%** 2005 – 2019

Domestic gas demand decreased by **24%** 2005 – 2019

The domestic sector accounted for **38%** of emissions at

520

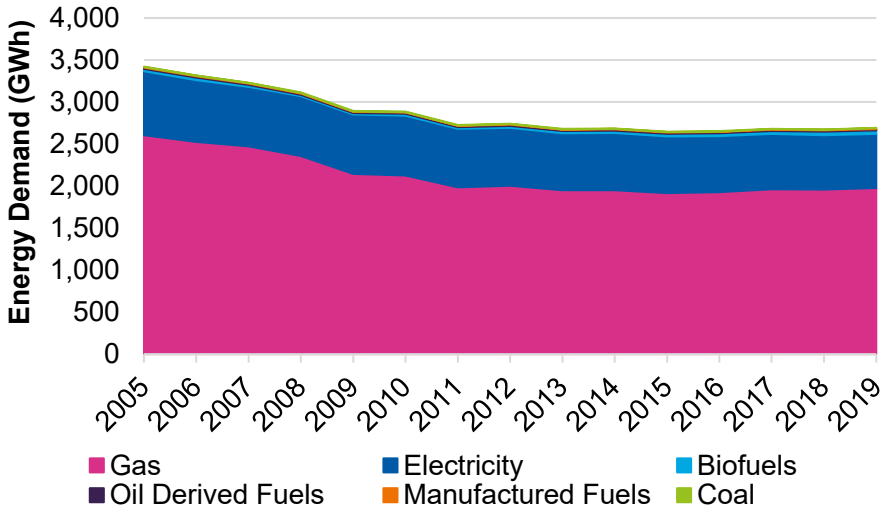
kt CO_2e (2019)[16]

44%

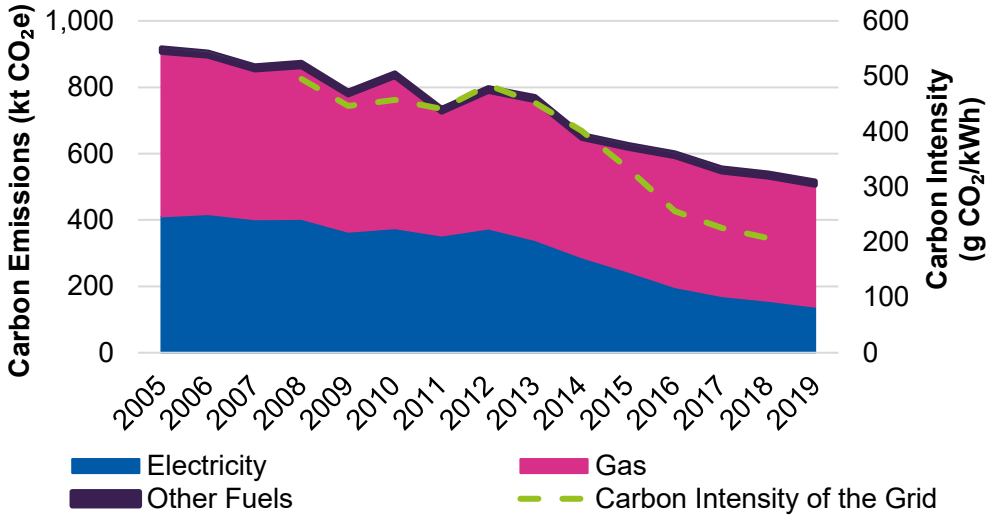
decrease between 2005 and 2019

41

Historic Domestic Energy Demand (2005-2019)[17]



Historic Domestic Emissions (2005-2019)[16]



Domestic Sector

Baseline Domestic Energy Demand Fuel Split[17]

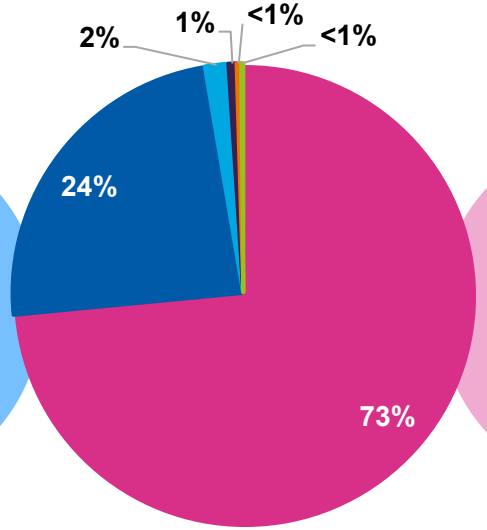
Electricity Demand

Central Bournemouth has higher electricity consumption, likely due to a high density of housing

Domestic **electricity** demand totalled

640

GWh in 2019[17]



Gas Demand

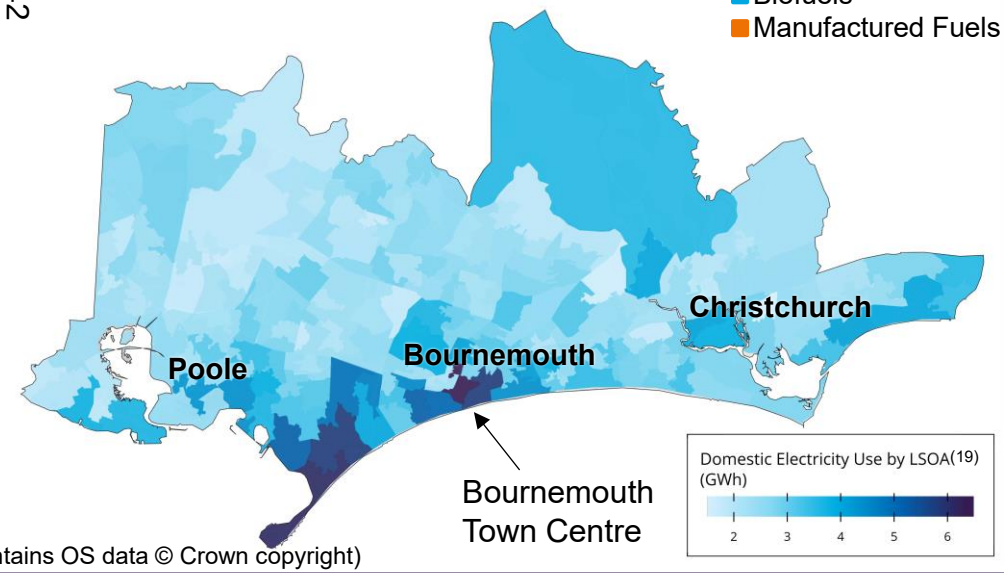
Domestic **gas** demand totalled

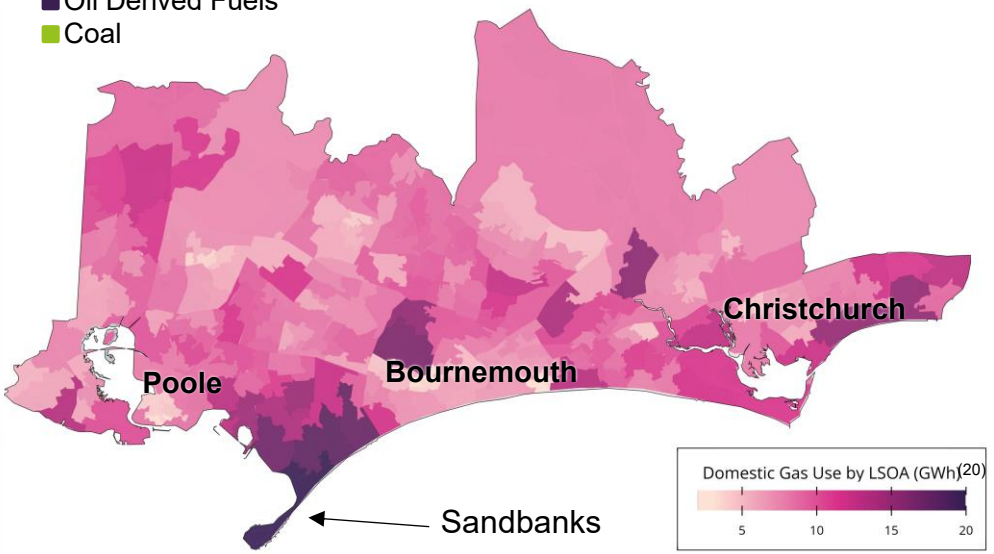
2,000

GWh in 2019[17]

4%

of homes are not connected to the gas network[18]





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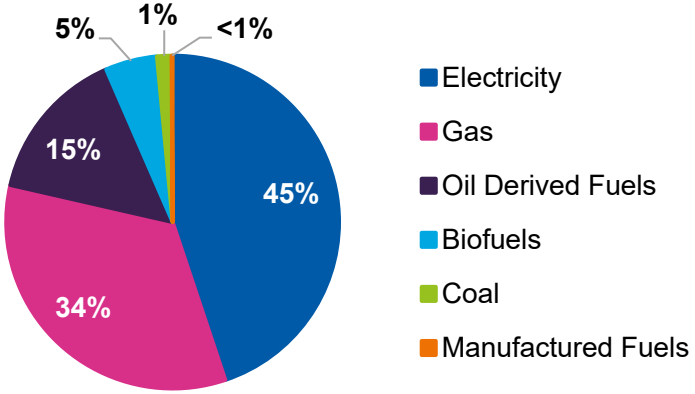
Non-domestic Sector

The BCP areas' non-domestic sector combined, accounted for ~**28%** of energy use at **1,900** GWh (2019) [17]

This includes the industrial and commercial sectors and the public sector

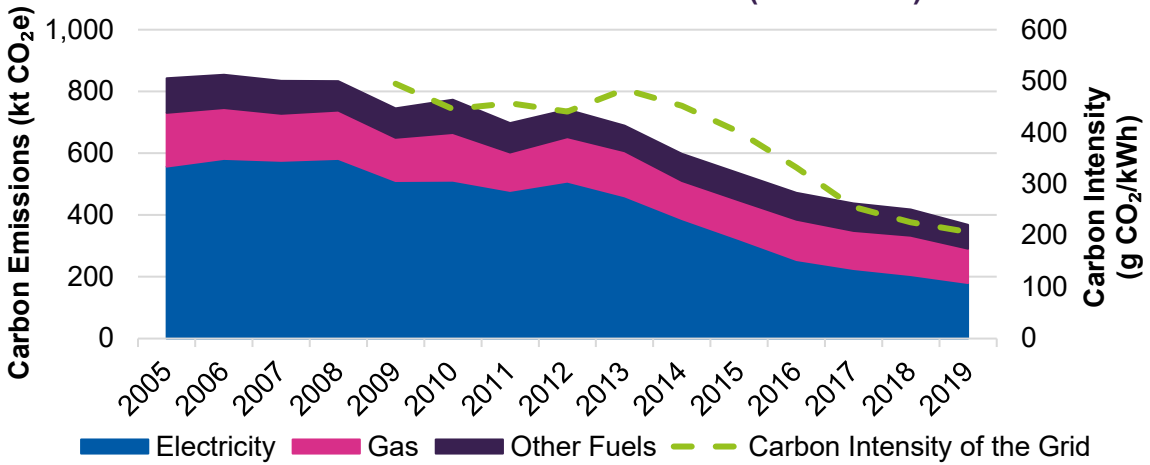
Non-Domestic Energy Demand Breakdown[17]



Non-domestic electricity demand totalled **830 GWh** in 2019

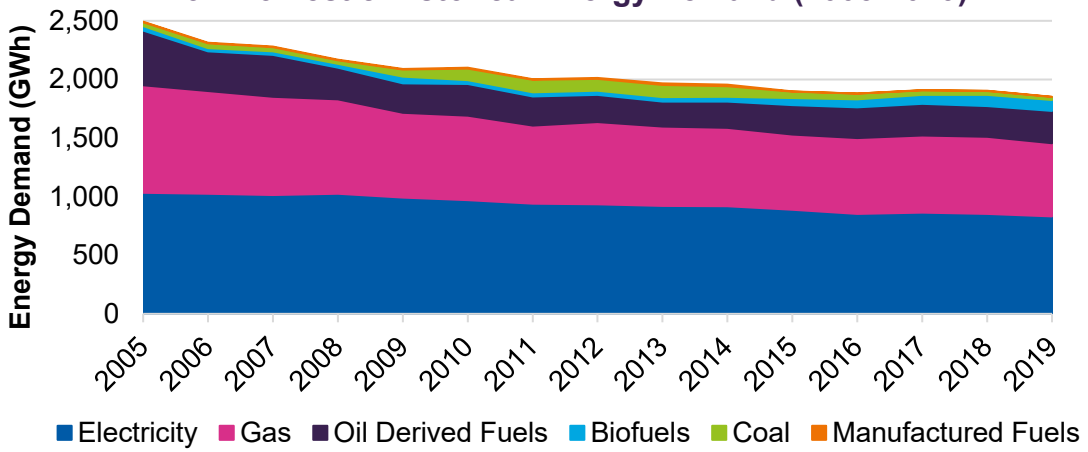
Non-domestic gas demand totalled **620 GWh** in 2019

Non-Domestic Historical Emissions (2005-2019)[16]



The non-domestic sector in the BCP area experienced a significant **60%** reduction in emissions. This is largely due to the decarbonisation of the electricity grid as most non-domestic energy demand is from electricity at almost half of demand.

Non-Domestic Historical Energy Demand (2005-2019)[17]



Point-Source Emitters & Recoverable Heat Sources

The National Atmospheric Emissions Inventory (NAEI)[21] point-source emissions dataset highlighted five large emitters in the BCP area. These emissions are from fuel combustion on-site.

- Royal Bournemouth Hospital
- Tarmac Parkstone
- Poole Hospital
- JP Morgan

Recoverable heat sources can be utilised to meet space heating and hot water demands through communal/district heating.

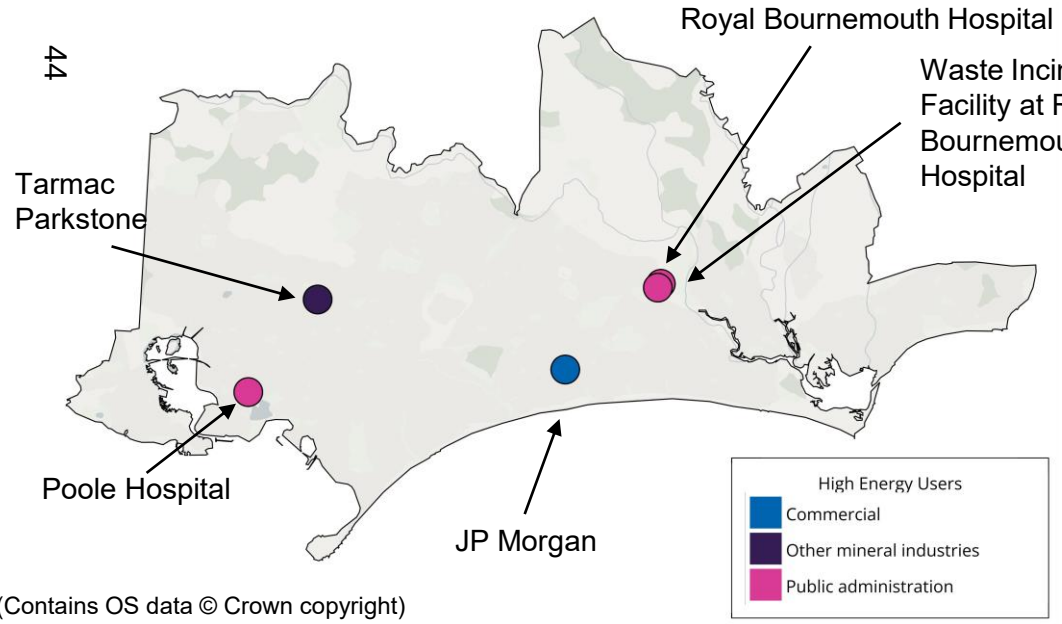
The BCP area has the highest density of medium to high utility recoverable heat of all authorities in the SWNZH (34 local authorities).[22]

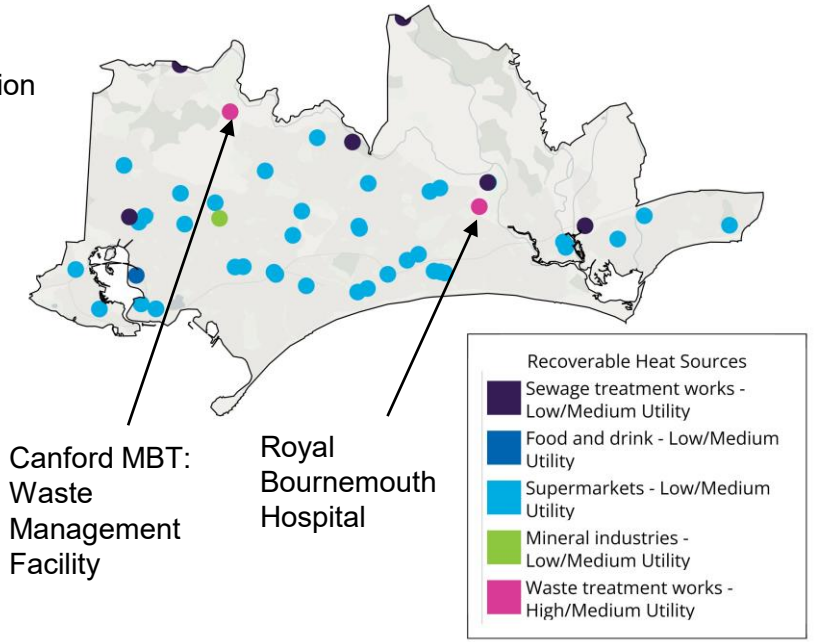
Higher utility sites are typically:

- Higher temperature
- Larger loads
- Longer lifetime

Total potential heat sources **37**

High/medium utility sites **2**





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Road Transport

Road transport accounted for **35%** of emissions at

480

kt CO_2e (2019)[16]

Emissions decreased by

14%

between 2005 & 2019

The increase in energy demand could be due to the growing number of cars in the BCP area, increasing by **11%** (2009-2019), as well as the substantial increase in diesel vehicles.[23]

The BCP area's road transport energy usage **increased** by

1%

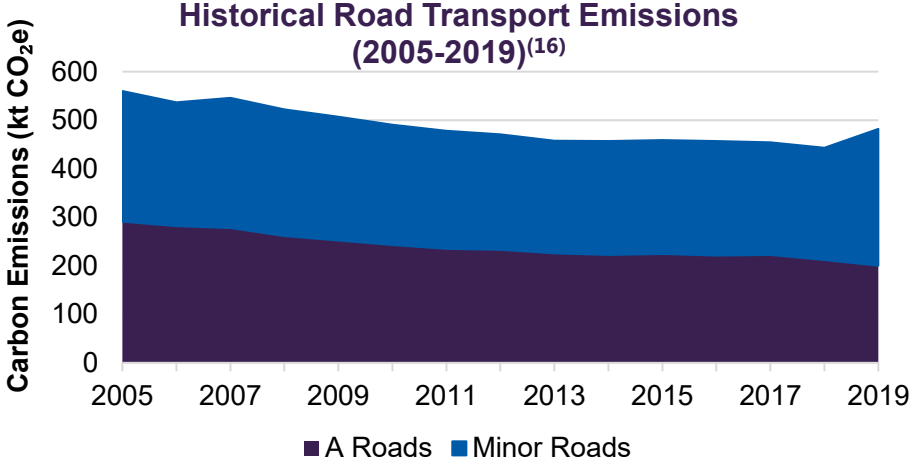
between 2005 and 2019
Notable changes include:

- Petrol Cars: ↓ **26%** decrease
- Diesel Cars: ↑ **78%** increase
- Diesel LGV: ↑ **39%** increase

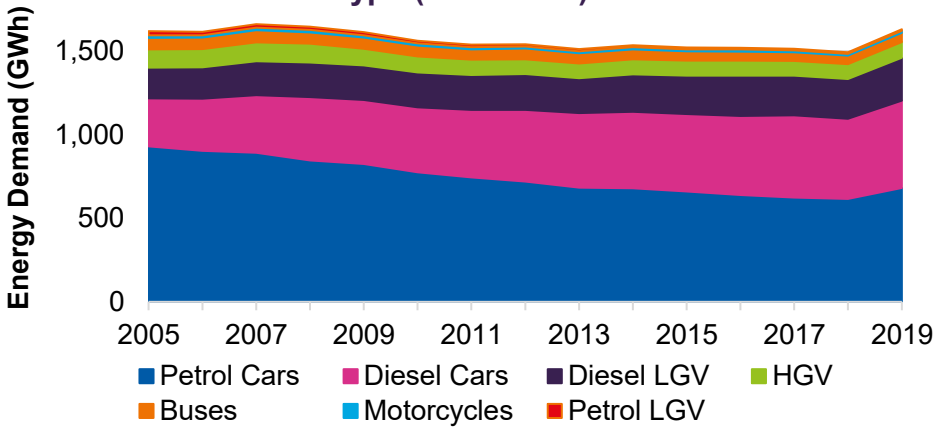
Whilst **buses** continue to account for a small proportion of energy use at **3%** of total demand in 2019.

45

Historical Road Transport Emissions (2005-2019)[16]



Historical Road Transport Energy by Vehicle Type (2005-2019)[24]



Electric Vehicles & Chargepoints

The BCP area has a total of **4,800** plug-in vehicles[25]

2023

Total number of registered plug-in cars: **4,550**

Number of registered EVs:	Number of registered range extended EVs:	Number of registered hybrid vehicles:
2,900	**80**	**1,600**

2023

Total plug-in buses/coaches:	**4**
Total plug-in HGVs:	**8**
Total plug-in Light Goods Vehicles:	**173**
Total plug-in motorcycles:	**104**
Total 'Other Vehicles':	**1**

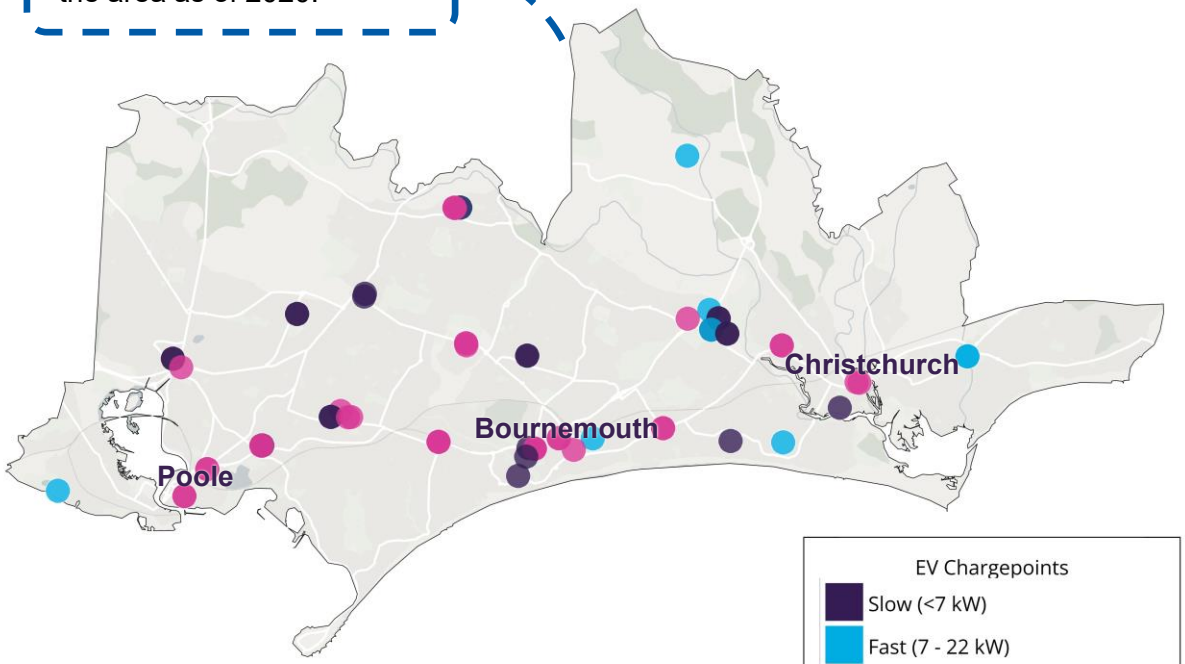
1.9% of all vehicles and **2.3%** of all cars are plug-in.

Chargepoints

2025

As of January 2025, there are **220** publicly available chargepoints across the BCP area.

Map of chargepoints across the area as of 2020.[26]



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Maritime

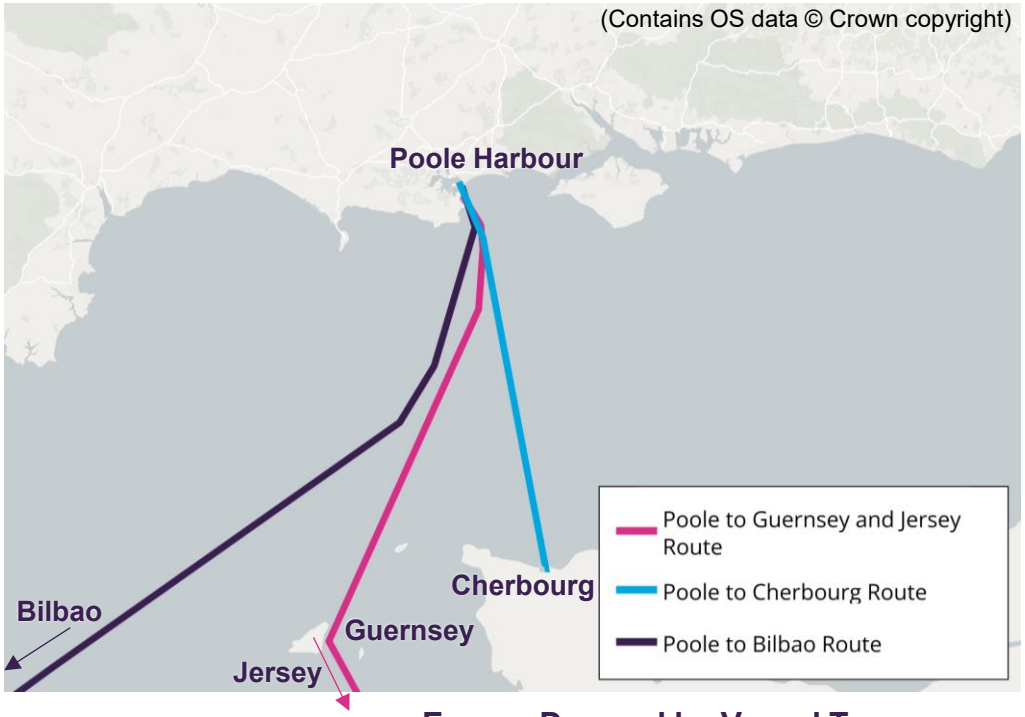
Energy and emissions estimated (not taken from national statistics) using data received from the Port of Poole Decarbonisation Study, numbers may differ against this study due to scope.

Poole Harbour is Europe's largest natural harbour and encompasses the Port of Poole.[27]

Key statistics

- **Domestic Crossings:** 172,000 passengers on crossings from Poole to Jersey/Guernsey.
- **International Crossings:** 204,000 ferry passengers on short sea routes per year.
- **Freight Traffic:** 532 tonnage of cargo, both directions (freight).

In parallel to this LAEP, the Poole Harbour Commissioners (PHC) have been working on Port of Poole's Decarbonisation Plan[28] which provided data to allow us to make an energy and emissions estimation for the purposes of this study.



Maritime baseline fuel demand

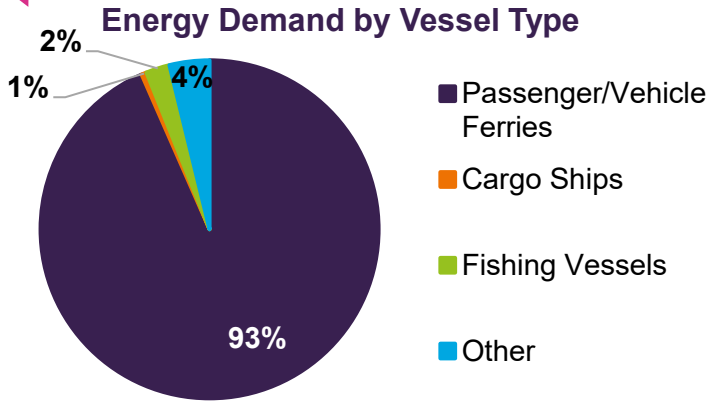
280

GWh

Maritime Greenhouse Gas emissions

77

$ktCO_2e$



Energy Generation

The BCP area has an operational renewable energy generation capacity of **115 MW**[29]

Ground Mount Solar Capacity: **109 MW**

Landfill Gas: **6 MW**

Possible Installations:

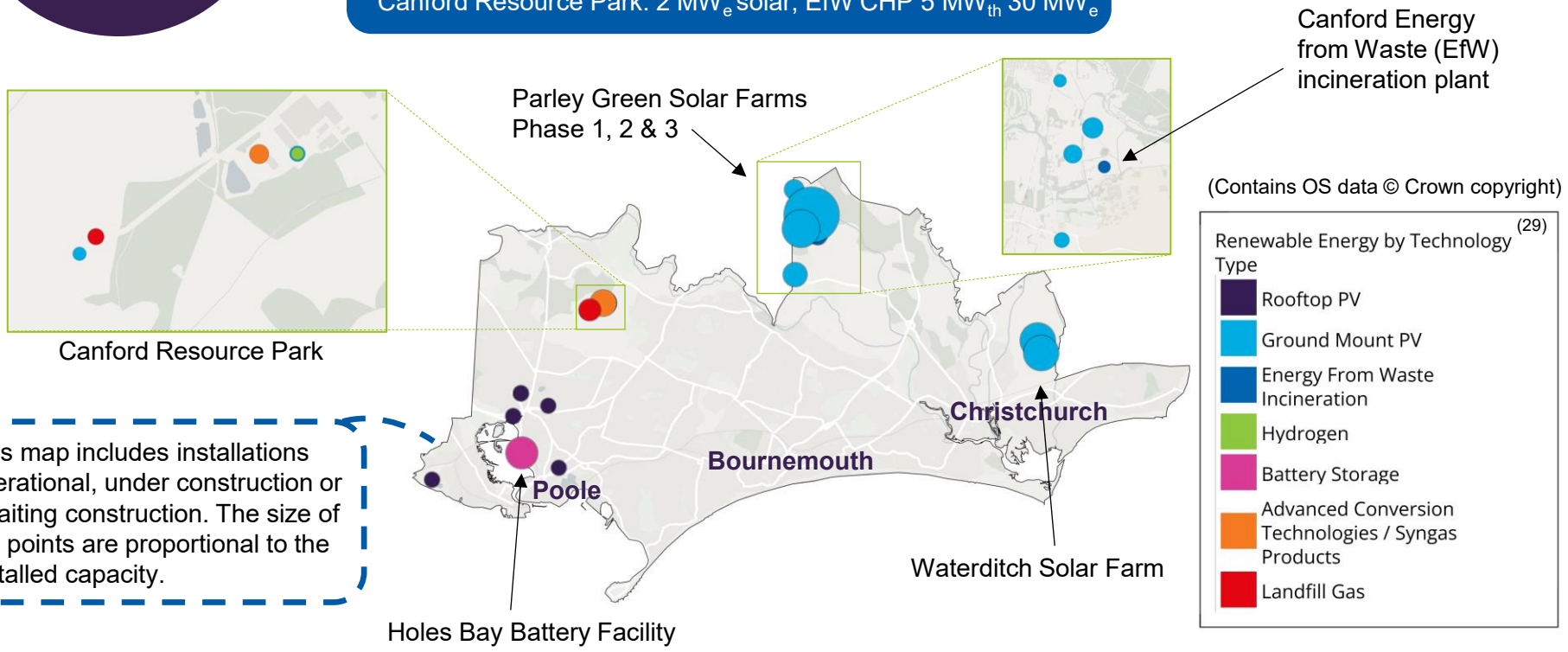
Chapel Lane Energy Recovery: 11.5 MW_{th}, 3.4 MW_e

Canford Resource Park: 2 MW_e solar, EfW CHP 5 MW_{th} 30 MW_e

Key Operational Installations:

Parley Green Solar Farm: 56 MW

Waterditch Solar farm: 36MW



This map includes installations operational, under construction or awaiting construction. The size of the points are proportional to the installed capacity.

Geothermal & District Heating

Geothermal

The Wessex Basin hosts a hot sedimentary aquifer with identified geothermal potential.

Shallow geothermal (<200m) has moderate to high capacity potential that is suitable for ground-source heat pumps.

Deep geothermal (~1.8mk) could extract heat at 65-75*C using a doublet system, with an estimated potential of 2 MW depending on flow rates[30].

Communal Heating

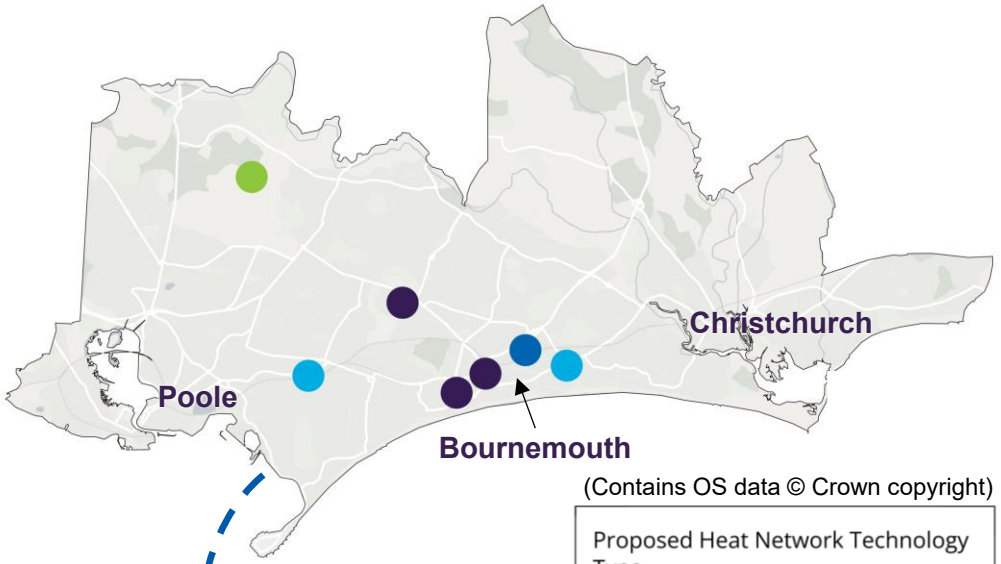
As of December 2022, the BCP area had 54 communal heat networks (46 residential, 8 commercial) serving 2,148 customers (2,038 residential, 110 commercial)[31].

Planning permission has been granted for a single-building communal heat network at Cleveland Road Flats[31]. Additionally, proposed networks awaiting approval include three air-source heat pump systems, with the largest serving 475 customers at Holland House.

Applications have also been submitted for three communal heat networks: two using ground-source heat pumps and one at Canford Resource Park utilising energy from waste for combined heat and power.

District Heat Networks

There are currently no operational DHNs in the BCP area. However, feasibility studies have been conducted, highlighting the area's strong potential for heat networks due to the area's high building density.



This map shows planned communal heat networks, as of 2024[32].

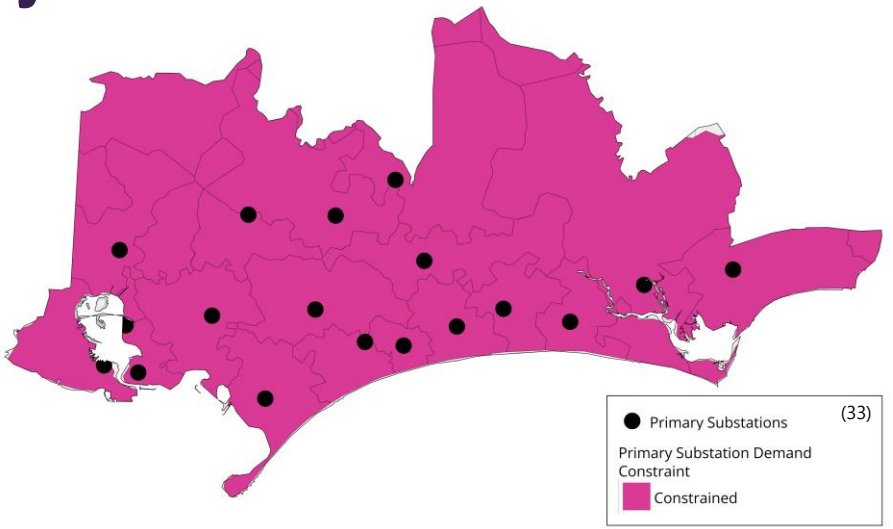
Energy Infrastructure: Electricity

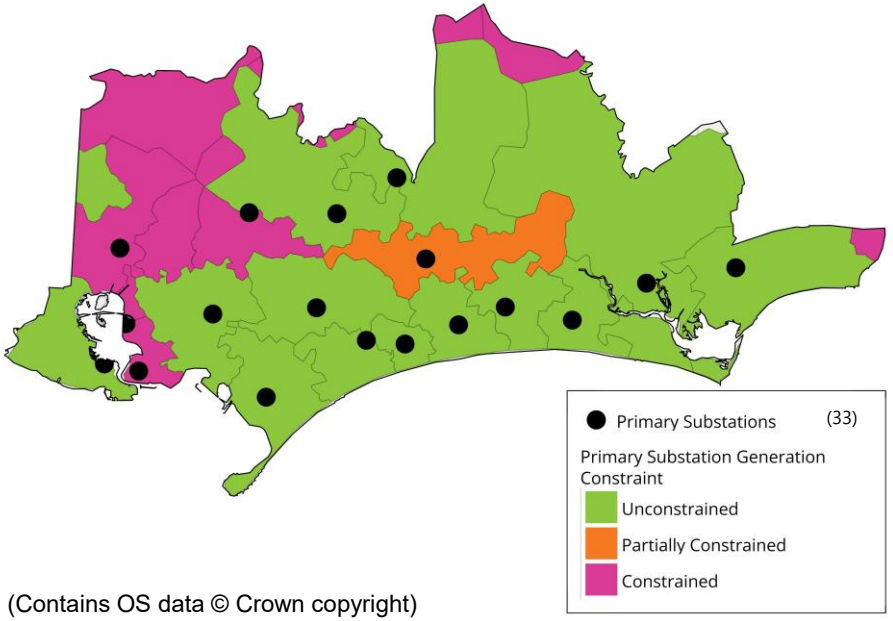
- The BCP area has **16** Primary Substation zones.
- Whilst there is demand-side constraint across the BCP area, it has been identified that across the authority there are areas currently operating below their design capacity.
  - This is an upstream constraint caused by the local Grid Supply Point (GSP) (Mannington GSP).
  - This has already been approved for upgrades by the National Grid.
- In contrast to demand-side constraints, no significant generation constraints have been identified across the BCP area.

SSEN has produced a Network Development Report which list investment requirements to the grid.[34] Within the BCP area, two primary substations require investment which are served by Mannington GSP:

- Wimborne Primary Substation
- Mill Lane Primary Substation

SSEN has also developed the Local Energy Net Zero Accelerator (LENZA) software with which SSEN can provide support to local authorities in planning their pathways to net zero. It has been designed to support users in the creation of LAEPs and enables the planning of decarbonisation pathways.[35]





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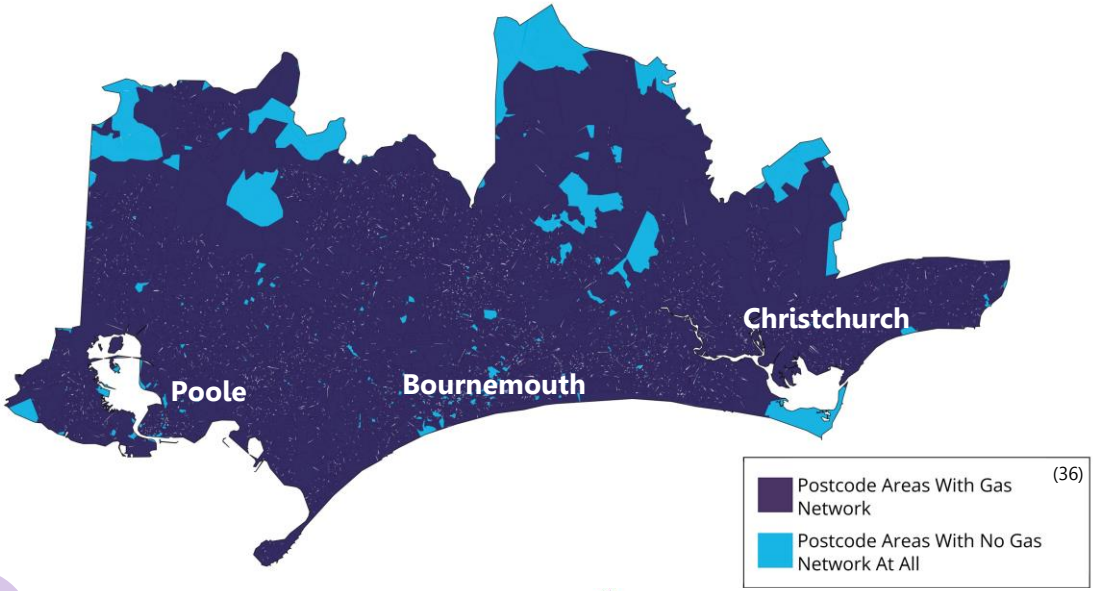
Energy Infrastructure: Gas

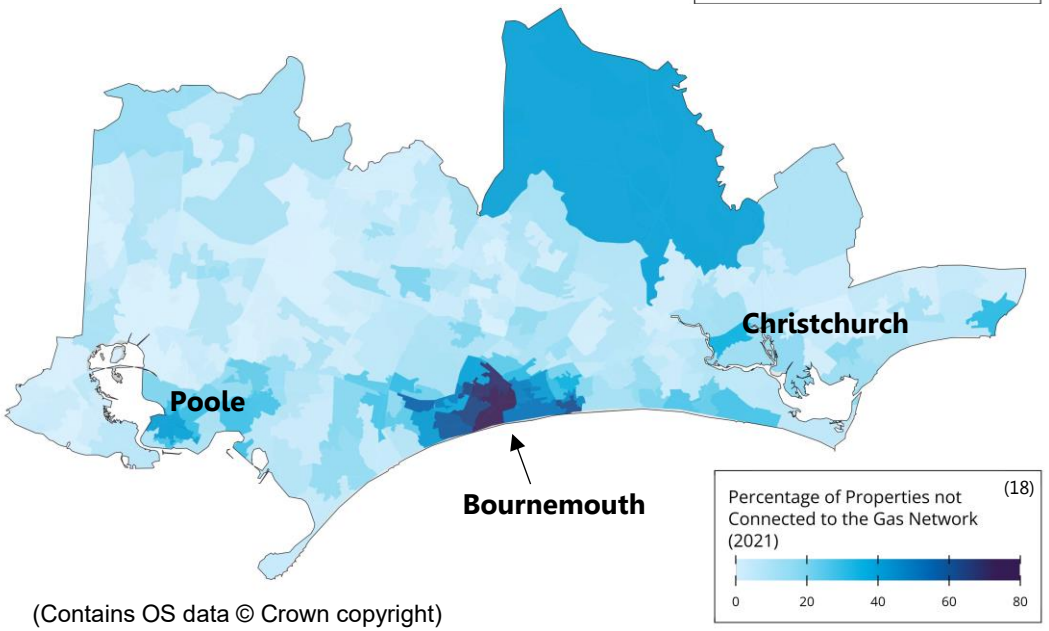
There is a large coverage of gas networks in the BCP area.

Only **4%** of postcode areas are not connected to mains gas[36]:

Gas distribution infrastructure in the area is owned and managed by SGN.



- Areas with the highest proportion of off-gas properties are situated in the urban centres of Bournemouth and Poole, likely due to the prevalence of high-rise buildings, which are more commonly heated with electricity.
- Coastal areas with many second or holiday homes, particularly in Bournemouth are expected to have low winter heat demand.
- Off-gas grid heating (such as oil) is typically more expensive than mains gas, so heat pumps can be more competitive in these off-gas areas.
- It can be expected that the development of heat networks in the urban centres of Poole and Bournemouth will significantly reduce gas consumption in the BCP area.



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4. Pathway to Net Zero

Scenario Modelling

To understand what the local energy system may look like in the future, we model future energy scenarios. Scenarios help us assess how different energy technologies and sources could work together to meet local needs. Scenarios are not predictions, they offer insights into potential futures and their impacts, helping to inform policy decisions based on specific conditions and assumptions.

The scenario development process for the LAEP was part evidence-based (through literature reviews of other authoritative scenarios), part analysis informed (e.g. analysis of local EPC data informed heating technology assumptions) and part led by feedback from stakeholders (we gained views on preferred elements of scenarios).

The scenario development started with two exploratory scenarios: Reduction and Innovation. A third, the Balanced scenario, was then created based on feedback on the two exploratory scenarios. It is a compromise between taking preferred aspects of the two scenarios against what was felt to be the most achievable to reach net zero. This Balanced scenario became the foundation for the Net Zero Pathway.

Innovation

Purpose: Showcases the integration of innovative technologies. Techno-optimism over social change.

Characteristics: Models less behaviour change and more innovative technologies.

Reduction

Purpose: Explores the benefits of behaviour change and societal acceptance.

Characteristics: Models greater behaviour change and uses technologies we have more certainty over today.

Balanced

Purpose: Representing the preferred and what was considered to be the most achievable elements of the exploratory scenarios.

Characteristics: It has high uptake on some preferred 'harder-to-deploy' technologies, such as heat networks, but also relies on behaviour change, such as increased mode shifting away from cars.

Exploratory Scenarios Summary

A summary of the key assumptions used across the scenarios is shown below:

	Reduction	Innovation	Balanced
Building Fabric Retrofit	Shallow for all domestic and deep for social housing. Shallow for non-domestic.	Only shallow retrofit for domestic and non-domestic buildings.	Shallow for all domestic and deep for 50% of social housing. Shallow for non-domestic.
Mode Shift	Highest mode shift and demand reduction assumptions.	No mode shift modelled to active travel or buses. Small demand reduction.	Highest mode shift and demand reduction assumptions.
Building Heating	Majority of heat from individual ASHPs for domestic and non-domestic buildings.	ASHP serves the majority, but very high uptake of heat networks and GSHP.	ASHP dominant but high uptake of heat networks and moderate GSHP.
EV Uptake	Some hydrogen fuel cells modelled for HGVs and Buses. All other vehicles to EVs.	Optimistic in battery development with all vehicles modelled to transition to EVs.	Some hydrogen fuel cells modelled for HGVs and Buses. All other vehicles to EVs.
District Heat Networks	Heat networks meeting 9% of heat demand.	Heat networks meeting 26% of heat demand.	Heat networks meeting 20% of heat demand in line national economic potential.
Renewable Energy Generation	25% of viable ground PV areas pursued and high uptake of rooftop PV.	12.5% of viable ground PV areas pursued and lower uptake of rooftop PV.	12.5% of viable ground PV areas pursued and high uptake of rooftop PV.

Exploratory Scenarios

Energy Mix in 2050

Base year (2019) energy demand is approximately 6,500 GWh (when including marine) which is mostly met from fossil fuels, such as petrol, diesel, and gas. The pie charts on the right show the fuel split and final energy demand in 2050 under each scenario. By 2050, all scenarios project a significant shift away from these fuels, primarily towards electricity, resulting in an overall reduction in energy demand due to the efficiencies of electrification.

Innovation: 3,400 GWh

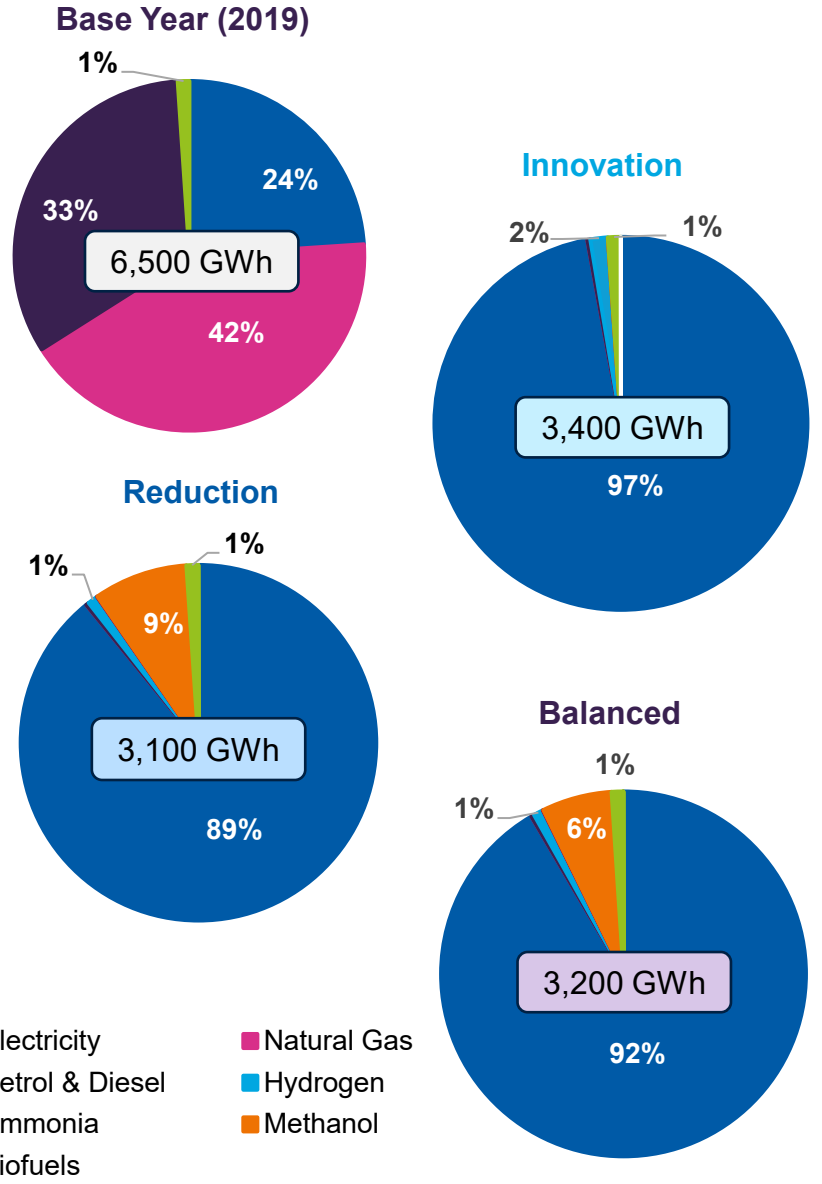
Whilst this scenario has the highest amount of electrification, providing efficiencies, it has the lowest behaviour change assumptions, resulting in no mode shift modelled for road transport and the lowest building fabric upgrades, and consequently the highest energy demand in 2050.

Reduction: 3,100 GWh

The 2050 energy demand is lowest in the Reduction scenario due to greater modelled behaviour change such as mode shift. It has higher demand for alternative fuels such as hydrogen and methanol as it has been less optimistic on electrification advancing to fulfil the 'harder-to-decarbonise' sectors of marine and heavy road transport.

Balanced: 3,200 GWh

The Balanced scenario has an overall energy demand closer to the Reduction scenario as it has assumed the highest mode shift assumptions, but it has been less optimistic than the Innovation scenario on electrification, hence it has a significant amount of alternative fuels.



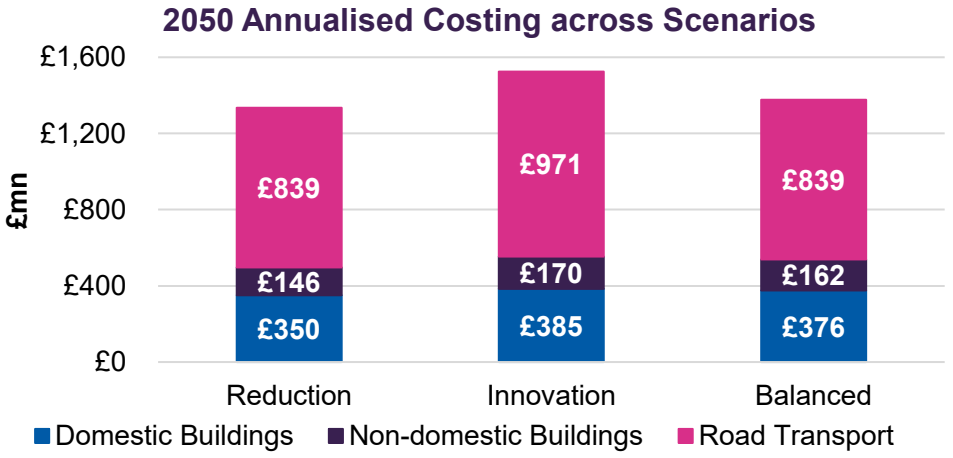
Exploratory Scenarios

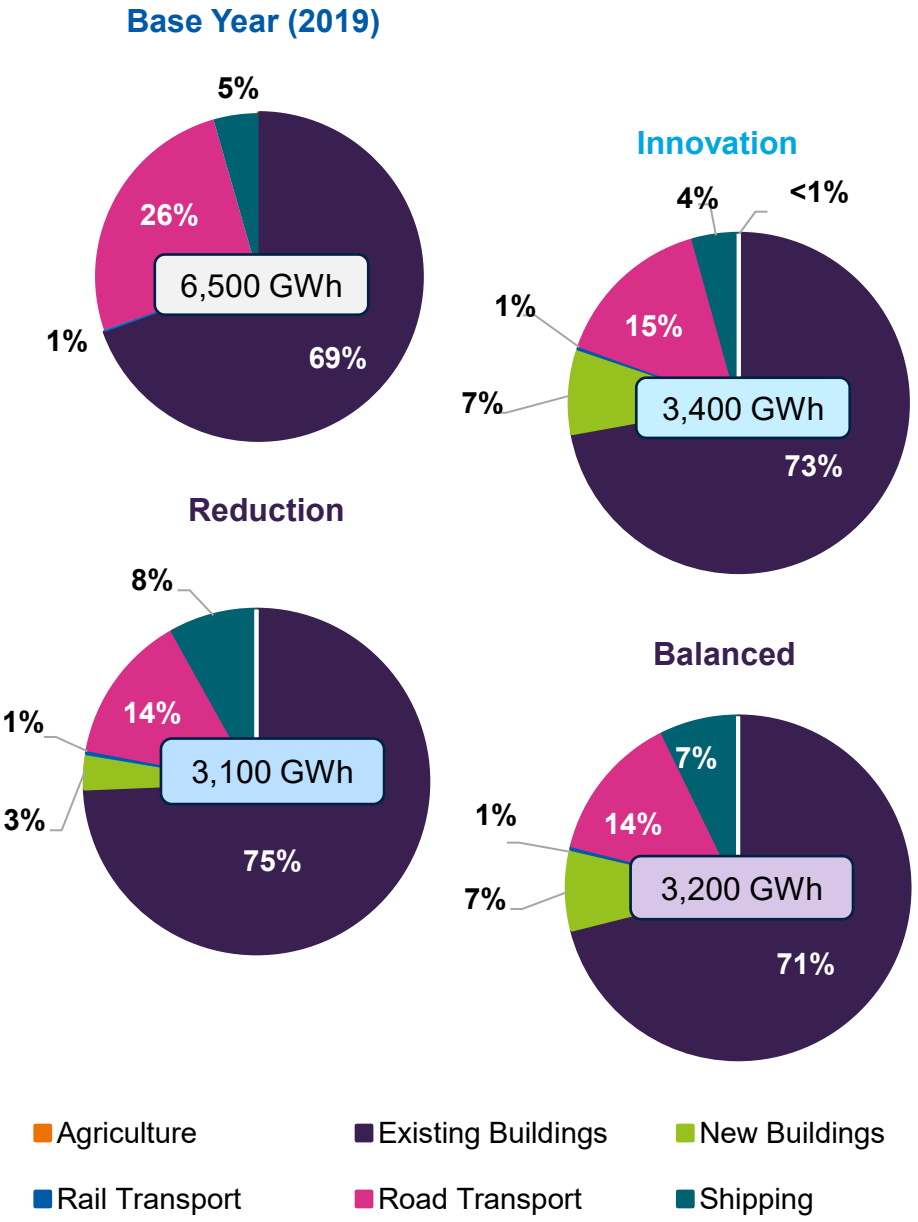
Sectoral Breakdown in 2050

Across the scenarios, buildings account for the highest proportion of energy in 2050, which requires electricity for lighting and appliances, as well as for heat pumps, which provide most of the heat. Road transport is the next most significant sector, which is either fully or mostly electrified across the scenarios. The marine sector has a similar energy demand compared to the baseline under the Reduction and Innovation scenarios, as these scenarios assume alternative fuels for the means of decarbonisation, however, the Innovation scenario assumed high electrification of the marine sector, so it has benefitted from the efficiencies of electrification.

System Costs

Innovation was found to have the highest overall costs, as it has increased transport needs compared to Reduction and Balanced, which benefitted from greater demand reduction and mode shift. The road transport costs are more significant than the other sectors due to the high capital cost of vehicles.





Net Zero Pathway

To understand how to achieve BCP Council's net zero goals, we need to understand the pathway to get there. Two pathways have been developed: the Balanced pathway, which pursues net zero by 2045, and the Do Nothing pathway, serving as a counterfactual which does not achieve net zero. The modelling examines how key metrics will change over time to meet these scenarios by 2050.

Do Nothing

This scenario serves as a counterfactual, presenting the future energy system with only existing decarbonisation pledges (such as the ban on new ICE cars from 2035)

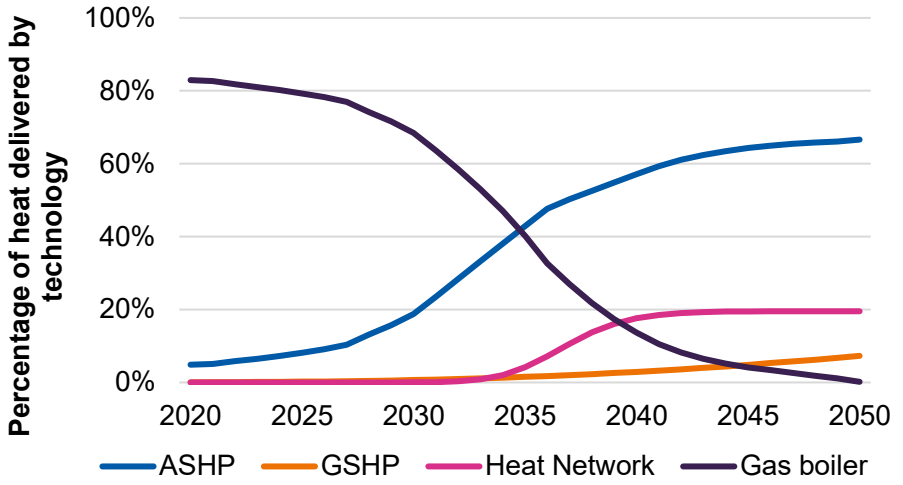
It excludes policies which aren't tangible and, as such, does not guarantee net zero by 2045.

The analysis spans all sectors, and covers energy and fuel usage, carbon emissions, system cost, jobs created and air quality. The adoption rates of new technologies are based on projections from National Grid's Future Energy Scenarios(1) as well as our own judgement on what we felt to be achievable.

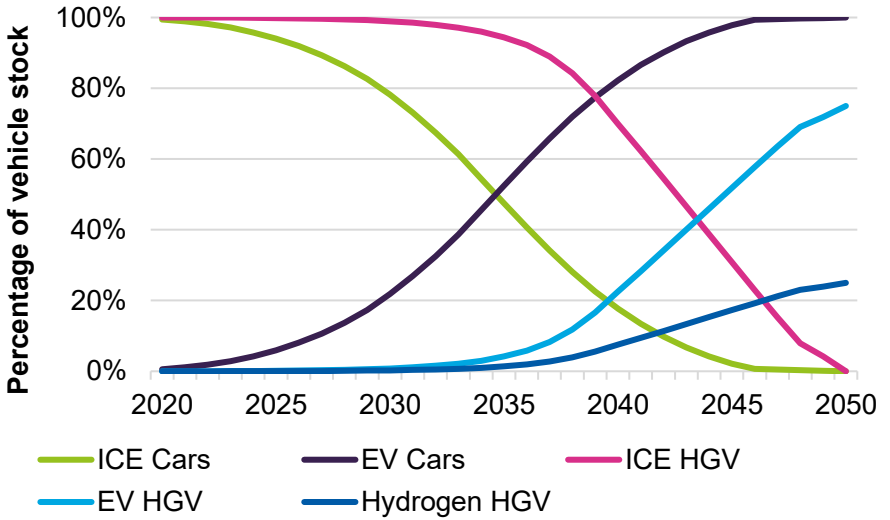
Some of the key trajectories modelled under the Balanced pathway are shown on the right-hand side.

- Heat in buildings is assumed to largely switch to Air Source Heat Pumps (ASHP) with uptake ramping up from 2030 onwards. Ground Source Heat Pumps (GSHPs) have a slower uptake over time, reaching just under 10% of heat delivered by 2050. Heat networks have been modelled to provide 20% of heat demand once fully built, with the construction assumed to happen in the late 2030s.
- Road transport follows an earlier decarbonisation curve, recognising that EV cars are close to reaching price parity with ICE vehicles already. Heavier vehicles (HGVs and buses) are 'harder-to-decarbonise', so the uptake occurs in later years.

Heating System Trajectories Under the Balanced Pathway



Vehicle Trajectories Under the Balanced Pathway

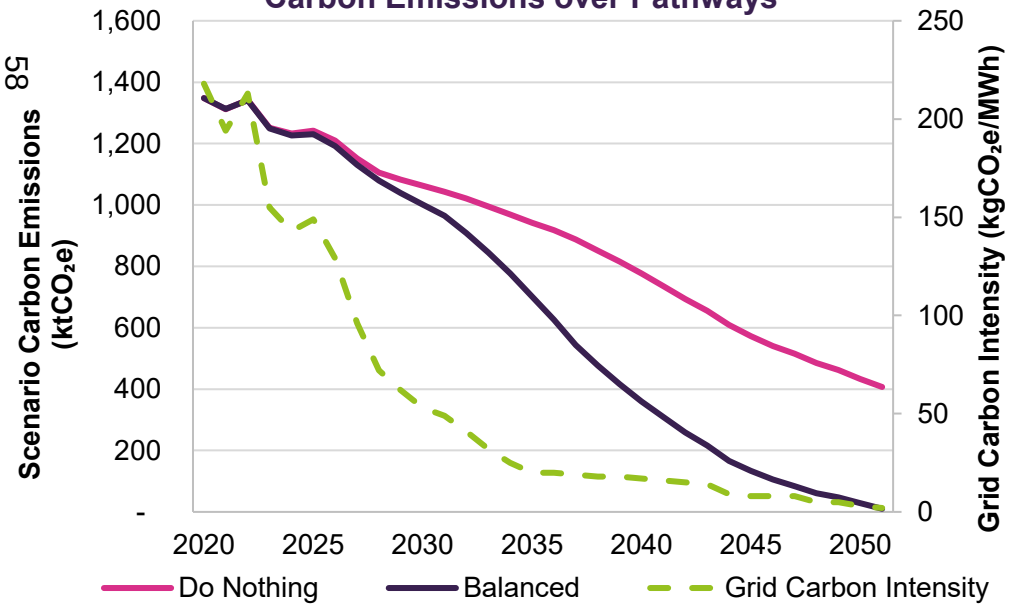


Net Zero Pathway

Both scenarios see significant decarbonisation as the national electricity grid is expected to decarbonise, and even under Do Nothing we expect road transport to mostly electrify, and some buildings to switch to heat pumps.

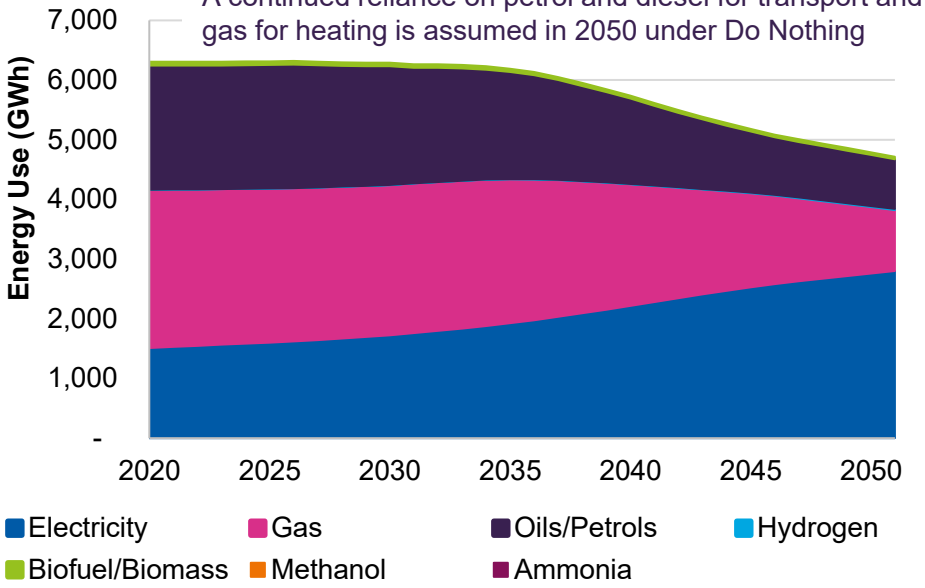
However, Do Nothing is not considered to get us to net zero, it still has significant emissions in 2050 (400 $ktCO_2e$), whereas the Balanced scenario reaches a 90% reduction of emissions (from the base year) by 2045 (100 $ktCO_2e$) – we consider this to be compatible with net zero provided the remaining emissions are balanced with removals.

Carbon Emissions over Pathways

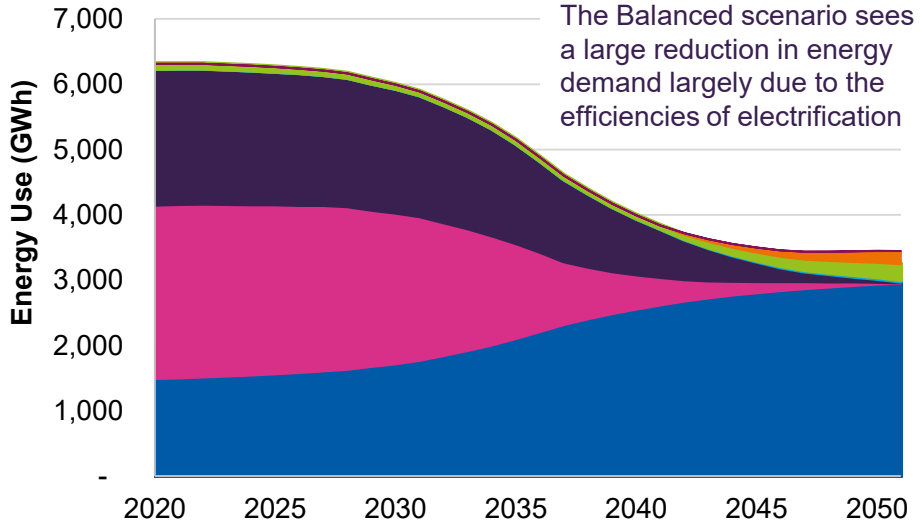


Energy Mix: Do Nothing Above & Balanced Below

A continued reliance on petrol and diesel for transport and gas for heating is assumed in 2050 under Do Nothing



The Balanced scenario sees a large reduction in energy demand largely due to the efficiencies of electrification



Pathway Evaluation

Beyond reducing emissions, to investigate the potential benefits, or disbenefits, of pushing towards net zero, the two pathways have been evaluated on the following metrics:

System Cost: The overall cost of transforming and decarbonising buildings and road transport was modelled to evaluate cost impacts.

Air Quality: The effect on air quality was modelled to evaluate the impact of reduced combustion on health and well-being.

Job Creation: The number of gross jobs created was estimated to highlight potential opportunities for employment and reskilling for growing sectors.

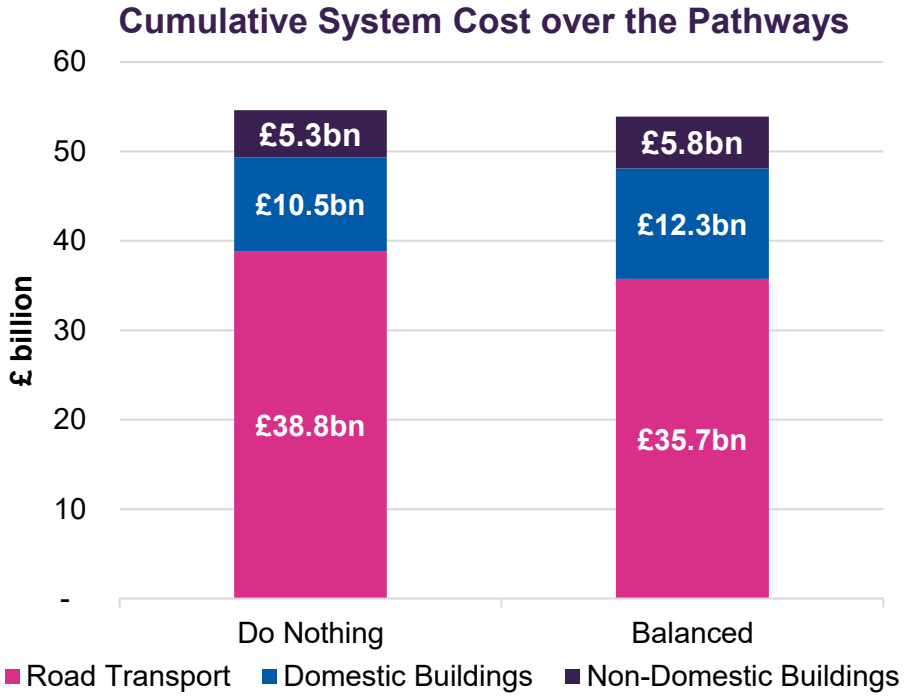
System Cost

The cumulative cost over both pathways (2019 to 2050) has been assessed including capital cost of new technologies, capital cost of replacements (when technologies reach end of life), operation and maintenance, and fuel costs. This is not meant as an exhaustive costing exercise, accounting for all costs of the energy transition, but instead an indicative insight. Any full cost assessment of pushing towards net zero must also factor in the reduced economic damages of a changing climate, which has not been done here.

Overall, the cost of achieving the Balanced pathway for the road transport and buildings sectors is comparable to Do Nothing.

The buildings sectors have slightly higher cost under the Balanced pathway as heat pumps have a higher capital cost than the incumbent gas boilers, however, they are much more efficient so have comparable running costs.

Road transport has the highest cost fraction as vehicles have high capital cost. There are high mode shift and demand reduction assumptions in the Balanced pathway which results is less cars on the road which is the biggest driver behind cost reduction compared to Do Nothing.



Pathway Evaluation – Health & Jobs

Air Quality Impacts

Reduced air quality due to combustion of fuels can have a significant impact on health and this has a financial impact on local services. This represents the damages on human health, productivity, well-being, and the environment. The chart on the right shows estimates of the cost impact of the combustion of heating fuels in buildings and fuel for road transport.

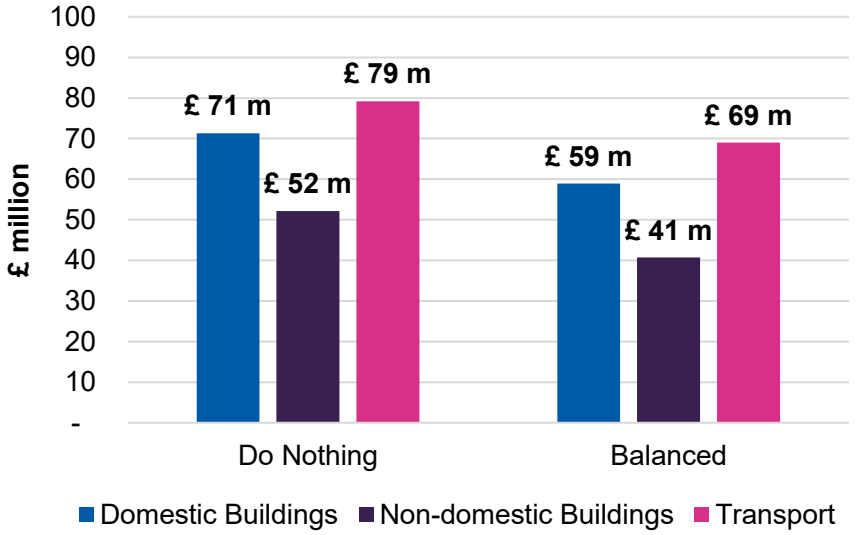
Under the Balanced scenario, air quality damages are slightly lower than Do Nothing, as the Balanced scenario has reduced combustion of fuels for heating and switches to electric vehicles earlier than Do Nothing. Whilst the Balanced scenario has largely eliminated combustion for heating in buildings by 2050, there is still some biomass used, which is considered low carbon, but this fuel has high air quality impacts, hence the air quality damages across the two pathways are comparable.

Job Creation

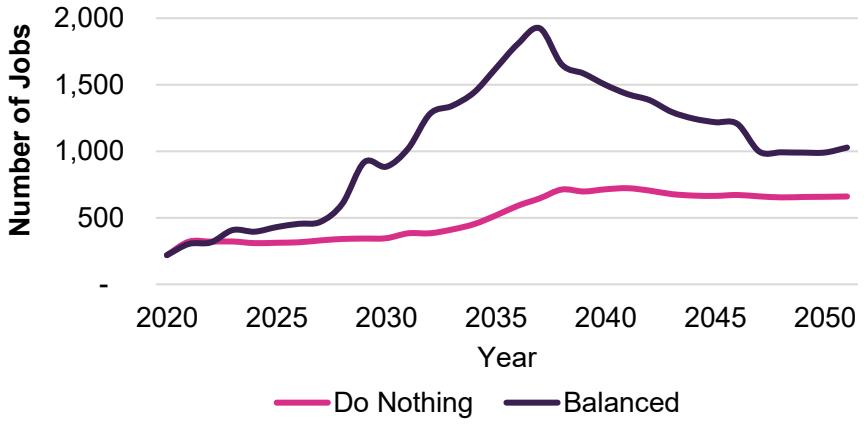
The net zero transition will require jobs to support new technologies, namely the installation of building fabric upgrades, heat pumps and heat networks, and installation of renewables (e.g. ground PV and rooftop PV). The number of gross jobs created from the uptake of these technologies has been estimated. Using trajectories of technology uptake set over the pathways, the Balanced pathway requires up to 2,000 jobs to support these new technologies between 2035 and 2040, as this period sees a rapid uptake of heat pumps and heat networks. By 2050, the demand for green jobs reduces to ~1,000.

As existing technologies (e.g. gas boilers) are phased out, the number of jobs required to install and service them will reduce. Further work is required to see if there is a net job increase from the installation of net zero technologies, but this analysis demonstrates the requirement and opportunity for reskilling to meet a decarbonised energy system.

Total Cost of Air Quality Damages



Gross Jobs from Building Retrofit & Renewables



5. Key Interventions & Focus Zones

Plan on a Page

This page highlights the key milestones and interventions required for the Net Zero Pathway. The map below presents the identified Focus Zones for retrofit, heat networks and EV charging, mapped against primary substation zone boundaries.

DHN potential in Bournemouth Hospital, Bournemouth Airport, West Howe industrial area and the Port of Poole

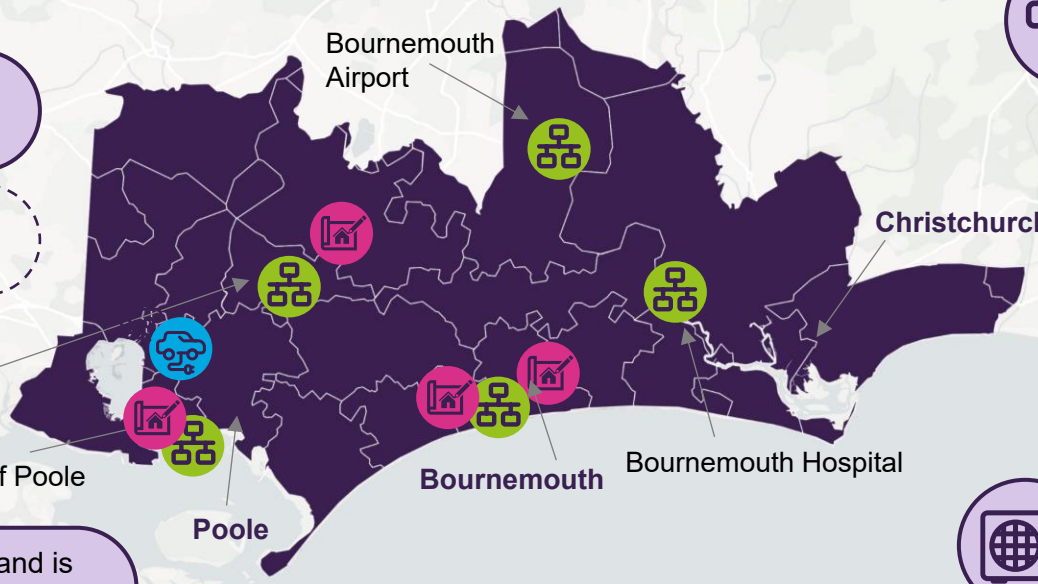
Potential for geothermal heat networks across the BCP area

160,000 EV cars by 2045

4,000 public EV charge points to install

100 $ktCO_2e$ emissions remain in 2045

90% reduction from the baseline



130,000 shallow domestic retrofit measures by 2045

140,000 retrofitted domestic heat pumps needed by 2045

2045 electricity demand is **2x** the baseline

2045 electricity demand is **3,000** GWh

Significant network investment will be required.

~400 GWh of local renewable generation

13% of the 2045 electricity demand

Key

- DHN Focus Zones
- Retrofit Focus Zones
- EV Charging Focus Zone

Retrofitting Buildings

There are opportunities to improve the building fabric on existing buildings to reduce heat loss. Doing this has several benefits, such as lowering energy bills, reducing carbon, reducing demand on the grid, and improving comfort, health and well-being. Often, the extent of building fabric retrofit is categorised into “shallow” and “deep”, with the former being retrofitting measures which are less disruptive, lower capital cost and have good payback periods, such examples include loft insulation and cavity wall filling. Other measures are described as “deep”, such as external wall insulation or triple glazing. These “deep” measures can save significant amounts of energy, but can be more disruptive, have higher capital costs and have longer payback periods.

Shallow retrofit measures are often considered “easy wins” or “low regret” options, therefore, this LAEP has modelled all buildings receiving shallow retrofit (where there is opportunity to do so) across all scenarios, including the Balanced pathway.

For non-domestic buildings, retrofit measures tend to cover efficiency improvements to electricity use, cooling and heating. Varied building designs and specialised systems require bespoke solutions and expertise to avoid operational disruptions. The scale of changes tends to be bigger due to the size of buildings, causing higher investment costs and requiring more extensive planning.

The following page highlights focus zones for implementing shallow measures on domestic buildings.

Shallow:
Less intrusive measures which payback for the building owner within a few years
(e.g. loft and cavity wall insulation)

The Balanced scenario assumed all buildings would have shallow measures applied where possible, both domestic and non-domestic

Estimated cost of implementing shallow retrofit measures in the BCP area:

Domestic Buildings

Shallow Retrofit: **£170 mn**

Non-domestic Buildings

Shallow Retrofit: **£170 mn**

Buildings: Domestic Retrofit Focus Zones

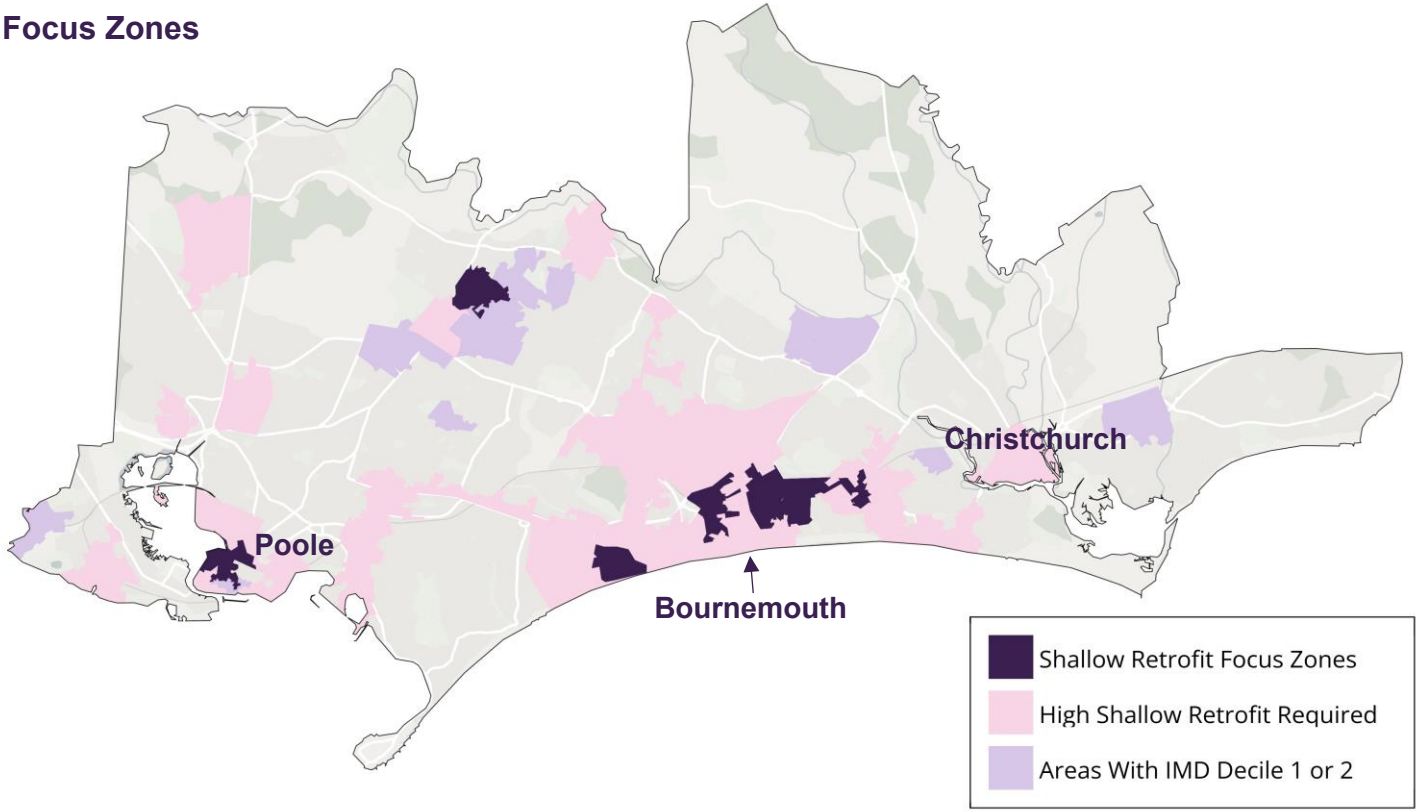
Focus Zones for building fabric have been investigated by tapping into domestic EPC data. The EPC data provides information on building fabric at an individual property level, allowing us to find where the “shallow” retrofit (loft insulation and unfilled cavity walls) opportunities are.

The BCP area has been analysed at a Lower Layer Super Output Area (LSOA) level to determine zones which have a greater than average amount of shallow retrofit opportunities (areas shown in pink). The LSOA zones with the highest level of deprivation according to the IMD have then also been mapped.

Where there are overlaps between greater than average shallow retrofit opportunity and highest deprivation, these zones have been assigned as Focus Zones for domestic retrofit.

Intervention in these areas is recommended as it will have the highest social impact.

Fabric Retrofit – Focus Zones



Heating Buildings

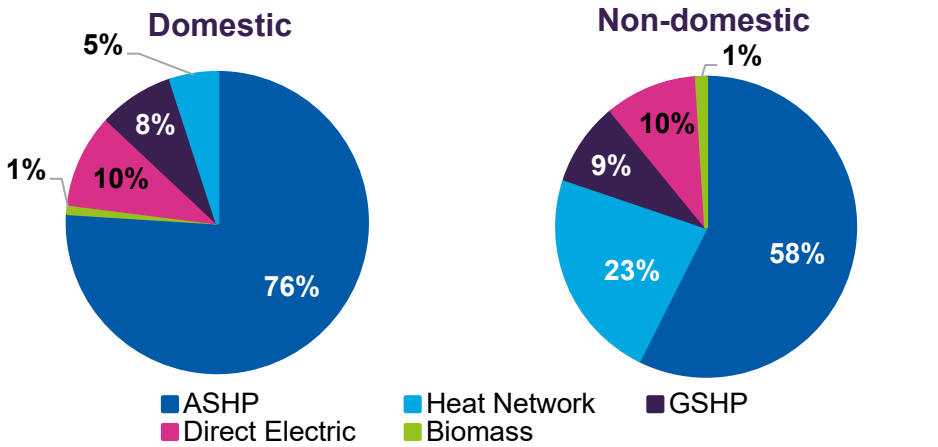
The BCP area will require the mass replacement of current heating technologies in both domestic and non-domestic properties (mainly gas boilers) with decarbonised alternatives to reach net zero. The split of heating technologies in 2050 for both domestic and non-domestic buildings under the Balanced scenario are shown on the right.

Domestic air source heat pump retrofits by 2050

Number required: **140,000**

Capital cost: **£1.4bn**

Split of Heating Technologies in 2050 under Balanced Scenario



Air Source Heat Pumps (ASHP)

ASHPs are widely accepted to be the most suitable and cost-effective low carbon solution for decarbonising heat in buildings. They are currently similar in cost (or slightly more costly) than gas boilers to run but have a higher upfront cost. The cost of heat pump ownership is currently driving concerns around uptake and the potential impact on fuel poverty. However, the Boiler Upgrade Scheme provides a potential source of funding for residents to uptake ASHPs. Also, future reforms of the energy market is hoped to bring down electricity tariffs which would make them more competitive with gas boilers. Heat pumps work best in energy efficient buildings, so fabric retrofit and heat pump installation should be done together.

Heat Networks

Heat networks are best in areas of high heat density. Due to the BCP area's unique urban nature, there is a lot of opportunity for heat networks across the area which is shown on the following page. Heat networks have a very high upfront cost due to the infrastructure required and the laying of pipework can be disruptive. However, they can have several benefits such as the ability to tap into alternative sources of heat (e.g. recoverable heat and geothermal) and offer wider system benefits such as flexibility.

Direct Electric

Direct electric (or "electric resistive") heating is already present across the building stock, particularly in flats and commercial buildings.

This is already a decarbonised means of heating (provided the electricity grid decarbonises), but switching to heat pumps is much more efficient and consequently will reduce energy bills. Direct electric has been modelled to reduce over time under the Balanced pathway.

Heat Networks

Heat networks can make use of multiple and alternative sources of heat. Such sources include bodies of water, rivers, sewer networks, or geothermal heat. Low-temperature heat sources can be increased using heat pumps, supplying buildings with space heating and hot water with high efficiencies. The BCP area has been identified as having high geothermal potential, therefore, geothermal heat is an opportunity as a potential heat source for heat networks.

Heat networks have a high upfront cost due to the scale of infrastructure development required. Most networks are therefore designed with an 'anchor load', which has a high and consistent heat demand which provides certainty in heat offtake for investors. These are typically buildings with a large heat demand and often are public sector buildings; this provides a more reliable stakeholder and gives confidence in future connection, although private sector connections can be equally suitable.

For all clusters identified in the following page, it is recommended to carry out a detailed feasibility study to assess viability. It is important to note that these areas are only considered prospective based on concentrated heat demand, not on the confirmed viability of a suitable energy generation source for a heat network.

Five locations have been identified as Focus Zones for heat network developments, shown mapped on the following page. These include:

West Howe Industrial Estate

- A moderate sized estate with a mix of retail and industrial demands and the surrounding domestic properties could be considered for inclusion.

Central Poole & Poole Harbour

- The central shopping area and the harbour in close proximity provides substantial heat demand. Poole General Hospital is also nearby if the network was to be expanded. This area was subject to a Greenfield feasibility study in 2017 and a techno-economic study in 2018. The network could use water-source heat pumps.

Bournemouth Airport

- The airport has a high density of non-domestic heat demands, including Chapel Lane Business Park which is adjacent to the airport and AIM Aviation. It is a less populous area so it could be easier to construct a heat network here.

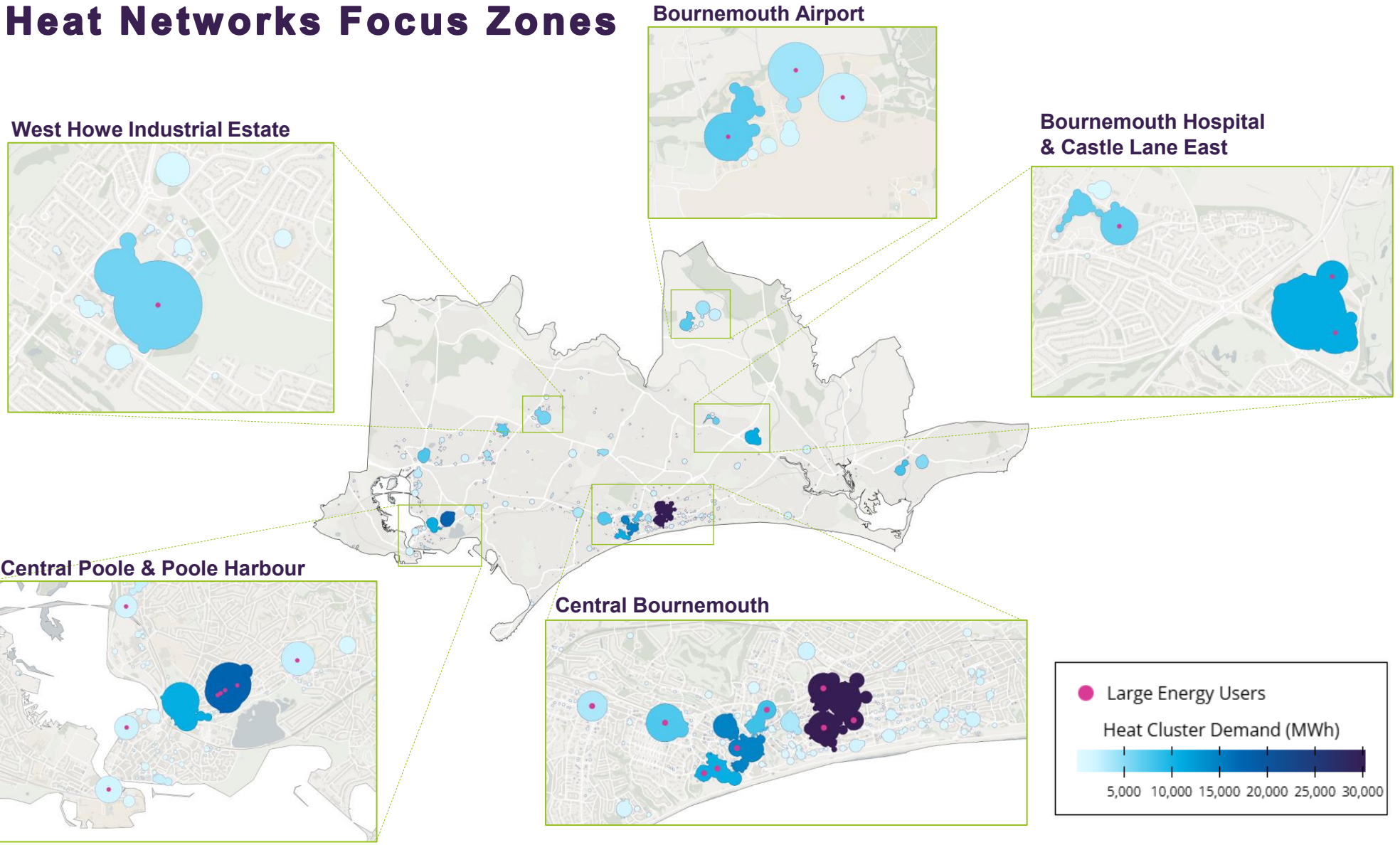
Bournemouth Hospital & Castle Lane East

- The hospital site provides a significant anchor load, and the incinerator could be the primary supply for the network. This area was part of a feasibility study conducted by Arup in 2017.

Central Bournemouth

- There is a particularly high heat density here due to the large numbers of shops and flats, with the largest heat demand being Westbourne Tower Care Home. However, the building density in the area could mean that the construction of a district heat network would be highly disruptive.

Heat Networks Focus Zones



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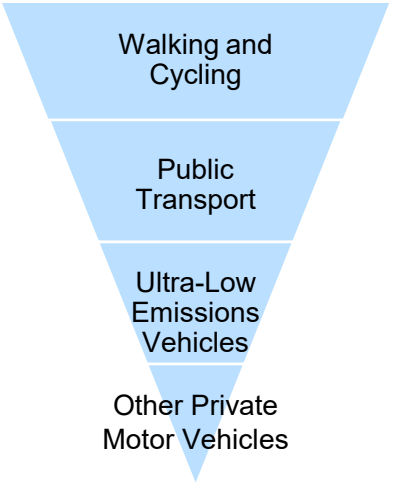
Road Transport

The Balanced pathway has high assumptions on reducing demand for travel and mode shift from the use of cars to walking, cycling and public transport. This follows the principles set out in the sustainable transport hierarchy (right)[1].

Support to improve public transport and means of active travel (e.g. cycle lanes) will reduce the number of cars and improve congestion in major urban areas. However, private vehicles will remain necessary and significant.

Adequate electric chargepoint infrastructure will still be crucial to support and continue the rapid growth of electric vehicles.

Sustainable Transport Hierarchy[1]



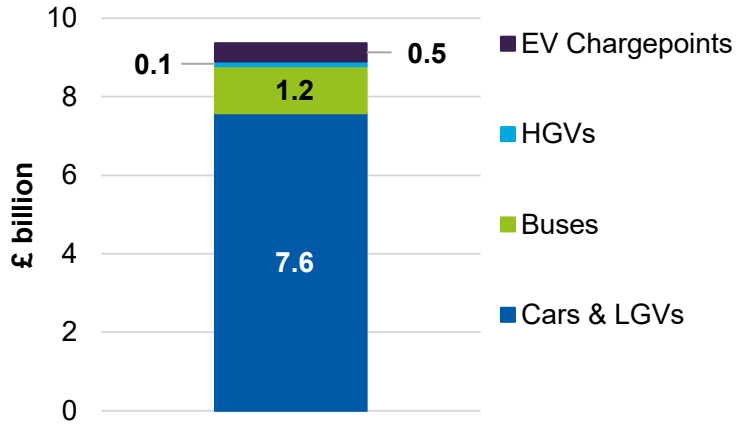
By 2030, the BCP area may need 34,000 EV chargers, with 33,000 of them retrofitted in existing homes.

50% of journeys to be made by walking, wheeling, cycling or public transport by 2030.

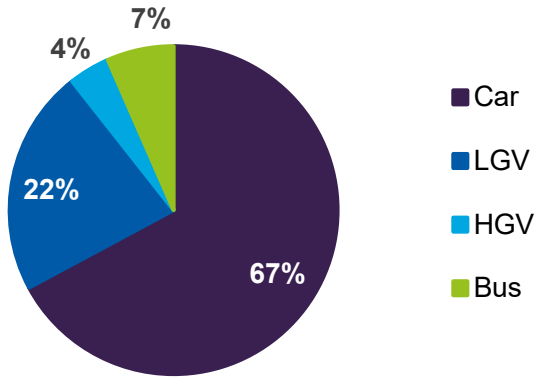
Transport will make up 15% of 2050 electricity demand in the BCP area, at 460 GWh.

By 2045, >95% of cars are expected to be battery-electric.

Investment in New Low Carbon Transport Technologies



Electricity Demand by Vehicle Type



EV Charging & Alternative Fuels Focus Zones

To enable the uptake of EVs in the BCP area, it is key to ensure that there is extensive and accessible charging. Projected yearly EV uptake is shown below, highlighting the significant anticipated demand for charging.

EV charging infrastructure will be required at 'destination' locations such as town centres, where public chargepoints can be integrated with car parking, and through-traffic hotspots, which are key points along the major road network such as service stations.

One key area has been highlighted as an EV charging and alternative fuels Focus Zone, is around A350 coming up from the Port of Poole. Within this Focus Zone there is a high density of freight transport, and consequently, there is a series of service stations and HGV filling stations. These sites could be key locations for high-power charge points and for alternative fuel filling stations. Furthermore, the Port of Poole may require delivery of alternative fuels (e.g. Methanol) for decarbonised maritime activities[2].

EV uptake in the Balanced Scenario

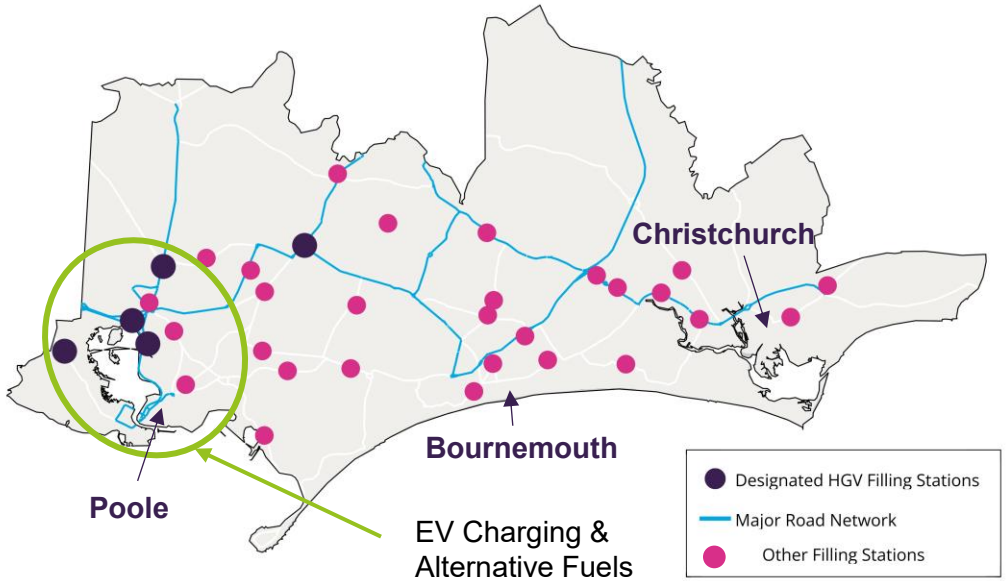
160,000 EV Cars	**30,000** EV LGVs
600 EV HGVs	**1,600** EV Buses

by 2045

Alternative Fuel Demand the Balanced Scenario

16 GWh Hydrogen for HGVs & Buses	**200 GWh** Methanol for Maritime

by 2050



Energy Generation

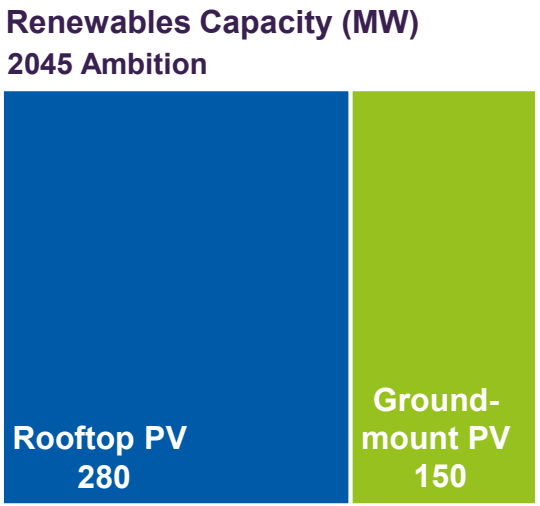
Rooftop PV has high potential across the BCP area, due to its high building density. The rooftop PV potential reaches 280 MW by 2045 under the Balanced pathway, with 160 MW of this on domestic buildings, and a further 120 on non-domestic buildings and car park canopies. To reach the level of domestic rooftop PV deployment, 46,000 homes would require the installation of PV panels.

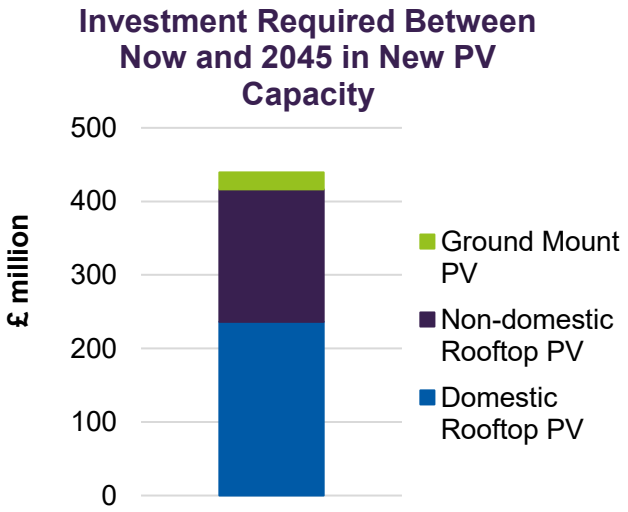
The Balanced pathway has modelled a modest increase of ground PV capacity uptake from 109 to 150 MW, reflecting the expected sensitivities on developing renewables in the Green Belt surrounding the urban conurbation.

This combined local PV capacity will generate about 400 GWh of electricity a year, which is approximately 13% of the projected 2045 electricity demand under the Balanced pathway.

Onshore wind was not modelled under the scenarios due to its low suitability to the area, though there could be potential for small roof-mounted wind turbines.

Rooftop PV can reduce consumer bills by offsetting the purchase of electricity from the grid. There is also the opportunity for consumers to generate revenue by exporting electricity to the grid when the PV generation exceeds the household's demand through incentives such as the Smart Export Guarantee.

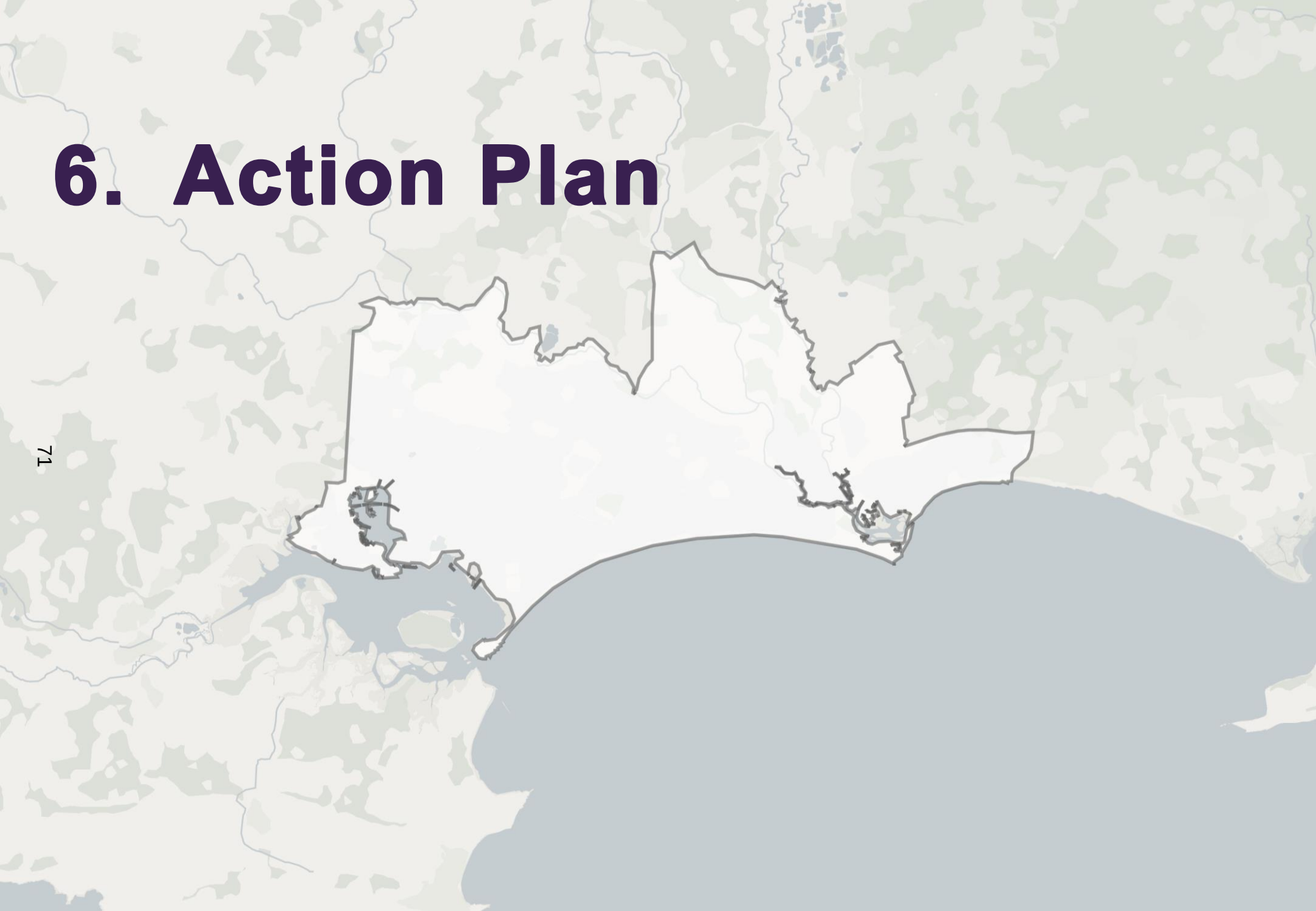




Investment required, between now and 2045, for new PV capacity:

£440mn

6. Action Plan



Action Plan Overview

The Action Plan outlines the priority actions which will drive progress towards the Net Zero Pathway. Each action has been allotted a time frame for successful implementation as follows:

Short-Term: Implementation over two years.
Medium-Term: Implementation between two to five years.
Long-Term: Implementation between five years or more.

Focusing on near-term mobilisation, these actions serve as a catalyst for future initiatives, shaping upcoming projects, policies and strategies. Their successful delivery will be a key next step for BCP Council in advancing its decarbonisation ambitions.

While the Action Plan does not prescribe all steps to required to achieve net zero, it establishes a set of prioritised steps that the council, in collaboration with stakeholders, intends to progress over the next five years. Given the rapid evolution of technology, policy, and market conditions, timeframes may need to be adjusted. Therefore, the Action Plan and its actions will require regular updates (every three to five years) to adapt to the evolving environment and reflect new opportunities and challenges.

Further detail on the Action Plan can be found in the supporting Technical Annex document, available on request from SustainabilityTeam@Bournemouth.gov.uk

The Action Plan section includes:

- **Action Roadmap**: Providing an overview of the implementation timelines of the 15 priority actions.
- **Priority Actions by Sector**: Includes an overview of each action by sector, including KPIs, associated costs, key stakeholders, dependencies and additional benefits.

Stakeholder Engagement

The Action Plan was co-developed with key stakeholders to ensure it aligns with the local context and secures broad support. The engagement process was as follows:

1. Local stakeholders participated in three action planning workshops to generate initial ideas.
2. A long-list of potential actions was created based on workshop discussions, incorporating stakeholder feedback on priorities.
3. A numerical ranking system was used to identify the top 15 actions, with moderation from the core team and key BCP Council teams.
4. Once the final 15 were agreed, a series of 3x focus groups were held to develop and refine each action into “mini business cases”.

Action Plan Overview

Crosscutting Enabling Actions

Actions that address “cross-cutting” issues that are regular barriers across many sectors, such as finance, skills and planning constraints.

Energy Generation & Infrastructure Actions

Actions to facilitate the generation and distribution of low carbon energy.

Building Efficiency, Retrofit & Heat Actions

Actions that enable the delivery of building efficiency, retrofit and heating interventions.

Transport Actions

Actions that support the decarbonisation of road transport via measures such as active travel, use of public transport, and the transition to zero emission vehicles.

Action 1: Investigate developing a Net Zero fund for financing LAEP delivery across all sectors

Action 2: Support local green skills & workforce development to ensure supply chain capacity

Action 3: Support the energy transition through local planning policies

Action 4: Set-up a formal process for reporting to & working with SSEN to optimise network planning

Action 5: Support rooftop solar PV deployment across all buildings in the BCP area

Action 6: Improve understanding of future alternative fuel supply chain

Action 7: Encourage community energy projects in the BCP area by developing a support programme

Action 8: Support the development of the BCP/Dorset Retrofit Hub

Action 9: Continue working on decarbonising the BCP Council Estate to meet the 2030 target.

Action 10: Carry out a scoping exercise to secure funding for Retrofit Works

Action 11: Facilitate the development of District Heat Networks in the BCP area

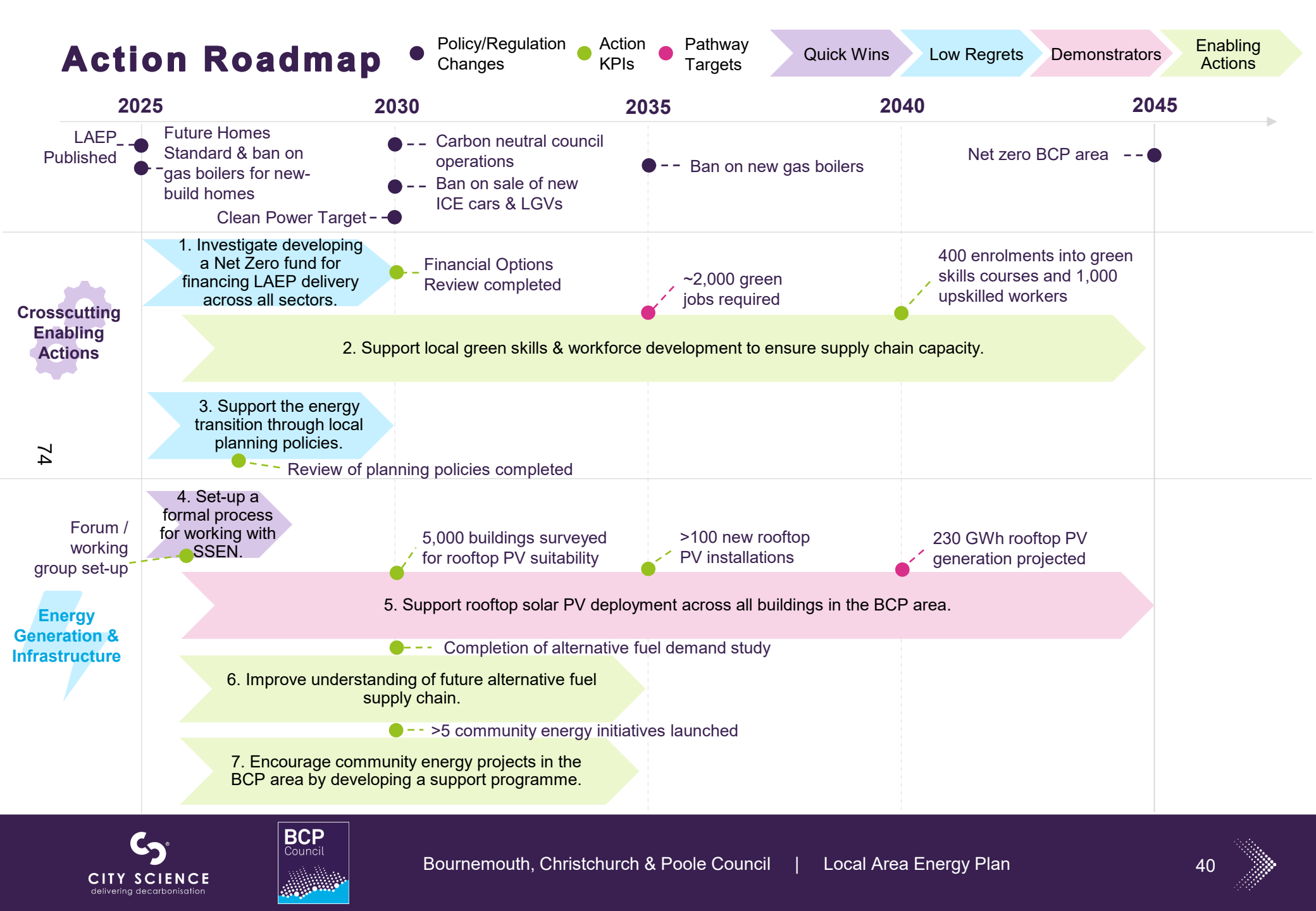
Action 12: Scale-up the Healthy Homes Dorset local insulation grant scheme & relevant national schemes

Action 13: Support the Local Transport Plan 4 to encourage mode shift to sustainable transport

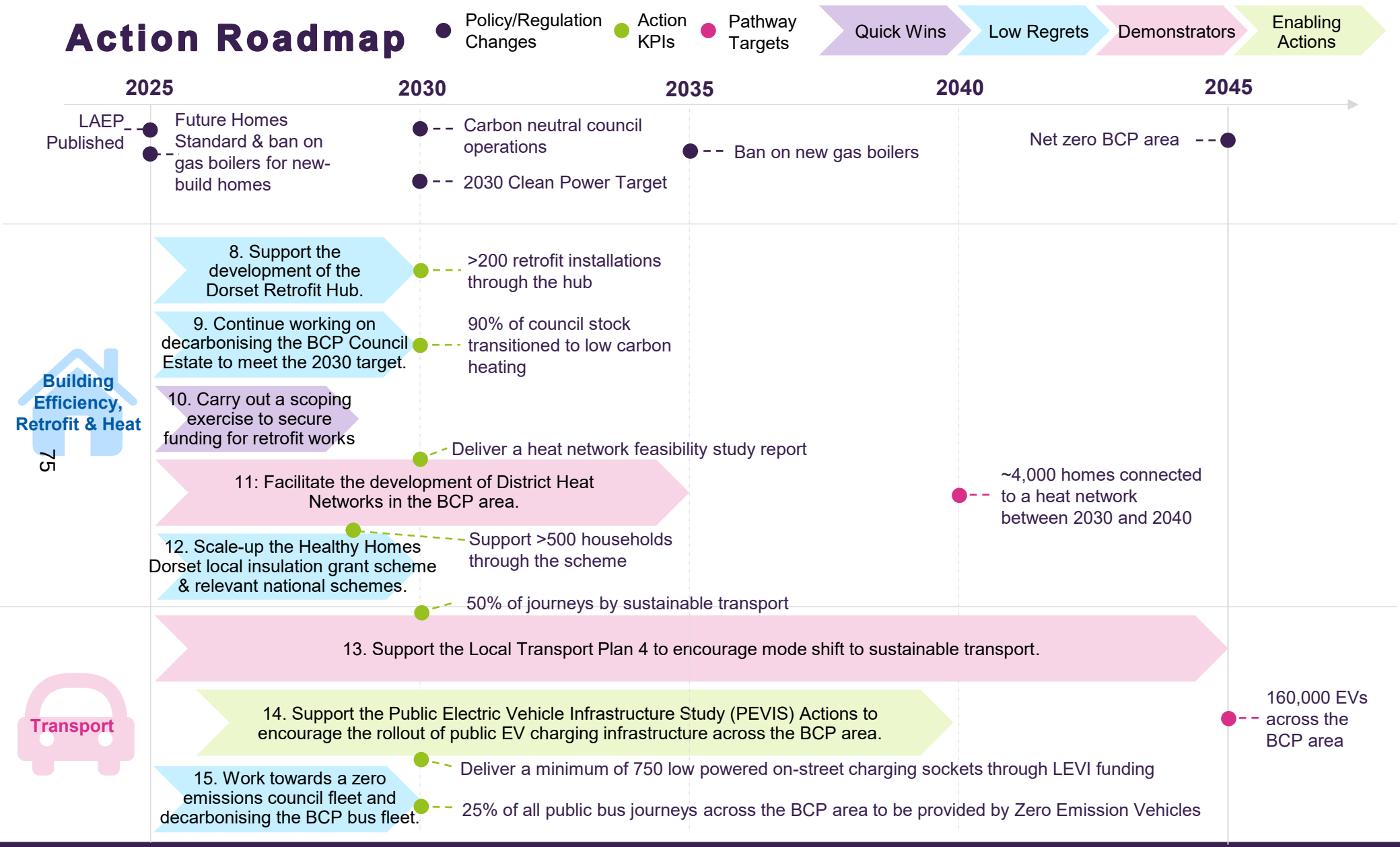
Action 14: Support PEVIS Actions to encourage the rollout of public EV charging infrastructure

Action 15: Work towards a zero emissions council fleet and decarbonising the BCP bus fleet

Action Roadmap



Action Roadmap



Crosscutting Enabling Actions

Action 1: Investigate developing a Net Zero fund for financing LAEP delivery across all sectors

Overview: This action will entail developing a Net Zero Fund leveraging traditional capital markets and financing mechanisms, such as community municipal investments, to support local authority programmes delivering the LAEP and securing long-term engagement.

Convening Lead: BCP Council (Economic Development & Finance)

Collaborators: South West Net Zero Hub (SWNZH)

Short Delivery Timeframe

Co-benefits: Local economic growth through funding local businesses and projects and creating jobs.

KPIs: Net Zero Fund Steering Group formed by Q4 2025. Financial Options Review completed by Q4 2026.

Associated Costs: Financial advisory fees and dedicated resource to administer the fund.

Risks & Dependencies: Potential delays in securing funding and requirement of internal resource.

Action 2: Support local green skills & workforce development to ensure supply chain capacity

Overview: This action aims to facilitate collaboration between government, industry, and education providers to forecast skills demand, develop a green skills pipeline, and build local workforce capacity for delivering the net zero energy transition.

Convening Lead: BCP Council (Economic Development, Learning & Skills)

Collaborators: SWNZH, Ridgewater Energy, Local Education Institutions (e.g. Bournemouth University)

Long Delivery Timeframe

Co-benefits: Expanding local employment opportunities and strengthening the local economy.

KPIs: Number of new starters enrolled and number of upskilled workers.

Associated Costs: Consultancy fees, stakeholder engagement costs, and marketing campaign costs.

Risks & Dependencies: Engagement from local education providers and dependency on funding.

Action 3: Support the energy transition through local planning policies

Overview: The action entails reviewing and addressing what local planning policies can do to support the deployment of measures such as renewable energy, heat pumps, and building fabric retrofits to accelerate the net zero energy transition.

Convening Lead: BCP Council (Energy & Planning)

Collaborators: SWNZH, Ridgewater Energy

Short Delivery Timeframe

Co-benefits: Enhanced collaboration between local government, developers, residents and businesses.

KPIs: Review of planning policies to be completed by end of Q4 2026, as part of the new Local Plan.

Associated Costs: Consultancy fees and costs of hosting workshops and public consultations.

Risks & Dependencies: Legal challenges, cooperation from key stakeholders and opposition from residents.

Energy Generation & Infrastructure Actions

Action 4: Set-up a formal process for reporting to & working with SSEN to optimise network planning

Overview: This action aims to enhance engagement with SSEN to facilitate their grid reinforcement planning processes. This will involve elements such as improving local intelligence on project development, sharing any council-led projects, and lobbying government to accelerated upgrades within the BCP area.

Convening Lead: BCP Council (Energy)
Collaborators: SSEN, Regen, Dorset Council

Short Delivery Timeframe

Co-benefits: More efficient and reliable infrastructure planning and long-term economic growth by reducing grid bottlenecks.

KPIs: Working group operational by Q1 2026 and 25% reduction in delays for grid connections by Q1 2028.

Associated Costs: Staff resourcing.

Risks & Dependencies: Changes in legislation from national government and internal resource.

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Action 5: Support rooftop solar PV deployment across all buildings in the BCP area

Overview: The aim of this action is to facilitate the installation of solar PV on suitable rooftops and carparks across the BCP area. This will involve conducting research, engaging stakeholders, and providing educational resources to overcome barriers and ensure widespread uptake across the region.

Convening Lead: BCP Council (Energy)
Collaborators: SWNZH, SSEN, local businesses and community energy organisations)

Long Delivery Timeframe

Co-benefits: Reduced energy costs, links to the Dorset Retrofit Hub, and synergy with community energy.

KPIs: 5,000 buildings assessed for suitability by Q1 2028 and 100 new Council rooftop PV installs by Q1 2030

Associated Costs: Staff resourcing, consultancy fees and marketing costs for communication campaigns.

Risks & Dependencies: Grid capacity constraints, connection wait times, planning permission and supply chain issues.

Energy Generation & Infrastructure Actions

Action 6: Improve understanding of future alternative fuel supply chain

Overview: Some sectors, such as maritime, aviation, agriculture and certain forms of road transport, are challenging to electrify. Further analysis could explore the scale, sourcing and distribution of alternative fuels required to meet these future demands.

Convening Lead: BCP Council (Energy)
Collaborators: Port of Poole, Bournemouth Airport

Short Delivery Timeframe

Co-benefits: Local investment and job creation from alternative fuel supply chains.

KPIs: Complete commissioned study by Q1 2027 and secure funding to support alternative fuel initiatives.

Associated Costs: Consultancy fees for conducting analysis, staff resourcing, and stakeholder engagement costs.

Risks & Dependencies: Securing adequate funding, lack of accurate data and dependent on supportive policies.

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Action 7: Encourage community energy projects in the BCP area by developing a support programme

Overview: This action aims to empower local communities in the BCP area to take an active role by fostering the development of community-led energy projects. The initiative seeks to provide targeted support, advice on governance and risk related to local energy solutions.

Convening Lead: BCP Council (Economic Development, Planning, and Community Development)
Collaborators: SWNZH (Community Energy Fund, Community Energy South, Dorset Community Energy

Medium Delivery Timeframe

Co-benefits: Improved local energy resilience and community engagement and empowerment.

KPIs: Launch 10 community energy initiatives through the programme by Q1 2030.

Associated Costs: The cost of developing the community energy framework and marketing and promotion costs.

Risks & Dependencies: Lack of engagement from local communities, funding limitations and lack of political support.

Building Energy Efficiency & Retrofit Actions

Action 8: Support the development of the Dorset Retrofit Hub

Overview: The Dorset Retrofit Hub is currently in the planning phase and aims to be a 'one-stop-shop' for consumers looking into retrofit. It will provide a source of information and advice, approved local installers and access to assessments and coordination services.

Convening Lead: BCP Council & Dorset Council

Collaborators: Ridgewater Energy, SWNZH, Wessex Community Assets, Retrofit Assessors, RSLs

Medium Delivery Timeframe

Co-benefits: Job creation, skills development, improvements to housing quality and health, and reduced energy bills.

KPIs: 200 retrofit installations by Q1 2030

Associated Costs: The development of a business plan, marketing costs, and staff resourcing.

Risks & Dependencies: Changes in national policy and the availability of funding and resourcing.

Action 9: Continue working on decarbonising the BCP Council Estate to meet the 2030 target

Overview: To enable BCP Council to meet their target for the council operations to become carbon neutral by 2030, this action aims to develop a fully costed investment and implementation plan decarbonisation across the estate. This includes fabric retrofit, heat decarbonisation and rooftop PV.

Convening Lead: BCP Council (Housing, Planning, Finance & Procurement, FM & Estates)

Collaborators: SWNZH, Building Occupiers

Long Delivery Timeframe

Co-benefits: Energy bill savings, job creation, increases in property value and building a local supply chain.

KPIs: Additional rooftop solar PV installed by Q1 2028 and 90% of buildings transitioned to low carbon heating by Q1 2030.

Associated Costs: Conducting detailed building surveys and site assessments, staff resourcing, and pilot projects.

Risks & Dependencies: Reliance on finance and funding, retrofit sector capacity and planning constraints.

Action 10: Carry out a scoping exercise to secure funding for Retrofit Works

Overview: This action aims to support a well-developed financial appraisal of finance models, legal frameworks and procurement models for retrofit works. This includes funding models both at a programme level for council programmes and at homeowner level in the pursuit of providing advice.

Convening Lead: BCP Council

Collaborators: SWNZH, Banks & Building Societies, Ridgewater Energy

Short Delivery Timeframe

Co-benefits: Synergy with the Dorset Retrofit Hub and improved access to funding streams.

KPIs: Engage with 10 relevant stakeholders by Q1 2026 and finalise a scoping exercise by the end of Q4 2026.

Associated Costs: Consultancy fees to conduct a financial appraisal study and communication campaign costs.

Risks & Dependencies: Changes to national policy limiting funding and need for sufficient staff resource.

Building Energy Efficiency & Retrofit Actions

Action 11: Facilitate the development of District Heat Networks in the BCP area

Overview: The BCP area has significant potential for the development of District Heat Networks. To further heat network development, BCP Council should support the upcoming DESNZ zoning process and conduct feasibility studies to assess opportunities for deployment.

Convening Lead: BCP Council (Energy)

Collaborators: SWNZH, DESNZ, Large Energy Users (e.g. NHS Sites), Local MPs, Green Heat Network Fund & Heat Network Delivery Unit

Medium Delivery Timeframe

Co-benefits: Local supply chain establishment, investment in local energy infrastructure and improved energy security.

KPIs: Identify and assess ≥5 viable heat sources by Q4 2025 and deliver a feasibility study by Q4 2027.

Associated Costs: Costs of developing feasibility studies and delivery plans, staff resourcing.

Risks & Dependencies: Requires political support and strong local engagement, with key environmental constraints to be addressed.

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Action 12: Scale-up the Healthy Homes Dorset local insulation grant scheme & relevant national schemes

Overview: Healthy Homes Dorset is a scheme that enables residents to access funding for loft and cavity wall insulation and offers free, impartial energy advice. By expanding this initiative and lobbying the government for continued funding, this scheme can continue to help vulnerable residents by reducing fuel poverty and improving comfort.

Convening Lead: BCP Council & Dorset Council

Collaborators: Ridgewater Energy, Public Health Dorset, NHS, Local MPs, National Government

Medium Delivery Timeframe

Co-benefits: Job creation, synergy with the Dorset Retrofit Hub and improvements to housing quality and health.

KPIs: Support ≥500 households through the scheme by the end of Q4 2027.

Associated Costs: Public awareness campaigns, stakeholder engagement and staff resourcing.

Risks & Dependencies: Supply chain shortages and low public awareness of the scheme may limit its impact.

Transport Actions

Action 13: Support the Local Transport Plan 4 to encourage mode shift to sustainable transport

Overview: BCP Council has a target for 50% of journeys in the BCP area to be sustainable by 2030. This action supports this target, through recommending communication campaigns, enhanced active travel and public transport networks, and school streets.

Convening Lead: BCP Council (Planning & Transport)

Collaborators: Bus Operators, SSEN, Bikeshare Operators, Local Schools

Long Delivery Timeframe

Co-benefits: Public health benefits from reduced air pollution, improved safety and reduced traffic congestion.

KPIs: Increased sustainable travel to 50% of journeys in the BCP area to be sustainable by 2030.

Associated Costs: Delivering public awareness campaigns, community engagement events.

Risks & Dependencies: Policy changes, complex funding models and lack of public acceptance.

Action 14: Support PEVIS Actions to encourage the rollout of public EV charging infrastructure

Overview: This action includes promoting and facilitating destination charging, mobility hubs, car clubs, charging provision for leased/fleet vehicles, and community charging.

Convening Lead: BCP Council (Transport)

Collaborators: Chargepoint Operators, SSEN, Property Developers, BCP Parking Services, Car Club Operators, Western Gateway Strategic Transport Body

Long Delivery Timeframe

Co-benefits: Jobs created, upskilling and supporting equitable access to EV charging infrastructure.

KPIs: Deliver a minimum of 750 low powered on-street charging sockets through LEVI funding by 2030.

Associated Costs: Staff resourcing and communication campaigns.

Risks & Dependencies: Requires grid capacity and may work against schemes that encourage sustainable travel.

Action 15: Work towards a zero emission council fleet and decarbonising the BCP bus fleet

Overview: This action entails seeking government funding to support the Fleet Replacement Strategy to decarbonise the council fleet. For the bus fleet, it entails ongoing collaboration through the BCP Enhanced Partnership, the development of a strategy and seeking funding.

Convening Lead: BCP Council (Transport)

Collaborators: Bus Operators, SSEN, BCP Council (Procurement), Bournemouth University

Long Delivery Timeframe

Co-benefits: Strengthened collaboration between BCP Council and bus operators and reduced air pollution.

KPIs: 25% of all public bus journeys in the BCP area to be provided by zero emission vehicles by 2030.

Associated Costs: High capital costs for vehicle upgrades and possible new infrastructure and grid reinforcement.

Risks & Dependencies: Grid capacity limitations for EV chargers and reliance on securing sufficient funding.

References

Glossary

Acronym	Definition
CAPEX	Capital expenditure
CO_2	Carbon dioxide
CHP	Combined Heat and Power
DESNZ	Department for Energy Security & Net Zero
DNO	Distribution Network Operator
DHN	District Heat Network
EfW	Energy from Waste
EPC	Energy Performance Certificate
ESC	Energy Systems Catapult
EV	Electric Vehicle
FES	Future Energy Scenarios
GSP	Grid Supply Point
HGV	Heavy Goods Vehicle
ICE	Internal Combustion Engine
IDM	Index of Multiple Deprivation
KPI	Key performance indicator

Acronym	Definition
LAEP	Local Area Energy Plan
LENZA	Local Energy Net Zero Accelerator
LGV	Light Goods Vehicle
LSOA	Lower Layer Super Output Area
LULUCF	Land Use, Land Use Change and Forestry
OS	Ordnance Survey
NAEI	National Atmospheric Emissions Inventory
PEVIS	Public Electric Vehicle Infrastructure Study
PHC	Poole Harbour Commissioners
PPP	Public Private Partnerships
PV	Photovoltaic
SIC	Standard Industrial Classification
SGN	Southern Gas Network
SSEN	Scottish & Southern Electricity Networks
SWNZH	South-West Net Zero Hub
ZEVIS	Zero Emission Vehicle Insight Study

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Introduction to the Document

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ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Report subject	**Email and Document Storage Retention – Impact Analysis on Costs and Environmental Factors & Recommendations**
Meeting date	9 July 2025
Status	Public Report
Executive summary	This report evaluates the current email and document storage, carbon and costs footprints of BCP Councils use of Microsoft 365. The primary reason for bringing this report is to address the scrutiny request to "*establish the current data use and retention polices of the council, and whether there is scope for reduction of the environmental and financial impact of those policies*". The report outlines three options for consideration: reducing how much data the Council retains in its compliance libraries, transitioning to alternative cloud or on-premises solutions, and completing activity to profile users to enable potential re-mapping to lower costs licence types.
Recommendations	**It is RECOMMENDED that:** **(a) As per Option (A), The Committee considers a reduction in the number of years that the Preservation Hold Library is configured to retain Microsoft 365 email and documents for, down from 5 years. Thereby reducing the Councils carbon footprint in this area.** **(b) As per Option (B), The Committee supports the continuation of activity already underway, as part of the Councils Data and Innovation Programme, to re-assess and profile Microsoft 365 end-user licensing requirements, moving colleagues to lower-costs licenses where appropriate.**
Reason for recommendations	Reducing the retention period for Microsoft 365 email and documents from 5 years will decrease the amount of data stored, thereby reducing the Council's carbon footprint. This aligns with the Council's commitment to sustainability and environmental responsibility, ensuring that data storage practices contribute to a greener future. Supporting the continuation of the Council's Data and Innovation Programme to re-assess and profile Microsoft 365 end-user licensing requirements will help identify opportunities

	to move Officers and Councillors to lower-cost licenses where appropriate. This will further optimise licensing costs, ensuring that resources are allocated efficiently while maintaining the necessary functionality for users. This approach promotes cost-effectiveness and supports the Council's goal of financial prudence.
Portfolio Holder(s):	Cllr Jeff Hanna
Corporate Director	Sarah Chamberlain, Service Director for IT & Programmes
Report Authors	Marc Biondic, Head of IT Infrastructure Nigel Channer, Data Protection Officer Neil Short, Sustainability Manager
Wards	Council-wide
Classification	For Recommendation

Background

1. Issue requested for Scrutiny: *The impact financially and environmentally on email and other electronic document retention, whether the Council could be improving its data retention and use strategy to reduce its Digital Carbon emissions, as well as the cost impact.*

   To establish the current data use and retention polices of the council and assess whether there is scope for reduction of the environmental and financial impact of those policies.

2. BCP Council utilises Microsoft365 as its primary email/document productivity and storage suite for Officers and Councillors.

   Microsoft 365 is a subscription-based service that offers a suite of productivity tools designed to help Officers and Councillors work, communicate, create and collaborate more effectively. It is a core component of the delivery of BCP Councils IT Technical Strategy & Standards.

   Microsoft 365 includes popular applications like Word for document creation, Excel for spreadsheets, PowerPoint for presentations, and Outlook for email and calendar management. Additionally, it provides cloud storage with OneDrive and SharePoint, allowing colleagues to securely access their files from anywhere, and Teams for online collaboration and to facilitate in-person or remote meetings.

   Also included in this subscription is a service called the Preservation Hold Library (PHL). The PHL is an area in Microsoft 365 that automatically stores copies of Office files and emails to assist with legal searches and compliance reasons.

   Within BCP Council the PHL was configured in 2019 to retain these items for 5 years.

Current Storage and Carbon Footprint

3. BCP Council's storage footprint within Microsoft 365 is structured into 3 areas:

    - Exchange Online **44.68 terabytes (Tb)** – all data related to **email and calendars**, including document attachments. Includes the Preservation Hold Library.
    - SharePoint Online **54.2Tb** – all data contained within **SharePoint and Teams**, including unstructured data such as word documents, spreadsheets and presentations that are not stored in structured data sources, such as line of business applications. Includes the Preservation Hold Library.
    - OneDrive Online **56Tb** – all data contained within colleague **personal data stores**, including unstructured data such as word documents, spreadsheets and presentations that are not stored in structured data sources such as line of business applications. Includes the Preservation Hold Library.

    The total storage footprint for BCP Council across all 3, including the Preservation Hold Libraries, is currently **154.88Tb**.

    Direct comparisons with other similar sized local authorities are difficult to assess. Dorset Council have shared that they currently hold **97Tb** of data within their Microsoft 365 environment, with approximately 700 fewer licensed users. Dorset Council did not provide details regarding the setup and scope of their PHL.

    Note: 1 terabyte (Tb) is roughly equivalent to 250,000 hi-resolution photos or 500 hours of high-definition video.

    For the previous 12 months BCP Councils overall emissions generated by its use of Microsoft 365, is **14.014 metric tons of carbon dioxide equivalent** (mtCO2e). Over the month of April 2025 this equated to 195 grams of carbon per user, roughly the same amount of carbon generated by driving half a mile in a petrol engine vehicle.

Current Costs

4. Microsoft 365 is a subscription-based service, meaning organisations pay a regular fee to access a suite of productivity tools that include Word, Excel, Outlook, PowerPoint, SharePoint, OneDrive, Teams, and more.

    These tools are hosted in the cloud, so our colleagues can access them, and the files they create, securely from anywhere with an internet connection. Microsoft offers different levels of licenses depending on the features and business needs, ranging from basic email and file storage to advanced security and compliance tools.

    The Microsoft 365 E5 license is the most comprehensive option available. It includes everything from the lower-tier plans, but adds powerful features designed for larger organisations and those with complex needs, such as BCP Council. With the Microsoft 365 E5 licence, colleagues get not only the core productivity tools but also benefit from:

    - Advanced security tools to help protect against cyber threats like phishing and ransomware.
    - Enhanced compliance features to help meet legal and regulatory requirements.
    - Advanced analytics through tools like Power BI Pro, which helps users visualise, understand and then act on data.

- Phone system and audio conferencing, allowing users to make and receive calls directly in Microsoft Teams.

In short, the E5 license is ideal for organisations such as us that need top-tier productivity, storage, security and communication tools.

Licence use is closely monitored and controlled by IT & Programmes. Authorised colleagues within the department have access to considerable metrics and dashboards which enable them to ensure licences are allocated correctly and removed, for example, as soon as a user leaves the organisation, enabling its re-use elsewhere.

BCP Council currently provides **5,767** E5 user licences to colleagues requiring these services at a Local Government price of **£344.64 per user, per annum. This equates to £1,987,538 annually**.

Options Appraisal

5. Three options have been explored for Committee consideration that could lead to a reduction in the environmental and financial impact of the current position:

6. **Option (A):** Consider a reduction in the number of years that the Preservation Hold Library is configured to retain email and documents for, down from 5 years.

Advantages:

- Will reduce the overall storage footprint of emails and documents held within Microsoft 365.
- Information Governance Teams have confirmed that this can be safely re-configured without conflicting with existing Departmental Document Retention Policies.

Disadvantages:

- Will **not** reduce costs.
- Could limit the Councils ability to retrieve historical email and document data if needed for investigations.

Recommendation:

- The Council should consider if a reduction in the configured PHL is appropriate and that a new value and scope can be agreed.
- IT & Programmes and Law and Governance will be responsible for implementing and communicating the change to all colleagues.

7. **Option (B):** Continue *Data and Innovation Programme* activity to re-assess and re-profile the licensing needs of the userbase. This work enables analysis to be undertaken that can look to reduce the overall cost footprint of the Microsoft 365 E5 licences by potentially allocating lower-tier (cheaper) licences to some colleagues.

Advantages:

- Will reduce the overall cost footprint of Microsoft 365 subscription licensing.
- Activity is already underway as part of Data and Innovation Programme, to audit and re-assess all users Microsoft 365 service needs and licence accordingly.

Disadvantages:

- Profiling is intensive and complicated process in large complex environment such as BCP Council, with many hundreds of different role profiles across the organisation.

Recommendation:

- IT & Programmes continue with Data and Innovation activity to re-assess, profile and if appropriate re-licence users to lower cost, but still functional, licence types.
- IT & Programmes continue to proactively monitor licence usage across the Council and capture opportunities to re-provision existing procured licences where possible.

8. **Option (C):** Investigate the costs and options associated with moving away from Microsoft 365, either back to a traditional 'on-premises' service delivery model or via another cloud services productivity provider (e.g. Google or open-source alternatives).

   Advantages:

   - Would reduce the current cost of Microsoft 365 subscription licensing.

   Disadvantages:

   - High Initial Costs: Setting up new fit for purpose on-premises infrastructure requires significant upfront investment in hardware, software, skilled support personnel and end-user training. This will be a substantial financial burden compared to the subscription-based model of Microsoft 365.
   - Limited Collaboration Features: Microsoft 365 offers robust collaboration tools such as Teams, SharePoint, and OneDrive, which are seamlessly integrated. Open-source alternatives lack the same level of integration and user-friendly features, potentially hindering productivity and collaboration in a hybrid working environment.
   - Disaster Recovery: Implementing effective disaster recovery plans for on-premises infrastructure is costly and complex. Microsoft 365 offers built-in redundancy and disaster recovery options, ensuring secure data availability and business continuity for colleagues from anywhere with an internet connection.

   Recommendation:

   - This option is not recommended and has been discounted due to the high costs and business disruption caused by a shift away from the Microsoft Office ecosystem.

Summary of financial implications

9. Microsoft 365 is a subscription service based on a per-user licence. The annual revenue impact of these licences, assigned to 5,767 colleagues, is £1,987,538 per annum. This is currently funded from IT & Programmes base revenue budget. Progression of **Option 2** is expected to reduce the annual cost of current number of Microsoft 365 end-user licenses.

Summary of legal implications

10. The legal implications of adopting **Option (A)** have been explored with Law and Governance colleagues. Law and Governance advice is that any reduction in the Preservation Hold Library does not present any additional legal implications due to the requirement of Services to have retention periods on the records they hold. The Preservation Hold Library contains information that has been deleted from Microsoft 365 by end-users following the expiry of the Service retention period. There is no requirement on the Council to continue to retain information beyond agreed Service retention periods.

Summary of human resources implications

11. There are no human resources implications associated with the recommendations within this report.

Summary of sustainability impact

12. IT & Programmes worked alongside colleagues from our Sustainability Teams to verify the validity of the metrics and data made available to us by Microsoft.

    Using Microsoft 365 can significantly contribute to a more sustainable and environmentally friendly way of working. One of the biggest advantages is its support for remote and hybrid work, which reduces the need for daily commuting. Fewer vehicles on the road mean lower carbon emissions, less air pollution, and reduced congestion. This shift not only benefits the planet but also improves the quality of life for our residents and colleagues.

    Adoption of Microsoft 365 has also helped BCP Council reduce our physical infrastructure needs. With cloud-based tools like Teams, SharePoint, and OneDrive, we have been able to hugely reduce our reliance on on-site servers and paper-based processes. This leads to lower energy consumption, less waste, and a smaller office footprint.

    By enabling digital collaboration, document sharing, and virtual meetings, Microsoft 365 supports a more efficient and eco-conscious way of working within BCP Council, helping us meet our sustainability goals while staying productive and connected.

    Microsoft provide detailed metrics on the datacentre emissions it generates, on our behalf, by providing Microsoft365 services to our colleagues. The figures are inclusive of all emissions associated with use of Exchange Online (Outlook), OneDrive, Teams, Word, Excel and PowerPoint.

    These metrics are calculated in line with the Greenhouse Gas Protocol, as recognised by our local Sustainability Team and are broken down into three scopes, as defined below. Emissions are calculated for BCP Council based on its actual usage of Microsoft365 services. The algorithm calculates a usage factor which provides emissions per unit of customer usage in our UK region data centre.

    Scope 1: Direct Emissions.

    Includes emissions from the combustion of diesel fuel and emissions from the use of refrigerants for cooling, proportionate to BCP Council use.

    Scope 2: Indirect Emissions.

Includes emissions from direct power consumption used to power Microsoft datacentres that host BCP Councils services, proportionate to BCP Council use.

Scope 3: Other indirect Emissions.

Includes emissions that result from raw material extraction, product manufacturing and packaging, product transport, warehouse storage and recycling/landfill of hardware such as servers and network equipment.

For the previous 12 months BCP Councils overall emissions across all 3 scopes has been calculated as **14.014** metric tons of carbon dioxide equivalent ($mtCO_2e$). Shown diagrammatically in figures 1 and 2 on the next page.

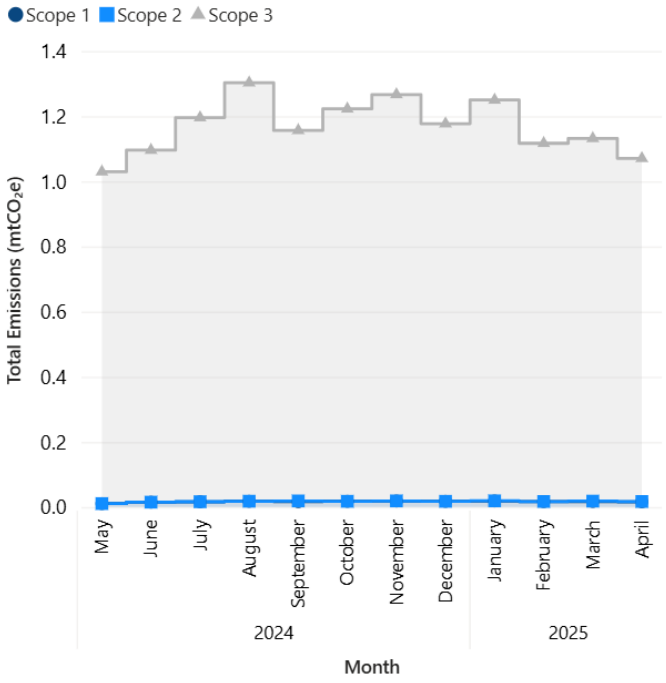

Figure 1: Total Emissions per month across all users

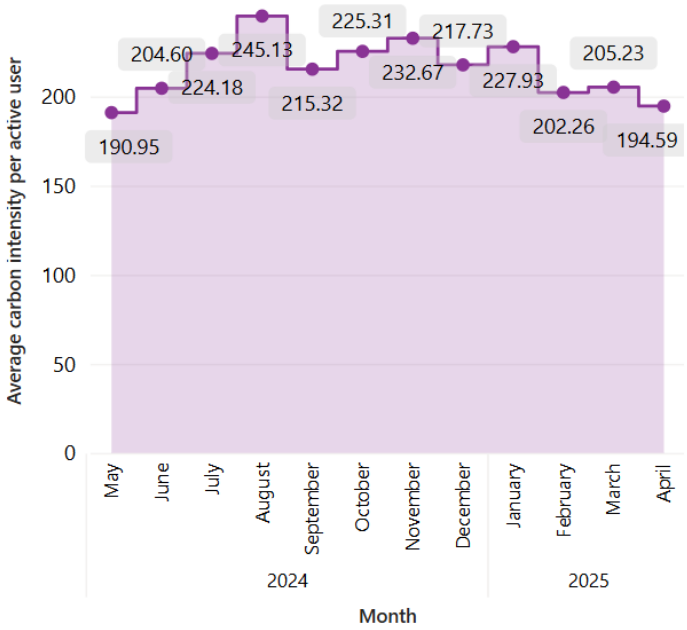

Figure 2: Carbon intensity in grams of CO_2e per Microsoft365 user, per month for BCP Council

Summary of public health implications

13. There are no public health implications associated with the recommendations within this report.

Summary of equality implications

14. No EIA or EIA conversation has been had with respect to the recommendations in this report as it was not considered relevant.

Summary of risk assessment

15. One risk has been identified and associated with the implementation of Option 1, as recommended by this report:

    - Option 1: Reduce the PHL
    - **Risk:** There is a risk that by reducing the PHL that this may mean the Council is unable to retrieve copies of emails and documents that may be supportive to investigations or legal challenges.

Background papers

IT Technical Strategy and Standards

Greenhouse Gas Protocol

Appendices

There are no appendices to this report

ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Report subject	**Cliff and Coastal Erosion Management across the BCP coast**
Meeting date	9 July 2025
Status	Public Report
Executive summary	Since the late 19th century we have been building coastal defences along the shoreline at the base of the cliff to prevent coastal erosion. However, whilst the introduction and evolution of coastal defences along the base of the cliffs have been very successful in stopping coastal erosion by marine action, they were not successful in stopping cliff instability landwards of the coastal defences. Consequently, borough engineers between the 1950s to 1990s undertook extensive cliff stabilisation works and ongoing maintenance of a variety of engineering measures. However, from the 1990s onwards, due to a loss of knowledge/experience as engineers left the local authorities and were not replaced, combined with a reduction in funding, the approach to cliff stabilisation works has been much more one of reacting to events rather than proactively intervening with cliff stabilisation works and maintaining those systems installed in the period 1950s-1990s. In recognition of the challenges of cliff instability, since 2022 the South West Flood & Coastal team have been leading the development of a new BCP Cliff Management Strategy (CMS) which aims to provide a single, consistent and integrated approach to managing each section of cliff along the BCP coast, such that decisions made by various service areas in BCP Council are based on a common understanding of the risks posed by future cliff erosion and instability which arise from a range of factors including the impacts of climate change. The CMS is due to complete by March 2026 and the paper provides details on what it will produce. After March 2026, there will need to be funding provided to enable the ongoing maintenance of the new systems and processes established by the CMS. In addition, there will be a need to provide funding for both maintenance of the various cliff management systems across the BCP coast and, in places, the construction of new cliff stabilisation works where we continue to have cliff slips and falls – such as at West Cliff.

Recommendations	**This paper has been prepared for the BCP Council Environment & Place Overview and Scrutiny Committee in response to a request from Councillor Richard Herrett, the Cabinet member for Destination, Leisure and Commercial Operations, to provide a deep dive into the following lines of enquiry:** **a) How BCP manages its coastal and cliff erosion now and into the future** **b) What are the challenges?** **c) How is this area of work funded and how will it be funded in the future?** **d) How is this work communicated to residents and wider public?** **As such, there are no recommendations being made.**
Reason for recommendations	Not applicable
Portfolio Holder(s):	Councillor Andy Hadley (Cabinet Member for Climate Response, Environment and Energy)
Corporate Director	Glynn Barton – Chief Operations Officer
Report Authors	Alan Frampton – Strategy, Policy & Environment Manager, FCERM Matt Hosey – Head of Service, FCERM Julian Case – FCERM Principal Geotechnical Engineer
Wards	Boscombe East & Pokesdown; Boscombe West; Bournemouth Central; Canford Cliffs; East Cliff & Springbourne; East Southbourne & Tuckton; Hamworthy; Highcliffe & Walkford; Mudeford, Stanpit & West Highcliffe; West Southbourne; Westbourne & West Cliff;
Classification	For Information

Introduction

1. This paper has been prepared for the BCP Council Environment & Place Overview and Scrutiny Committee in response to a request from Councillor Richard Herrett, the Cabinet member for Destination, Leisure and Commercial Operations, to provide a deep dive into the following lines of enquiry:

   a) How BCP manages its coastal and cliff erosion now and into the future

   b) What are the challenges?

   c) How is this area of work funded and how will it be funded in the future?

   d) How is this work communicated to residents and wider public?

2. The reason for this request is, following cliff slips in the BCP area over the last year, to ensure that the council is doing everything it can in relation to cliff and coastal erosion risk management and managing the impact on our residents, visitors and the area as a whole.

Key terminology to understand in reading this paper:

- **Coastal erosion** is a natural process where material (sediment, rocks and manmade features) is taken away from shorelines by the action of waves, tides and currents (often to be deposited along other parts of the coast or moved to offshore areas). This is not replaced by new material, resulting in the coastline being 'eroded'.

  Waves, currents, tides, and wind can all contribute to coastal erosion.

  Importantly, coastal erosion is driven by forces at the base of cliffs (i.e. along the shoreline), though the impacts result in retreat of the cliff top that in turn can lead to loss of properties and infrastructure located on top of cliffs.

- **Cliff stability** is the ability of inclined soil or rock slopes to withstand destabilising forces. This is related to conditions within the cliffs / slopes including the mass characteristics of the geology and groundwater conditions which on occasion may cause excessive destabilising pressures due to the build-up of water levels within the cliffs due to rainfall and/or other sources.

- **Cliff instability** occurs when the stabilising forces within the cliff are exceeded, leading to rockfalls, mudflows, landslips and landslides. These may be confined to the face of cliffs and slopes or they can be deep seated and cause damage/risk to life to people, property and infrastructure on or at the base of the slopes, or they may also result in retreat of the cliff top position in which case they can then also lead to loss of properties and infrastructure located on top of cliffs.

How BCP manages its coastal and cliff erosion now and into the future

3. Along the BCP coastline there is approximately 15.5 miles of sea cliffs and chines fronted by sandy beaches, extending from the boundary with New Forest District Council at Chewton Bunny in the east to the boundary with Dorset Council in Lytchett Bay in the west (see Figure 1).

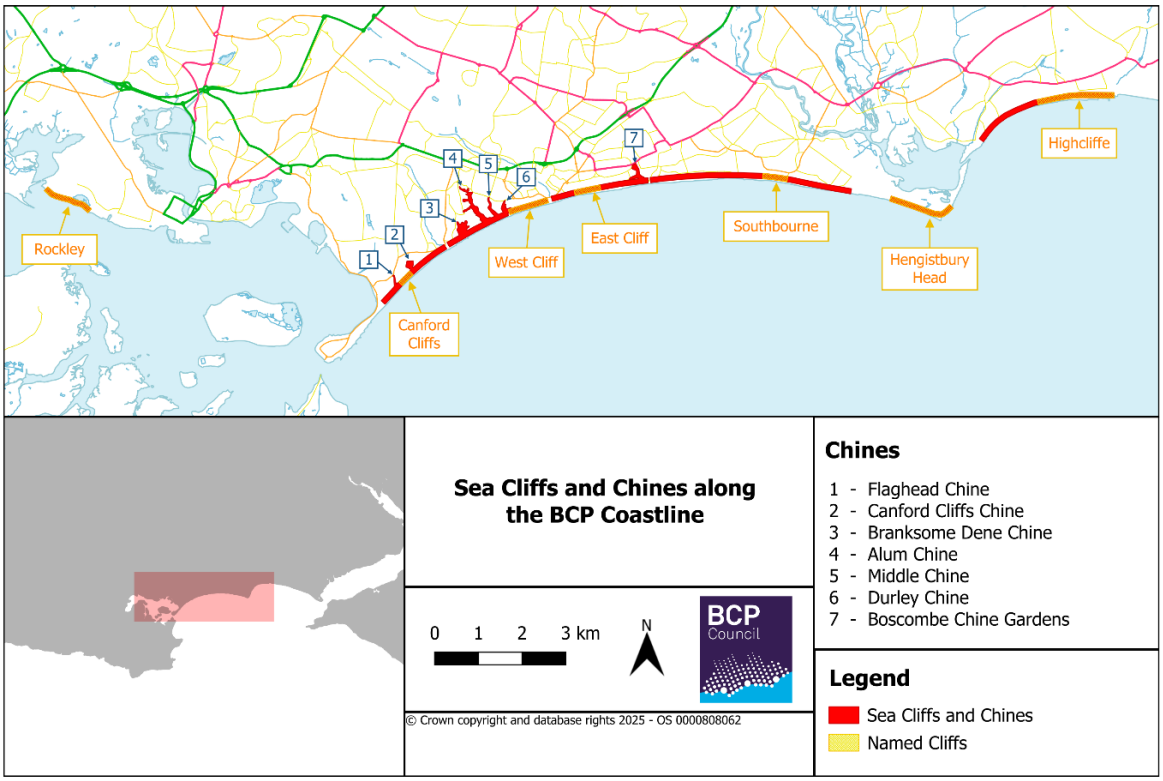

Figure 1 Extent of sea cliffs and chines along the BCP coast

4. The responsibility for much of the management of the sea cliffs and chines falls to BCP Council (either as landowner or leaseholder), however about 1.4 miles of sea cliffs and chines are in private ownership and so the responsibility for management lies with those private owners (see Figure 2). These private cliffs often have a relationship to adjacent sections of cliff, or assets at the top and bottom of the cliff, that are the responsibility of BCP Council, which poses challenges for integrated management.

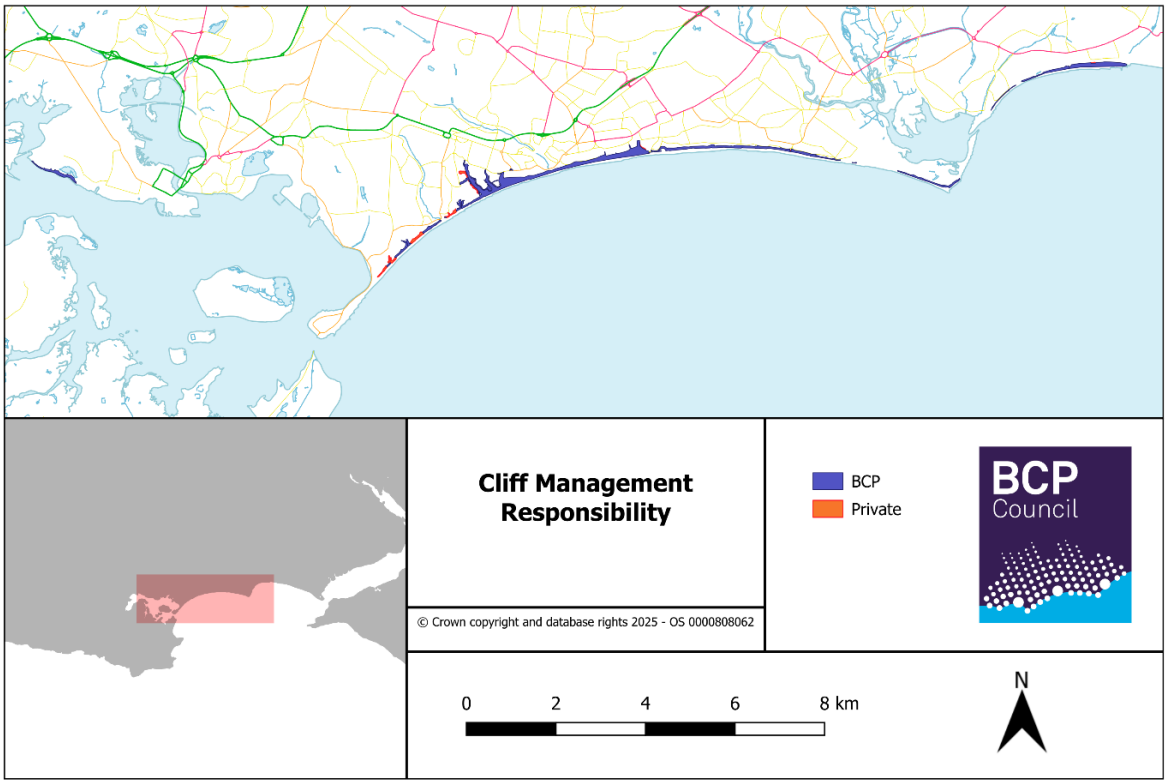

Figure 2 Sea cliffs and chines management responsibility along the BCP coast

Figure 3 Bournemouth, From West Cliff 1897; Photo ref: 40553. The Francis Frith Collection.

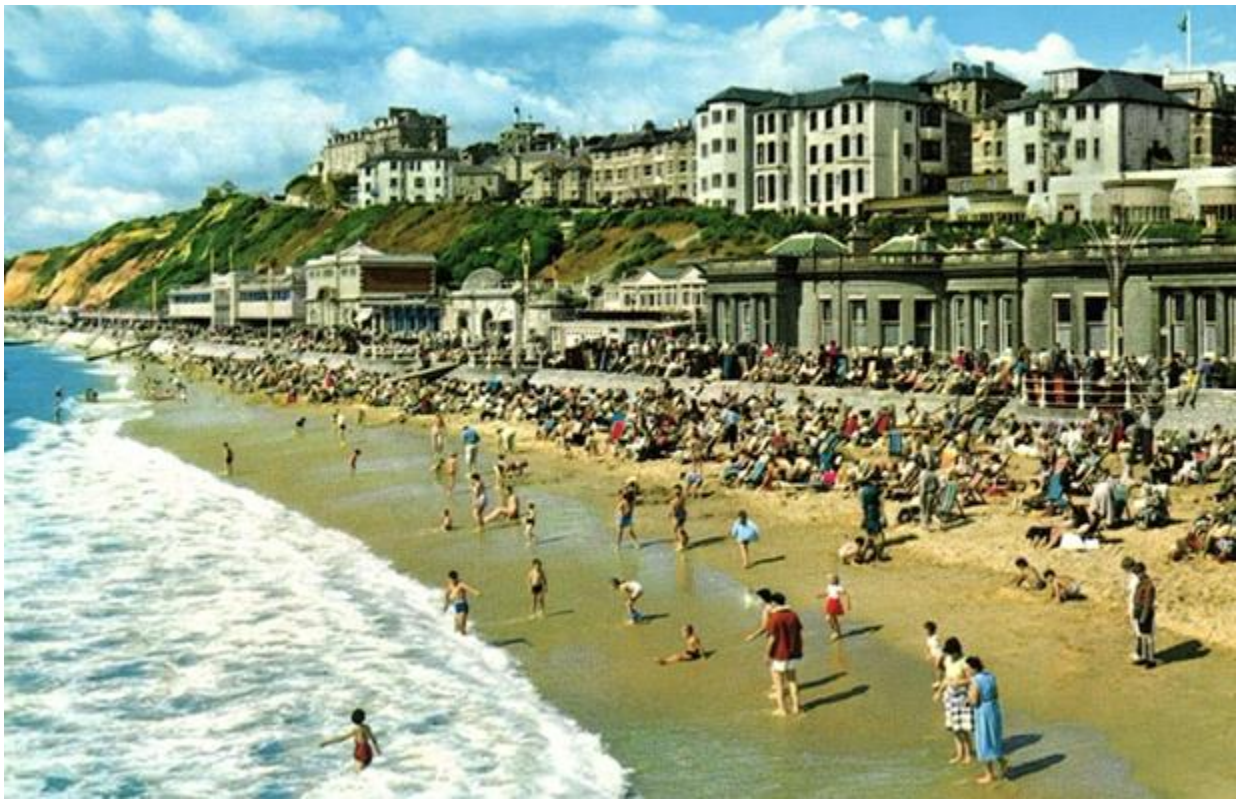

Figure 4 Bournemouth Beach prior to the first beach replenishment in 1974 (exact date unknown).

5. Since the late 19th century, we have been building coastal defences along the shoreline at the base of the cliff to prevent coastal erosion. Whilst the introduction and evolution of coastal defences along the base of the cliffs have been very successful in stopping coastal erosion by marine action, they were not successful in stopping cliff instability landwards of the coastal defences. Cliff slips and falls were still occurring throughout the 20th century and into the 21st century, with notable events being as follows:

- Canford Cliffs and Branksome Dene Chine:
    - Two cliff slips at Canford Cliffs in 1970's which caused a block of beach huts to be demolished.
    - One slip at Canford Cliffs in 1993.
    - In November 2014 a landslip occurred in Branksome Dene Chine which sent a section of a residents garden crashing down into the car park below.
    - In February 2017 a section of sea cliff approximately 10m wide and 0.5m deep slipped half-way down the cliff face at Canford Cliffs. The slip undermined a section of footpath on Cliff Drive.
    - In December 2019/January 2020 a section of cliff adjacent to the 2017 fall also slipped. Both of these events put the beach huts below at risk of damage.
- West Cliff:
    - Localised failures occurred in the 1950's despite the cliff line having been regraded back as a result of unexpected water flows.
    - In 2001 there was a large cliff fall that occurred near the West Cliff Lift. This occurred as a result of a localised injection of groundwater due to an illegally constructed soakaway at the top of the cliff.
    - In April 2016, a small washout failure occurred to the western end of the cliffs above Happyland Amusements.
    - West Cliff slip of 9th and 19th October 2024 (see Figure 5).

Figure 5 West Cliff Slip on 19th October 2024 (from Bournemouth Daily Echo).

- East Cliff:
    - A large cliff fall in January 1952, and after heavy rains in December 1956 a further cliff fall covered the rails of the East Cliff Lift in debris.
    - A large cliff fall in January 1965 that cut into the Overcliff Drive footpath and took down fencing, requiring diversion of East Overcliff Drive and sewer and water infrastructure.

- A cliff fall occurred between the East Zig Zag and East Cliff Lift in 1995 following wet weather.
- A small landslide occurred in 2010 which resulted in the demolition of the original toilet block at the base of the cliff lift at the time.
- In late April 2016 a major failure on the eastern side of East Cliff occurred resulting in extensive damage to several council owned assets, including the cliff lift, access footpath to the upper tollhouse, lower tollhouse and café/toilet blocks at the toe of the slope (see Figure 6). The landslip contained saturated earth and falling debris, the lower promenade was also affected by soil material flowing directly onto the pavement.
- East Cliff slips of 28th November 2024 and 30th January 2025.

Figure 6 Before and after photographs of the East Cliff Lift slip in 2016 (images courtesy of Andrew Emery, 2016).

- A landslide occurred in 1925 between the Portman Ravine Zig Zag and fisherman's Walk.
- A major cliff fall occurred near Toft Steps, Boscombe in 1956 and a further fall in 1965.
- In December 2013 a section of cliff between Gordon's steps and Fisherman's Walk collapsed, approximately 30x30m across. The landslide occurred following days of strong winds and persistent rain and resulted in the destruction of 6 beach huts.
- A landslide has occurred at Gordon's Corner, to the East of Gordon's Zig Zag, in 2016. Another occurred in 2020 just to the West of Gordon's Zig Zig which damaged an ice cream kiosk on the promenade.

6. In response to these ongoing cliff instability issues, between the 1950s to 1990s, borough engineers undertook extensive cliff stabilisation works and ongoing maintenance of a variety of engineering measures which included:
   - Reinforced concrete apron walls with counterforts (a buttress, or a strengthening structure, built against a wall to provide support).
   - Cliff slope regrading which aimed to achieve a minimum slope angle of 35 degrees but in places only achieved 40-45 degrees due to spatial constraints. Often supported by planting of vegetation such as heather turfing.
   - Soil nailing and erosion control matting / steel netting.

- Installation of in excess of 700 sand drains typically to depths of 25-40m that form a curtain that intercepts ground water and diverts to sea level to prevent water levels building up in the upper cliffs above clay layers. Many of these sand drains are located along West Overcliff Drive and East Overcliff Drive.
- Banning of soakaways in cliff top areas to prevent additional water entering the cliff top areas.
- Cliff face erosion controls through vegetation management and propagation, including sowing of grass seed, and removing invasive species. Latterly this has included use of goats under High Level Stewardship agreements with Natural England.
- Extensive slope stabilisation and drainage, including a diaphragm cut off wall and shoreline defences at Highcliffe.

7. From the 1990s onwards, due to a loss of knowledge/experience as engineers left the local authorities and were not replaced, combined with a reduction in funding, the approach to cliff stabilisation works has been much more one of reacting to events rather than proactively intervening with cliff stabilisation works and maintaining those systems installed in the period 1950s-1990s. An example of more recent works is the stabilisation scheme at Canford Cliffs in 2020/21. This scheme involved the installation of over 1600 soil nails and erosion control matting with high tensile steel netting to stabilise the cliff and soil (see https://twobays.net/project/canford-cliffs-stabilisation-works/).
8. On forming BCP Council, the South West Flood & Coastal[1] team was created and recognised the ongoing challenges of cliff instability along the BCP coast. In response, in January 2022 we successfully bid for £404,000 of Local Levy funding from the Wessex Regional Flood & Coastal Committee and have since been leading the development of a new BCP Cliff Management Strategy (CMS). This aims to provide a single, consistent and integrated approach to managing each section of cliff along the BCP coast, such that decisions made by various service areas in BCP Council are based on a common understanding of the risks posed by future cliff erosion and instability which arise from a range of factors including the impacts of climate change (see also section below on "What are the challenges?").
9. The CMS aims to complete by end of March 2026. It is being delivered in-house by the South West Flood & Coastal team who have recruited a Principal Geotechnical Engineer to lead on the technical aspects of the project with support from others in the team. Development of the CMS is broadly following the approach set out in *Cliff Instability and Erosion Management in Great Britain: A Good Practice Guide*[2], but which adds in additional elements for BCP needs/situation, as illustrated in Figure 7.

[1] South West Flood & Coastal is a shared service between BCP Council and East Devon District Council

[2] McInnes, R.G. and Moore, R. 2011. Cliff Instability and Erosion Management in Great Britain – A Good Practice Guide. Halcrow Group Ltd, Birmingham.

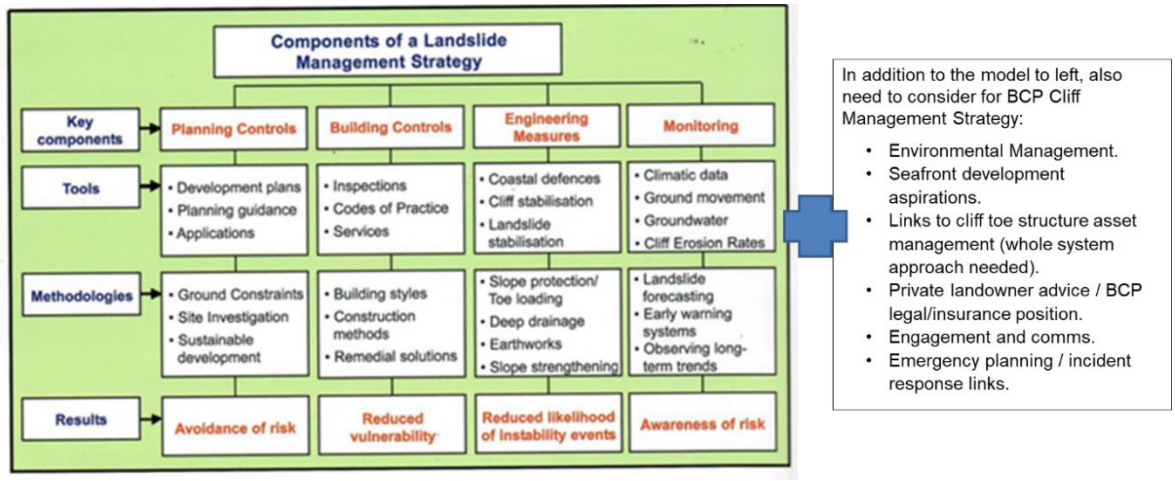

Figure 7 The basis of the approach to developing a new BCP wide Cliff Management Strategy.

10. A key part of developing the CMS is treating the cliffs as an asset system and applying an asset management system approach to their management, as illustrated in Figure 8. This involves establishing systematic and repeated inspections to assess whether cliff stability issues are present and whether existing cliff stability measures are functioning as they were designed to do. In addition, we undertake regular inspections across the seafront, to report any signs of cliff instability that may develop. Regular inspections of cliff drainage systems built into the cliffs also take place to identify any maintenance and/or monitoring requirements.

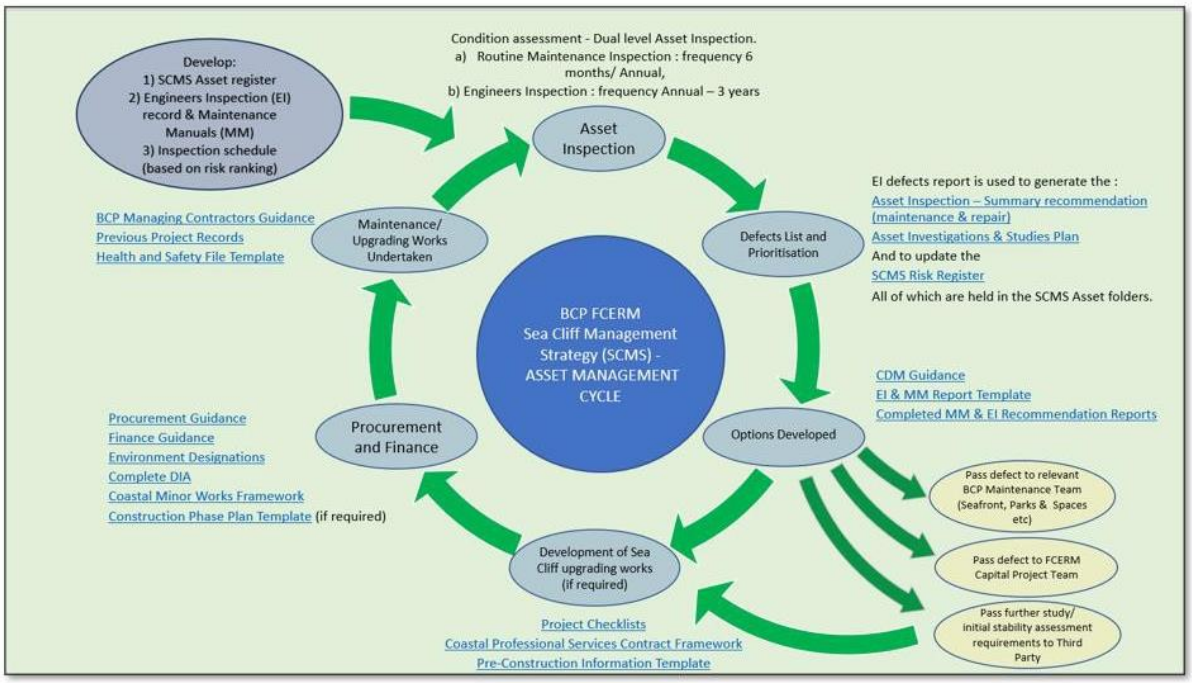

Figure 8 The asset management cycle approach to managing BCP's sea cliffs and chines.

11. The data from these inspections is then captured and stored in a new cliff asset database being developed as part of the CMS. Inspection data is then reviewed each time to assess if any issues are identified and where they are, a process of reporting areas of cliff thought to be at risk. Risk assessments, required actions and details of actions once taken are also captured so as to build a consistent history of work in each part of the cliffs and chines.

12. On commencing the CMS, the scale of risk and integrated impacts across BCP became much clearer. To better deal with these integrated issues, a new Cliff Management Working Group (CMWG) was formed. This CMWG regularly brings together officers from

all services in BCP that have a role in managing aspects of the sea cliffs and chines, and includes:

- the Seafront service who are responsible for managing things like beach huts, concessions and access, and
- Environment service who undertake things like cliff vegetation management under the Natural England approved Higher Level Stewardship scheme to systematically remove invasive species and reintroduce native species to enhance ground cover and cliff stability.

13. The focus of the CMWG is to review and discuss the latest cliff inspection findings and recommendations and to prioritise actions to address issues identified. Actions recommended may range from communicating with private landowners and establishing cliff monitoring works, to enlisting geotechnical consultants to undertake detailed stability assessments and if necessary, the detailed design of stabilisation measures. On occasion it may also be necessary to suspend the use of beach huts or parts of the seafront, promenade and access routes for safety reasons. Actions taken following this process in the last 2 years, funded by BCP Council at a cost in excess of £750,000, include:

    - GPS cliff monitoring by the South West Flood & Coastal team at:
        - Manor Steps Zig Zag & Platforms
        - East Cliff Lift and adjacent western cliff flank
        - East Cliff Zig Zag
        - Portman Ravine Zig Zag
        - Tofts Zig Zag
        - Warren Street Car Park
        - Warren Street Zig Zag
        - West Cliff Zig Zag
        - Pinecliff Gardens Zig Zag.
    - Commissioning expert advice such as stability assessments, structural assessments and / or detailed design of stabilisation measures at:
        - East Cliff Lift and adjacent western cliff flank
        - Happylands Building, Cliff & Beacon Steps
        - Manor Steps Beach Lodges - Sea Cliff East
        - Sea cliff to rear and west of Durley Chine innovation hub
        - West Cliff Lift & cliff up to West Cliff Zig Zag
        - West cliff emergency works
        - Toft Zig Zag.
    - Cliff maintenance work including:
        - Honeycombe Chine cliff drainage inspection and clearance works
        - East Overcliff Drive sand drain rehabilitation trials.
    - Sea Cliff west of Portman Ravine Emergency Works involving physical intervention to remove partial slip and stabilise cliff face.

14. It should be noted that the works to stabilise East Cliff Lift are not included in the list above, as those are funded by external Levelling Up Fund monies and have the following costs (to illustrate the typical costs of such works):

    - Consultancy costs for detailed remediation design = £286,429.
    - SSE Transformer relocation cost = £160,779.
    - Estimated consultancy fee for tendering and remediation supervision = £77,000.
    - Estimated remediation construction cost = £3.5 – 4.0 million. *(for comparison, the Canford Cliffs Stabilisation Scheme cost £2.5 million).*

15. In due course, the co-ordination provided by the CMWG will be aided by development of a new BCP Cliff Management Manual, which will be the other key output produced at the end of the CMS project in March 2026 (alongside the Sea Cliff and Chine Asset Database and inspection/reporting regime). This new BCP Cliff Management Manual will provide the guidance document for everyone in BCP involved in managing the cliffs going forwards, and will include the following content:

    1) About BCP's sea cliffs & chines (including an overview of the geology & geomorphology of the cliffs and the history of sea cliff and chine management).
    2) The BCP Sea Cliff & Chine Asset Database.
    3) Roles & Responsibilities (including those of different BCP services and those of private landowners).
    4) Monitoring & Inspection Regime.
    5) Maintenance, Capital & Emergency Works (setting out the steps to follow and consenting requirements to undertake such works, including capturing lessons learnt following the October 2024 falls at West Cliff).
    6) Environmental Management (including the requirements of various environmental stewardship schemes and tree management).
    7) Planning Policy & Guidance (including the proposed coastal erosion and cliff stability policies and guidance developed to support the new BCP local plan – see Section 5 and Appendix A of TCC9 FCERM Background Paper June 2024).
    8) Emergency Planning & Incident Response.
    9) Engagement & Communication (including how BCP communicates cliff management issues with the public – see also section below on "How is this work communicated to residents and wider public?").

What are the challenges?

16. There are a number of challenges faced in the ongoing management of sea cliff and chine stability across the BCP coast, many of which are inter-related. The following elaborates on these points in turn.

Funding

17. All sea cliff and chine management, including ongoing inspection, maintenance and capital schemes etc. has to be funded by BCP Council unless specific funding sources are made available from central Government (for example, as has been the case with Levelling Up Funding enabling stabilisation works at East Cliff Lift to be progressed). The section below on "How is this area of work funded and how will it be funded in the future? discusses the reasons for this further.

18. The only external funding BCP Council receives to manage the cliffs is the Higher Level Stewardship funding from Natural England to deal with invasive species etc. This funding includes paying for the management of the goats along parts of BCP's cliffs, which were

introduced under the stewardship scheme to help manage the cliff vegetation and removal of invasive species.

19. A consequence of the funding required for sea cliff and chine management largely having to come from BCP Council is that, as this is not a statutory requirement and as budgetary pressures have grown, it has in the past not always been prioritised. To address this, part of the work of the CMWG is to identify future costs for cliff management and put in place measures to improve funding for cliff management works. This is no simple task, with costs for cliff management along the BCP frontage over the next 20 years currently estimated to be in excess of £41m (and rising).

Resources

20. Since BCP Council formed and established the South West Flood & Coastal team, that team has been seeking to get to grips with the challenge of sea cliff and chine management. Initially this was reliant on external consultant support, but as a result of securing the funding for the CMS the team has been developing greater in house knowledge and capability, meaning a reduction in the use of consultants which costs a lot more than using in-house expertise.

21. The team now has a Principal Geotechnical Engineer and Graduate Geotechnical Engineer in post to lead on sea cliff and chine management across BCP. Consultants are still utilised as these two staff cannot do everything required, but they are able to better manage the consultants to provide clear work specifications and ensure value for money is being achieved.

22. The Principal Geotechnical Engineer and Graduate Geotechnical Engineer are supported by several other members of the team who are trained to undertake inspections and surveys, as well as Seafront rangers who have been given training on signs to look out for what should be reported to the Geotechnical Engineers in case they signify emerging issues with regard to slope stability.

Maintenance of existing stabilisation systems

23. As a consequence of the loss of knowledge over time from the legacy authorities, and budgetary pressures, there has been a lack of maintenance of stabilisation systems for many years.

24. There is a need to fund ongoing maintenance of stabilisation systems in the future, guided by an evidence-based approach informed by regular inspections and surveys as is being established by the CMS and overseen by the Principal Geotechnical Engineer and Graduate Geotechnical Engineer in the South West Flood & Coastal team.

Sudden failures (emergency situations)

25. When sudden failures of sections of cliff occur, these put an unplanned strain on resources both in terms of staff being diverted from other work and creating additional in-year budgetary pressure.

26. Once the initial response has been dealt with and the area made as safe as possible, work then transitions to the recovery stage that requires scoping, managing and delivering first more detailed investigations and then developing detailed remediation designs, alongside seeking funding to implement a remediation and gaining all necessary planning and environmental approvals, before construction works can occur. As can be seen from recent experience including Canford Cliffs and East Cliff Lift, this “recovery” stage can take many years and require a lot of resource dedicated to it.

Impact on visitors and revenue

27. When a cliff failure occurs, in order to make the area safe there is a need to close off in part or in totality, sections of the promenade, cliff top roads/parking and/or cliff access routes (e.g. lifts, steps, zig zags). These may be temporary whilst assessment of further

risk is made following a failure, or may be longer-term and only be removed once a remediation scheme has been constructed.

28. Closures such as these impact the ability of BCP to generate revenue from various activities and businesses along the seafront. They also impact the ability to:

    - Undertake operations such bin emptying as efficiently as possible if, for example, the vehicles used to do this have to take an inland diversion because they are not able to transit along the promenade un-impeded; and
    - Mean emergency services have to be informed and plan to respond differently when they need to access certain parts of the seafront if, for example, they cannot get to a particular location from the direction they would normally if the promenade was un-impeded.

Impacts of climate change

29. The impacts of climate change are projected to include significant increases in the amount of rainfall across BCP. This means that the sea cliffs and chines along the BCP coast will be subject to greater amounts of water entering the cliffs that will need to be dealt with via well maintained drainage systems with appropriate capacity. Failure to do so will likely lead to an increase in the number and frequency of cliff failures such as those experienced historically along the BCP coast.

30. In addition to rainfall, it is expected that the area will experience hotter, drier summers. These conditions lead to increased risk of fires along the vegetated areas of cliff. To deal with these fires, large volumes of water are typically used and this water enters the cliffs that can in turn lead to stability issues that are exacerbated by the loss of stabilising vegetation due to the initial fire, so South West Flood & Coastal monitor such areas more closely for the days following such events. Beyond the immediate fire event, the reduction in vegetation is likely to make this area more susceptible to infiltration from rain for a period of time until the vegetation is able to re-grow.

Planning and development management

31. Historically the legacy local authorities of Poole, Bournemouth and Christchurch had versions of what can be best described as “soakaway” exclusion zones. As part of developing the new BCP local plan, and in line with the CMS framework being implemented (see above), these legacy approaches were reviewed and a new approach proposed as part of the proposed coastal erosion and cliff stability local plan policies. This has resulted in the proposal to define a “Cliff and Chine Stability Consultation Zone” along with guidance on what evidence and information – including geotechnical risk assessment – should be provided for any planning application within this zone to demonstrate appropriate consideration of cliff and chine stability issues. Further information on this proposed new approach is provided in Section 5 and Appendix A of TCC9 FCERM Background Paper June 2024 published as part of the BCP Local Plan examination library.

Environmental designations and stewardship agreements

32. Many sections of BCP’s sea cliffs and chines are designated for their environmental interest and importance, which are both ecological and geological in nature. Designations include Special Areas of Conservation, Sites of Special Scientific Interest, Local Nature Reserves and, in the case of Hengistbury Head, Scheduled Ancient Monument.

33. These various designations mean that where, when and how works on the sea cliffs and chines can occur can be constrained, introducing additional time and costs as designs need to be developed to avoid or minimise impacts and environmental assessment and consents need to be produced and approved by statutory bodies such as Natural England. The recent introduction of the requirement to also then provide Biodiversity Net Gain when doing cliff works further adds to the complications.

34. In addition, because of these various designations, and the fact that they are in places considered to be in an unfavourable condition due to things such as being covered in vegetation and/or that vegetation being in the form of invasive non-native species, BCP Council is in receipt of environmental stewardship funding from the likes of Natural England. This funding is aimed at improving the condition of the designated sites and pays for things like removal of trees from cliff slopes, and for the goats that are used along section of cliff to remove invasive non-native species such as sour fig – which is a more cost effective approach to this activity which otherwise has to be done by costly rope-access manual human effort.

35. The removal of trees from cliff slopes and of invasive non-native species such sour fig is also beneficial from a cliff stability point of view. For example:

    - Matts of sour fig add weight to the cliff face and lead to surface level slides of cliff material that end up at the base of the cliffs and sometime onto the promenade and/or beach huts below that then need to be dealt with.
    - Tree roots can break into slope drainage system networks and/or cause pressure on retaining walls and access paths designed to stabilise cliff and chine slopes, thus reducing their effectiveness and increasing the risk of sudden failure.

Land ownership

36. As noted above, BCP Council is responsible for the management of much of the sea cliffs and chines across the coast. In places BCP is also the landowner, but in other places BCP is a leaseholder – in these locations whenever BCP Council wishes to undertake investigations and/or works on the cliffs, permission to access the land and do these works needs to be obtained from the relevant landowners such as Meyrick Estates and Cooper-Dean Estates. This is not always forthcoming in a timely manner which, particularly when trying to deal with a sudden failure and progress with remedying it as soon as possible, causes delays and additional time and effort to resolve.

37. Also as noted above, a portion of the sea cliffs and chines are not the responsibility of BCP Council. Rather they are the responsibility of private landowners. A challenge here is that not all private landowners seem to be aware of the responsibilities and liabilities that places upon them, and there is a need to raise awareness which is something the CMS work is seeking to achieve (see the section below on “How is this work communicated to residents and wider public?).

How is this area of work funded and how will it be funded in the future?

38. Unlike with the coastal defences designed to prevent coastal erosion along the base of many of BCP’s sea cliffs and chines, there is no national funding available from central Government to manage the cliff stability issues faced along much of BCP’s sea cliffs and chines.

39. As such, the funding of sea cliff and chine stabilisation works and maintenance falls solely on the landowner or organisation responsible for managing these issues. For most of the BCP coast this responsibility is on BCP Council, with only a small amount of the coast being the responsibility of private landowners.

40. From a BCP Council perspective, there is no statutory duty to undertake such works (works are undertaken under permissive powers) and so given the long-standing budgetary challenges faced by local authorities (pre-dating the formation of BCP Council), the funding to maintain the legacy slope stabilisation systems constructed at greater expense decades ago has not been occurring to the scale and frequency it would ideally have been.

41. However, even if a more pro-active approach can be taken , there will remain a risk of a sudden failure placing budgetary pressures on council finances if only to do initial works

to make an area safe even if that is not then able to be progressed quickly into recovery and remediation – and the consequence and challenges that brings as outlined above.

How is this work communicated to residents and wider public?

42. As part of developing the CMS, the South West Flood & Coastal team are working with the Dorset Coast Forum to develop a new Cliff Management Guide, who have previously developed similar such guides for other locations along the Dorset coast including North Swanage. This guide will be a resource designed to inform and assist landowners, homeowners, businesses and residents living near cliffs in BCP, providing essential information on managing cliff environments, ensuring safety, and understanding the responsibilities involved in maintaining these unique landscapes. Key components of the guide will include:
    i. How and why cliff falls occur on the BCP Coast?
    ii. How to spot the signs of cliff instability and erosion? What to do if you see any of these signs?
    iii. Who manages the cliffs and why?
    iv. Where do the responsibilities lie?
    v. What can householders do to maintain and preserve the cliffs?
43. To help inform development of this guide, Dorset Coast Forum have run an online survey, webinar and in-person drop-in events during May and June 2025. The purpose of this engagement is to ask local stakeholders, landowners, householders, residents and members of the community about their understanding of coastal erosion risk and instability along the BCP Coast. This is intended to understand current levels of knowledge and what gaps in knowledge / questions people have that can be addressed within the new guide. This is ongoing work and will be completed and published later in 2025/early 2026.
44. Alongside developing the householder guide, we have established a new website dedicated to cliff and chine management along the BCP coast – see https://twobays.net/project/cliff-management/. This will include the householder guide once it is produced, and be kept up-to-date with other information about how and why the cliffs and chines are managed, as well as when any works etc. are being undertaken.
45. The website will also be a key resource that can be sign-posted to from press releases, social media posts etc., when there are any cliff slips and falls which invariably lead to increased public and media enquiries.

Summary

46. Along the BCP coastline there is approximately 15.5 miles of sea cliffs and chines fronted by sandy beaches, extending from the boundary with New Forest District Council at Chewton Bunny in the east to the boundary with Dorset Council in Lytchett Bay in the west.
47. Since the late 19th century, we have been building coastal defences along the shoreline at the base of the cliff to prevent coastal erosion. However, whilst the introduction and evolution of coastal defences along the base of the cliffs have been very successful in stopping coastal erosion by marine action, they were not successful in stopping cliff instability landwards of the coastal defences. Cliff slips and falls were still occurring throughout the 20th century and into the 21st century.
48. In response to these ongoing cliff instability issues, between the 1950s to 1990s, borough engineers undertook extensive cliff stabilisation works and ongoing maintenance of a variety of engineering measures. However, from the 1990s onwards, due to a loss of knowledge/experience as engineers left the local authorities and were not replaced, combined with a reduction in funding, the approach to cliff stabilisation

works has been much more one of reacting to events rather than proactively intervening with cliff stabilisation works and maintaining those systems installed in the period 1950s-1990s.

49. On forming BCP Council, the South West Flood & Coastal team was created and recognised the ongoing challenges of cliff instability along the BCP coast, so since 2022, the South West Flood & Coastal team have been leading the development of a new BCP Cliff Management Strategy (CMS) which aims to provide a single, consistent and integrated approach to managing each section of cliff along the BCP coast, such that decisions made by various service areas in BCP Council are based on a common understanding of the risks posed by future cliff erosion and instability which arise from a range of factors including the impacts of climate change.

50. At the heart of the CMS is development of a new Sea Cliff and Chine Asset Database and establishing new processes for the systematic and repeated inspection of cliff assets to assess condition and identify signs of instability and other cliff management related issues. These are then reported to a new Cliff Management Working Group of senior officers from across different BCP Council services that has been established as part of the CMS to enable review and discussion of the latest cliff inspection findings and recommendations and to prioritise actions to address issues identified.

51. The CMS is due to complete by March 2026 and having developed the Sea Cliff and Chine Asset Database and inspection/reporting regime and established the Cliff Management Working Group, will also produce a new BCP Cliff Management Manual that will provide the guidance document for everyone in BCP involved in managing the cliffs going forwards.

52. After March 2026, there will need to be funding provided to enable the ongoing maintenance of the new systems and processes established by the CMS – especially the Sea Cliff and Chine Asset Database. In addition, there will be a need to provide funding for both maintenance of the various cliff management systems across the BCP coast and, in places, the construction of new cliff stabilisation works where we continue to have cliff slips and falls – such as at West Cliff.

ENVIRONMENT AND PLACE OVERVIEW AND SCRUTINY COMMITTEE

Report subject	**Work Plan**
Meeting date	2 April 2025
Status	Public Report
Executive summary	The Overview and Scrutiny (O&S) Committee is asked to consider and identify work priorities for publication in a Work Plan.
Recommendations	**It is RECOMMENDED that:** **the Overview and Scrutiny Committee review, update and confirm its Work Plan.**
Reason for recommendations	The Council's Constitution requires all Overview and Scrutiny Committees to set out proposed work in a Work Plan which will be published with each agenda.
Portfolio Holder(s):	N/A – Overview and Scrutiny is a non-executive function
Corporate Director	Graham Farrant, Chief Executive
Report Authors	Lindsay Marshall, Overview and Scrutiny Specialist
Wards	Council-wide
Classification	For Decision

Work Plan updates

1. This report provides the latest version of the Committee's Work Plan at Appendix A and guidance on how to populate and review the Work Plan in line with the Council's Constitution. For the purposes of this report, all references to Overview and Scrutiny Committees shall also apply to the Overview and Scrutiny Board unless otherwise stated.
2. Items added to the Work Plan since the last publication are highlighted as 'NEW'. Councillors are asked to consider and confirm the latest Work Plan.
3. The most recent Cabinet Forward Plan can be viewed on the council's website. This link is included in each O&S Work Plan report for councillors to view and refer to when considering whether any items of pre-decision scrutiny will join the O&S Committee Work Plan.

3.5 The Local Plan is covered by both Regeneration and Infrastructure, and Planning topics and in accordance with procedure Rule 13.1 of the Overview and Scrutiny

Procedure Rules on Joint Committees the monitoring officer has determined that the Overview and Scrutiny Board should be the lead body for matters arising connected the developing Local Plan. This is to ensure agility in being able to respond to arising issues due to the schedule of O&S Board meetings in line with Cabinet meetings. An invite to Chair's of other Overview and Scrutiny bodies will be invited to relevant meetings.

Resources to support O&S Work

4. The Constitution requires that O&S committees take account of the resources available to support proposals for O&S work. Advice on maximising the resource available to O&S Committees is set out in the O&S Work Planning Guidance document referenced below.

Work programming guidance and tools

5. The Overview and Scrutiny Committees Terms of Reference document provides detail on the principles of scrutiny at BCP Council, the membership, functions and remit of each O&S committee and the variety of working methods available.
6. The O&S Work Planning Guidance document provides detail on all aspects of work planning including how to determine requests for scrutiny in line with the Council's constitution.
7. The O&S Framework for scrutiny topic selection was drawn up by O&S councillors in conjunction with the Centre for Governance and Scrutiny. The framework provides detail on the criteria for proactive, reactive and pre-decision scrutiny topics, and guidance on how these can be selected to contribute to value-added scrutiny outcomes.
8. The 'Request for consideration of an issue by Overview and Scrutiny' form is an example form to be used by councillors and residents when making a new suggestion for a scrutiny topic. Word copies of the form are available from Democratic Services upon request by using the contact details on this agenda.

Options Appraisal

9. The O&S Committee is asked to review, update and confirm its Work Plan, taking account of the supporting documents provided and including the determination of any new requests for scrutiny. This will ensure member ownership of the Work Plan and that reports can be prepared in a timely way.
10. If updates to the Work Plan are not confirmed there may be an impact on timeliness of reports and other scrutiny activity.

Summary of financial implications

11. There are financial implications arising from this report.

Summary of legal implications

12. There are no legal implications arising from this report. The Council's Constitution requires that all O&S bodies set out proposed work in a Work Plan which will be published with each agenda. The recommendation proposed in this report will fulfil this requirement.

Summary of human resources implications

13. There are no human resources implications arising from this report.

Summary of sustainability impact

14. There are no sustainability resources implications arising from this report.

Summary of public health implications

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

Summary of equality implications

16. There are no equality implications arising from this report. Any councillor and any member of the public may make suggestions for overview and scrutiny work. Further detail on this process is included within O&S Procedure Rules at Part 4 of the Council's Constitution.

Summary of risk assessment

17. There is a risk of challenge to the Council if the Constitutional requirement to establish and publish a Work Plan is not met.

Background papers

- Overview and Scrutiny Committees Terms of Reference
- O&S Work Planning Guidance document
- O&S Framework for scrutiny topic selection
- 'Request for consideration of an issue by Overview and Scrutiny'

Further detail on these background papers is contained within the body of this report.

Appendices

Appendix A - Current O&S Work Plan
Appendix B – i) Scrutiny Request from Councillor Peter Cooper
ii) Scrutiny Request from Councillor Felicity Rice and Councillor Adrian Chapmanlaw

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BCP Council Environment and Place Overview and Scrutiny Committee – Work Plan. Updated 30.06.25

Guidance notes:

- 2/3 items per committee meeting is the recommended maximum for effective scrutiny.
- The Environment and Place O&S Committee will approach work through a lens of **SUSTAINABILITY**
- Items requiring further scoping are identified and should be scoped using the Key Lines of Enquiry tool.

	Subject and background	How will the scrutiny be done?	Lead Officer/Portfolio Holder	Report Information
Meeting Date: 9 July 2025				
1.	**Local Area Energy Plan LAEP** To consider a report which provides a roadmap and action plan to enable the Council, to address its Climate and Ecological Emergency commitments and achieve the stated aim of carbon neutrality by 2045	Pre-decision scrutiny of a Cabinet Report	PH – Climate Response, Environment and Energy, Cllr Andy Hadley	This was agreed from the outcomes of the budget working group that went to O&S Board.
2.	**Data Retention** To scrutinise the environmental impact of the Council's email and document retention policies and provides different options for consideration	Committee Report	PH – Transformation, Resource and Governance, Cllr Jeff Hanna	Item added to the work plan following a scrutiny request in September 2024. Scrutiny Request
3.	**Cliff and Coastal Erosion** To consider a report which provides information on the Council's role, funding matters and challenges in Cliff and Coastal Erosion Management.	Committee Report	PH – Climate Response, Environment and Energy, Cllr Andy Hadley	Item added to the work plan following a Portfolio Holder request in February 2025. Scrutiny Request
Meeting Date: 10 September 2025				

Key: Pre-decision or reactive scrutiny item Proactive Scrutiny item

1.	**Van Life – Community Pact** Item to consider the potential for a community pact for vehicle dwellers, including potential designated safe parking areas.	Enquiry Session – to be scoped using KLOE Document	TBC	Item added to the work plan following request from Council in December 2024 Report Information
2.	**Plant Based Food Options (TBC)** Following the initial report to the Committee this provides an update on the Council's progress on Plant Based foods offerings.	Committee Report	Cllr Andy Hadley/ Cllr Richard Herrett/ Neil Short	This was agreed to be added to the forward plan at the September 2024 meeting.
3.	Reserved for pre-decision or reactive scrutiny decision or reactive scrutiny			
Meeting Date: 19 November 2025				
1.	**Waste Strategy Bournemouth, Christchurch and Poole** To consider a Cabinet report which presents the new waste strategy for BCP.	Pre-decision Scrutiny of a Cabinet Report	PH – Climate Response, Environment and Energy, Cllr Andy Hadley	Item scheduled on the Cabinet FP – It was agreed to add this item to the Work Plan in xx 2025.
2.	Local Transport Plan To consider a Cabinet report which seeks approval of the revised LTP.	Pre-decision Scrutiny of a Cabinet Report	PH – Climate Response, Environment and Energy, Cllr Andy Hadley	It was agreed to add this item to the work plan following the transfer of this function from the O&S Board – Item scheduled on Cabinet FP
3.	Reserved for proactive Scrutiny matters			
Meeting Date: 25 February 2026				

Key: Pre-decision or reactive scrutiny item Proactive Scrutiny item

	There are no items currently scheduled for this meeting date			
Items with Dates to be allocated:				
1.	**Climate and Nature** The purpose of this report is to support work relating to climate and nature by determining a scrutiny process focused on the relevant key priorities within the Corporate Plan.	TBC - Needs to be Scoped using Kloe Document	PH – Climate Response, Environment and Energy, Cllr Andy Hadley	Report Information KLOE Document
2.	**Redhill Paddling Pool** To investigate how Council arrived at the current situation and investigate ways to keep the paddling pool open and report back to full Council.	Needs to be Scoped using KLOE Document	TBC	Item added to the work plan in April 2025 following a referral from Council in response to a petition. KLOE Document
3.	**Christchurch Harbour** To consider options for a potential Christchurch Harbour Protection Policy and inclusion in the Local Plan.	Needs to be scoped using KLOE Document	PH – Climate Response, Environment and Energy, Cllr Andy Hadley / Leader of the Council	This item was agreed to be added to the work plan at the meeting in May 2025.
4.	**Achieving Carbon Emission Neutrality** To consider how the committee can contribute to and support the council in reaching its net zero targets by 2030.	TBC - Further work on this will be informed by the LAEP report. It may include: • Vehicle Fleet • Housing, • Energy Supply Procurement Strategy.	PH – Climate Response, Environment and Energy, Cllr Andy Hadley	It was agreed to add this to the Work Plan in November 2024 following recommendations from the Budget framework working group

Key: Pre-decision or reactive scrutiny item Proactive Scrutiny item

5.	**Community Owned Renewable Energy** To consider in-depth, options around community owned renewable energy and support provided for this from the Council.	TBC – KLOE Document to be completed	PH – Climate Response, Environment and Energy, PH – Community and Partnerships	It was agreed to add this to the Work Plan in November 2024 following recommendations from the Budget framework working group
6.	**Temporary Accommodation Strategy** To consider the development of the Temporary Accommodation Strategy at an appropriate time in its development.	TBC	PH - Housing	It was agreed to add this to the Work Plan in November 2024 following recommendations from the Budget framework working group
7.	**Safer Accommodation Strategy Review** To consider a review of the provision of safe accommodation and associated commissioning	Safer Accommodation Strategy Working Group - follow up meeting to consider this issue	PH - Housing	It was agreed to add this to the Work Plan in April 2025 following recommendations from the Safe Accommodation Strategy Working Group
8.	**Development of Safe Accommodation Strategy KPI's** To consider the development of KPIs related to the Safe Accommodation Strategy through test and challenge to draft measures.	Committee Report	PH - Housing	It was agreed to add this to the Work Plan in April 2025 following recommendations from the Safe Accommodation Strategy Working Group
9.	**Update on the Implementation of the Safe Accommodation Strategy**	TBC - consider whether this should be part of a wider housing update.	PH - Housing	It was agreed to add this to the Work Plan in April 2025 following recommendations from the Safe Accommodation Strategy Working Group

Key: Pre-decision or reactive scrutiny item Proactive Scrutiny item

	To review the progress in the strategy and wider domestic abuse work, including monitoring of associated KPIs.	Cross cutting with other O&S Bodies - all Chair's to be invited.		Annual Update requested -
Working Groups				
	There are no currently operating working groups or requests agreed for a working group.			
Item suggestions for Briefing Sessions				
	Chemicals Scrutiny – Information session requested for this at May 2024 meeting.	Informal Briefing		This requires further scoping – KLOE document
	Planning Service Improvement – Potential briefing to monitor this improvement journey.	Informal Briefing	Head of Planning	Committee to consider holding interim briefings, to provide 6 monthly updates between formal committee reporting on this topic.

Key: Pre-decision or reactive scrutiny item Proactive Scrutiny item

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