



A Local Plan for Bournemouth, Christchurch and Poole Issues and Options Consultation

August 2021



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(Please note web resources referred to in the document will be made live prior to the start of consultation)

1 Introduction

A new Local Plan for Bournemouth, Christchurch and Poole

Bournemouth, Christchurch and Poole Council (BCP Council) was formed in April 2019, it is the tenth-largest urban local authority in England. Operating over the whole area gives us the opportunity to address the key planning issues strategically.

Our Local Plan for BCP will set out a strategy for how much, where and what type of development will take place across the BCP area up to 2038. It will provide detailed planning policies and land allocations to guide change and new development, whilst taking account of climate change targets set by BCP Council and the government.

This Issues and Options consultation

This document explains the key issues for the Local Plan and either recommends the approach we think we should take or sets out options to address the issue. Where we think there is only one reasonable thing to do, we make a recommendation and provide a reason why. Before we prepare a draft of the BCP Local Plan, which will include detailed policy wording, we would like your views about our recommendations and options.

How to get involved

Your views on this document will help shape the draft of the BCP Local Plan. To respond please visit:

haveyoursay.bcpCouncil.gov.uk/localplan
(Going live at the start of the consultation)

Here you can view our interactive version of this document and access all the consultation materials.

Please respond by Friday xx October 2021

Our Local Plan objectives

- Regenerate our town centres and network of vibrant communities.
- Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities.
- Support economic growth, the creation of jobs and the offer to visitors.
- Adapt our High Streets and shopping areas to cater for changing retail demands.
- Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around.
- Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces.
- Promote local character and the delivery of high quality urban design.
- Improve health and wellbeing and contribute towards reducing inequalities.
- Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency.
- Deliver the infrastructure needed to support development, local communities and businesses.

If you are a landowner or developer who want to suggest a site for development please use our ongoing Call for Sites forms at www.bcpccouncil.gov.uk/localplan. Sites already submitted do not need to be resubmitted but any up to date evidence on the deliverability of the site can be submitted.

What we have done so far

We ran an initial public consultation on the key issues for the BCP Local Plan and a call for possible development sites in 2019. This information has been used to develop our issues and options document. A full report on the previous consultation is available at: www.bcpccouncil.gov.uk/localplan. We have also been gathering a wide range of evidence on a variety of topics which can also be viewed at www.bcpccouncil.gov.uk/localplan. Some of this is still to be completed and is explained in the relevant sections of this document.

Existing planning documents

Once the BCP Local Plan is adopted, the current Local Plans that cover Bournemouth, Poole and Christchurch separately, will be superseded. Many of the existing policies and site allocations within these current documents remain relevant and we have reviewed these in preparing this issues and options consultation. Existing neighbourhood plans will remain in place but

will need to be reviewed to ensure conformity with the new BCP Local Plan when it is adopted. Existing supplementary planning guidance documents will also remain in place until they are superseded by updated versions linking to the new BCP Local Plan.

The Local Plan process

The preparation of the BCP Local Plan must follow a set process and the policies within it must be consistent with national planning rules. It must contribute to the governments climate change target to be net zero carbon by 2050, as well as being based on robust evidence. We also have to prepare a Sustainability Appraisal, and Habitat Regulation Assessment. These documents make sure the Local Plan considers relevant environmental, social and economic issues and minimises any potential negative impacts. The progress on these documents and our evidence base can be found: www.bcpccouncil.gov.uk/localplan

While we are still gathering some of the evidence, we feel it is important to gather people's views at this stage before our strategy is finalised and detailed policies are written. This allows people's views to shape our approach. At the end of the process, an independent planning Inspector examines the final version of the plan to check it has been positively prepared, is justified, effective and consistent with national planning policy.

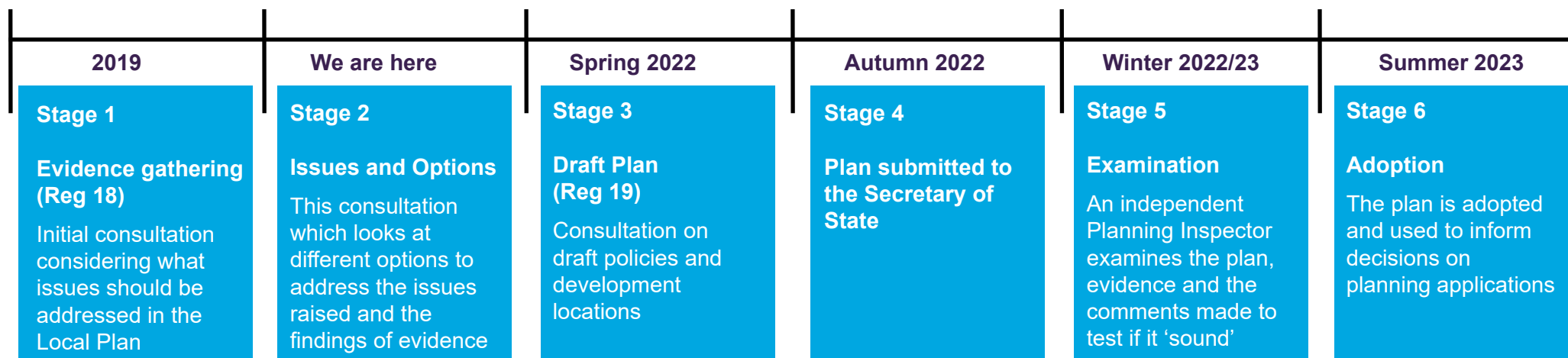


Figure 2 - Anticipated Local Plan time frame

2 About our area

Population



Growing **25%**
to **403,800** in 2028

68,100
<16 years old
17% local population



86,300
>65 years old
22% local population



12% Non-'White British'
88% White British

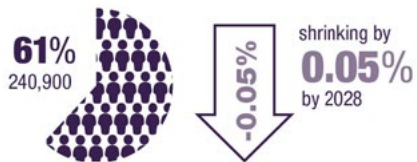


over **85**
languages spoken



17,184 housing benefit
26,884 council tax support
claimants

Economy



61%
240,900
shrinking by
0.05%
by 2028

working age population



unemployment rate **4.5%**
national 4.8% Jan-Dec 2020



median **annual FT pay**
£29,200 to £29,300



contributed
10.3 billion
to UK economy



2,095 new
businesses 2019



>15 million visitors annually spending **£800 million**
19,000 tourism jobs
Bournemouth Airport **25** destinations **670,000** passengers



Housing



176,600
households



64% houses **35%** flats **2%** other



6,589 new builds
over last 5 years

9.76 in BCP earnings to house prices

Health and wellbeing



81% adults in **good health**



over **4.5%**
overweight or obese



48% early deaths
preventable

Sustainability and the environment



112 MW solar
renewable energy
increased to **126 MW**
in 2019



emissions decreased
by **36%**
since 2005



4.3%
deaths attributed to
air pollution (2019)

3 Vision and objectives

We have adopted the vision set out in the BCP Big Plan (www.bcpCouncil.gov.uk/About-the-council/Our-Big-Plan/Our-Big-Plan.aspx):

We aim for Bournemouth, Christchurch and Poole to be the UK's newest city region, brimming with prospects, positivity and pride.

It will be one of the best coastal places in the world where culture and heritage meet innovation and modernity, village meets town, country meets coast, creativity meets digital, businesses flourish and people thrive.

As a network of vibrant and diverse communities, BCP will be a place where people enjoy an outstanding quality of life in our unrivalled natural environment.

We want to harness the potential of our coastline of opportunity and make BCP a place where people and businesses want to be because of the vibrancy of our communities, the strength of our economy, the skills of our people, the wealth of our culture and the quality of our infrastructure, our environment and quality of life.

The BCP Local Plan will play an important role in fulfilling the vision and will help deliver changes across the whole area including the delivery of thousands of new homes and jobs creating wealth for our businesses and supporting the livelihoods for our families.

The main areas of growth will be focused within Bournemouth and Poole town centres, which will be the focus of commercial, leisure and cultural activity and will see the most intensive development, with taller buildings and the greatest numbers new homes. The Bournemouth

International Centre will be enhanced as one of the best events venues in the world and the seafront will see significant investment.

Our vibrant communities across the urban area will also benefit from new homes where they are closet to existing facilities and services, along with investment in physical and digital infrastructure.

We will also recognise and enhance the clean and green qualities of both our urban and natural environments. Enhancing our unrivalled natural environment and attractive historic places.



Following on from our vision these are our proposed objectives.

- **Regenerate our town centres and network of vibrant communities.**
- **Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities.**
- **Support economic growth, the creation of jobs and the offer to visitors.**
- **Adapt our High Streets and shopping areas to cater for changing retail demands.**
- **Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around.**
- **Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces.**
- **Promote local character and the delivery of high quality urban design.**
- **Improve health and wellbeing and contribute towards reducing inequalities.**
- **Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency.**
- **Deliver the infrastructure needed to support development, local communities and businesses.**



4.1 Regenerating our town centres

Objective: Regenerate our town centres and network of vibrant communities

Our town centres are at the heart of community life, they play a key role in attracting people to our area, supporting economic growth, inward investment and sustainable living.

We have three distinctive town centres with different characteristics, needs and opportunities.

- Bournemouth has a history as a vibrant seaside destination, it now offers significant opportunities for growth and can build on its economic strengths to become a thriving centre.
- Christchurch is a place rich in history, character and beauty which requires a balance of heritage led regeneration and protection.
- Poole has a proud maritime and military history and has significant potential and opportunities for a programme of world class regeneration.

Our town centres are supported by a network of vibrant local community centres and high streets. These important local centres support people's day to day activities and offer a focal point for the social wellbeing of our communities.



Figure 3 - BCP town centres

Issue: Regenerating our town centres

Recommendation: We recognise that Bournemouth and Poole town centres have the most significant scope for regeneration and change. We propose that the vitality of each of these centres is supported through investment in visitor attractions, an increase in new homes and commercial development, with the encouragement of taller buildings in places, and through enhancements to streets and public spaces.

The scale of opportunity in Christchurch is more limited but there is still scope for public realm improvements and the development of strategic sites, subject to the resolution of flood risk issues.

Bournemouth town centre

Bournemouth town centre is famous as a Victorian seaside destination. The easy access to the seafront and outstanding sandy beaches, along with the pleasure gardens have attracted people to the town for over 100 years. It is generally an attractive place with the qualities of a coastal garden town. Over the last ten years considerable progress has been made in delivering key projects from the Bournemouth Town Centre Vision. This has seen a number of new developments and investments in streets and spaces.

Like many town centres changing shopping habits have led to some empty shops and reduced quality



and variety of retail and visitor attractions. The spread-out nature of the main shopping streets have compounded these trends. Nevertheless, the accessibility of the coast, the attractive environment and transport connections offer significant opportunities for growth.

Our proposed strategy for Bournemouth could involve:

- Increasing the number of people living in the town centre by making more sites available for new homes.
- Making significant investments in the Bournemouth International Centre and the seafront to boost the quality of the visitor attractions available.
- Making stronger connections between different parts of the town centre and from the main shopping and leisure areas to the seafront.
- Supporting the development of new hotel stock by allowing poor hotels to more easily exit the market.
- Developing the smart city concept ensuring high quality digital infrastructure is available across the town centre.
- Positively encouraging taller buildings in some areas to enhance our iconic skyline.

- Supporting the diversification of shops, allowing a wider range of commercial activities and the reuse of upper floors for alternative uses, such as new homes.
- Continuing to focus on enhancing walking, cycling and public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses such as new homes.
- Enhancing the role of the Lansdowne as an area for employment and education.
- Embracing community led and cultural initiatives that support regeneration.

Poole town centre

Poole town centre has a rich maritime history and its historic quay and old town are key attractions. The town centre also contains the areas only covered shopping in the Dolphin Centre and is home to the largest arts venue outside London, the Lighthouse Centre for the Arts.

Poole also has suffered from changing retail demands with relatively high proportions of empty shops. The centre contains some of the largest regeneration sites across BCP and the council

hopes to act as a catalyst for regeneration by bringing forward development on the former power station site. The area north of the Dolphin Centre also offers considerable scope for improvement.

Our proposed strategy for Poole town centre could involve:

- Increasing the number of people living in the town centre by making a number of sites available for housing.
- Redeveloping the former power station site and supporting the regeneration of adjacent sites to create a vibrant new urban neighbourhood.
- Allowing some taller buildings in the regeneration area and the area north of the Dolphin Centre.
- Creating a better sense of arrival into the centre, support improvements at Poole bus station, Poole rail station and around the Kingland Road area.
- Working with network rail to resolve the ongoing concerns about the High Street level crossing to see if it can be closed or made safer.
- Considering reducing the size of the shopping area and the opportunities to introduce some residential uses into the High Street.



- Better connecting the Lighthouse within the rest of the town centre by reconfiguring or closing Kingland Road.
- Refurbishing or replacing the Dolphin Leisure Centre to provide a fit for purpose leisure centre.
- Preserving or enhancing the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project.
- Delivering strategic flood risk defences to protect the town centre from future flood risk.
- Embracing community led and cultural initiatives that support regeneration.
- Enhancing wayfinding to help improve connections between the Quay and the rest of the town centre.

Christchurch town centre

Christchurch town centre has an attractive environment, the Priory, Castle and historic High Street are significant visitor attractions.

Like Bournemouth and Poole, Christchurch has struggled to adapt to the changing retail environment however there are a range of independent shops and restaurants. The centre



does not offer the range of opportunities as Bournemouth and Poole but there is still scope for improvement.

Our proposed strategy for Christchurch town centre could involve:

- If flood risk issues can be overcome, encouraging the redevelopment of key sites around Stony Lane to deliver new homes.
- Supporting the redevelopment of the Lanes (south of the High Street) and Saxon Square with mixed use development.
- Enhancing the pedestrian connections around the centre and across Fountain Roundabout.
- Undertaking improvements to streets and public spaces.
- Delivering strategic flood risk defences to protect the town from future flood risk.
- Supporting improvements to the Two Riversmeet Leisure Complex.
- Embracing community led and cultural initiatives that support regeneration.
- Enhancing wayfinding to help improve connections between the waterfront areas and the rest of the town centre.

Issue: Vibrant local communities

Recommendation: We propose to support local communities by retaining existing open spaces, shops, services and facilities wherever possible, and encouraging new commercial, health, cultural, educational and leisure facilities, alongside investments in streets and open spaces within walking distance of people's homes.

We want to ensure as many of our residents as possible are within safe walking distance of open spaces, shops, services and facilities. This would help to reduce the need to travel, encourage walking and cycling, promote health and wellbeing and support community cohesion.

While the location of facilities varies across BCP most of our communities have access to such some facilities near to their homes. We propose to ensure these facilities are retained and enhanced wherever possible.

There have been some changes to the planning system which give property owners permitted development rights to undertake some changes of use through a prior approval process without

the need for full planning permission. This will limit what we can control but where possible we propose to introduce policies through the Local Plan that support our aspiration for vibrant local communities.

Our proposed strategy to support vibrant local communities could involve:

- Maintaining access for residents to basic local services and facilities within walking distance of their homes where ever possible.
- Supporting our network of district centres, local centres, high streets and neighbourhood shopping parades by retaining them as a focal points for commercial activities.
- Providing new homes within or close to existing centres.
- Ensuring communities have access to open space and recreation facilities.
- Providing safe, ease and accessible walking and cycle routes to access shopping areas, schools, community facilities and open spaces.
- Embracing community led and cultural initiatives that support local communities.
- Providing advice to local communities who wish to develop neighbourhood plans in their areas.
- A continued focus on the regeneration of Boscombe through the Towns Fund proposals.



4.2 New market and affordable homes

Objective: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities

Issue: Our housing needs and housing requirement

Recommendation: We want to set a housing requirement that reflects our housing needs, our constraints and land availability.

The government standard method sets out we have a housing need of 42,672 homes to 2038 but we are in the process of exploring the data used in the calculation to see if there are exceptional circumstances to warrant an alternative approach which would result in lower housing need.

We have examined all the options to see what land is available to provide new homes. We have identified 120 sites in the urban area that could be allocated and together would help to deliver approximately 33,500 homes.

In terms of addressing any housing need shortfall we could consider a combination of the following options:

Option 1: Allocate some of the 120 sites identified in the urban area at a higher density which would increase supply by approximately 4,000 homes.

Option 2: Review constraints relating to heritage conservation areas which could increase supply by approximately 1,000 homes.

Option 3: Allocate some smaller open spaces which are surplus to requirements which would increase supply by approximately 60 homes.

Option 4: Consider releasing some land from the Green Belt which could increase supply by 1,000 to 4,000 homes.

Option 5: Work with neighbouring authorities to see if they have scope to deliver any of our unmet need.

The government is committed to significantly boosting the supply of homes and require us to set out a housing requirement figure for our area.

The government has published a standard methodology that local authorities should use to calculate their housing need. The housing need figure provides an unconstrained assessment about the minimum number of homes needed in an area.

While the government makes it clear the housing need figure should be the starting point in calculating our housing requirement, they are two separate figures and the government acknowledges there may be circumstances where the housing requirement differs from the housing need. Some areas set a higher housing requirement than their housing need to reflect ambitions for growth, whereas others have exceptional circumstances to justify setting a lower housing requirement than the housing need.



Based on the government standard methodology the housing need for BCP is: 2,667 homes per year, or 42,672 homes to 2038.

The standard methodology uses the 2014 national projections from the Office of National Statistics that are based on household growth. The government explains that the 2014 projections are used to ensure historic under delivery and declining affordability are factored into the calculation, specifying more recent projections should not be used.

We have concerns with the data used in 2014 projections. Part of the projections are made up migration trends from the years leading up to 2014. This was at a time when the EU expanded with relatively high levels of international migration and large numbers of international students. The 2014 projections assumed that a relatively large number of the international migrants would stay in the area. However, this has not happened and has declined further due to Brexit.

Our initial calculations show that by revising the international migration figures in the 2014 projections to take into account more realistic assumptions about international migration that our housing need would reduce. We are currently exploring this in more detail and have written to the government to highlight our concerns.

Our work on housing needs is ongoing and may take time to resolve. We need to understand the data feeding into the projections further.

If we wish to pursue a case for a lower housing need figure this will be scrutinised in detail when the Local Plan reaches the examination stage and is tested by a government Inspector. This approach may not be accepted by the Inspector and they will have to decide if we have exceptional local circumstances to justify our approach.

In the meantime, we have completed an assessment of what land is available and suitable for housing and if the delivery of housing on that land is achievable, this is known as our Housing Land Availability Assessment. This is an important step in calculating the housing requirement as regardless of the housing need it sets out what land is available, what constraints we have to development and what the options would be for making more land available if required. If after exploring all of the options for meeting our housing needs through the housing land availability assessment we have insufficient land to meet our housing needs then we will be in a position to demonstrate we have constraints that justify setting a lower housing requirement for BCP. We will then have to work with our neighbouring authorities to address the unmet need.

Housing Land Availability Assessment

In completing the assessment, we looked at a wide range of sites across BCP. The assessment can be viewed at www.bcpCouncil.gov.uk/localplan and includes an interactive map of the sites considered, an extract of the map is shown in Figure 4. This includes reviewing sites which were allocated in the Local Plans of the legacy authorities,

identifying new sites which would be available and looking at existing planning permissions. It also factors in what is known as 'windfall' assessment, this looks at the homes which get built on sites which have not been formally allocated or identified for development.

The assessment recognises that we have some significant constraints to the land we have available to build new homes, for example some land is in areas where we cannot develop due to impacts on protected habitats and other land is at risk from flooding.

The assessment shows there is land available to build approximately 33,500 homes. We would welcome your views on any of the sites that have been identified through this process and that are shown on the interactive map available at haveyoursay.bcpCouncil.gov.uk/localplan.

If there is a shortfall

Our assessment shows a shortfall in the land available to meet our housing needs of 42,675 homes set out by the government's standard method. While we are reviewing the housing need figure and hope to demonstrate a lower housing need for BCP we need to consider the options that would exist for meeting our housing need as calculated in the standard method. We need to do this as an alternative approach to housing needs might not be justified or accepted by the government Inspector at the examination stage. We will then have to show that we have followed the correct process and have evidence to determine a robust housing requirement.

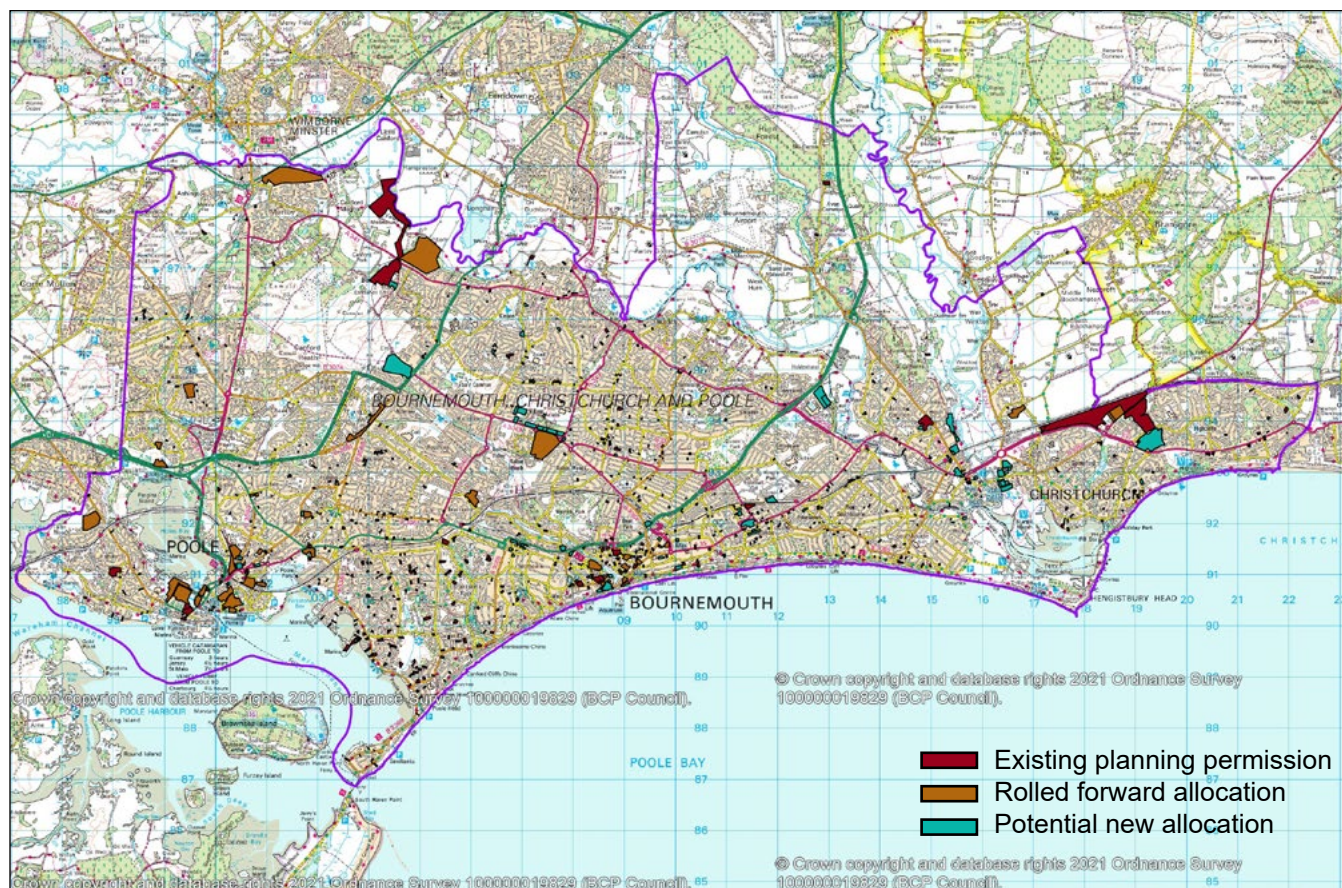


Figure 4 - Existing planning permission, rolled forward allocations and potential new allocations

When a shortfall exists the government guidance recommends two areas where we can look at increasing housing land availability.

The first is to review the assumptions made about development potential on each of the sites in the assessment and consider if development can occur at a higher density. We have completed this exercise and identified some sites which could be built at higher densities either through increasing the amount of flats, reviewing the mix of uses or by thinking about locations where taller building might be acceptable. Clicking on the sites in the interactive map highlights those sites which could be considered for higher density development.

Building at higher densities on some sites could increase the number of homes we can build by approximately 4,000 homes, giving a total of 37,500 homes.

Secondly the government guidance goes on to say if the housing needs identified from the standard method can still not be met after applying higher densities then the constraints to development which have been identified in the Housing Land Availability Assessment should be reviewed and the actions which can be taken to overcome them explored.



We identified five main constraints in relation to development:

1. Protected habitats and species

There are legal protections in place which prevent building on protected habitats. Linked to this, new homes cannot be built within 400m of the Dorset Heathland. This is an absolute constraint which cannot be adjusted.

2. Areas at risk of flooding

There are some parts of BCP which are at risk of flooding. The main areas which have development potential and are affected by flooding risks are Poole and Christchurch town centres. There is already a strategy in place to allow development in Poole town centre and sites in this area have already been included in the assessment. We are working on a strategic flood risk assessment for Christchurch to explore what mitigation would be required to allow development in Christchurch Town centre. As this work is underway some sites in Christchurch town centre are already included in the assessment.

It is not considered that further land in areas at risk of flooding in the urban area would release a significant amount of land for new homes.

3. Heritage conservation areas

We have a legal duty to preserve and enhance heritage conservation areas. Many of the BCP conservation areas were designated in the 1970s. While some of the areas have been reviewed many have not been reviewed since this the

original designations. We could seek to review the boundaries of the conservation areas or consider if some of them could accommodate more intensive forms of development while still preserving that overall character of the area. Depending on the outcomes of any reviews this could make land available for approximately 1,000 new homes.

4. Public open space

Public open space has a wide range of benefits including people's health and wellbeing, biodiversity and tackling climate change. There are some small areas open space which may have limited value to local people, biodiversity or the wider ecological network. Some of these small areas of open space have been suggested to us for new homes and subject to consideration of their open space value could have development potential. The sites suggested together would make land available for approximately 60 homes.

5. Green Belt

Green Belt is a specific planning designation which performs the following purposes:

- To check the unrestricted sprawl of large built-up areas;
- To prevent neighbouring towns merging into one another;
- To assist in safeguarding the countryside from encroachment;
- To preserve the setting and special character of historic towns; and
- To assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

A number of sites in the Green Belt have been suggested to us by private land owners and site promoters. These are shown in the interactive map at haveyoursay.bcpccouncil.gov.uk/localplan, an extract of which is shown in Figure 5. They are also listed in appendix 2.

Due to the location within the Green Belt these have been excluded from our land availability assessment. However, in considering the government guidance surrounding reviewing constraints applied in the assessment we need to think about whether the Green Belt boundaries should be reviewed.

We appreciate that this is an emotive subject and there are common concerns about traffic movements, loss of green space and access to facilities. However, these sites can deliver more family homes and affordable homes than on most urban sites. There is also more space for facilities such as formal open space, schools and other community facilities. Contributions can also be collected to make improvements to existing infrastructure.

Government planning guidance explains that Green Belt boundaries can be altered through the preparation of Local Plans where exceptional circumstances exist and the alterations are fully evidenced and justified. While there is no definition of exceptional circumstances in other local authorities, this has been accepted as the need for homes and ensuring family and affordable homes are delivered.

Before we come to any conclusions about the suitability of any of these sites we are keen to

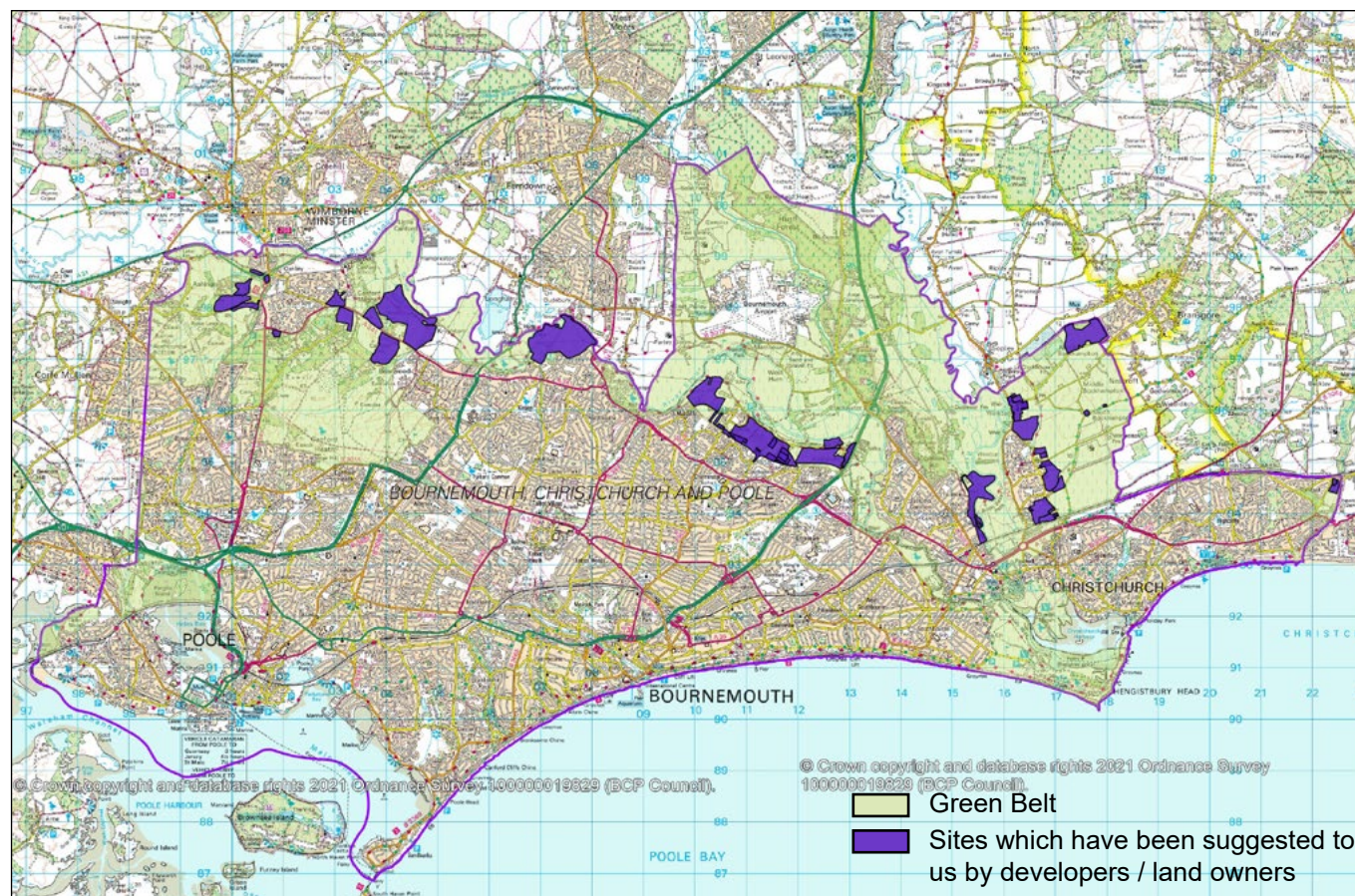


Figure 5 - Land suggested to us within the greenbelt for residential or mixed use development

hear your views as to whether any of these areas should be considered in more detail if required. As such we have not undertaken any further studies or assessments for example in relation to transport impacts at this stage.

We have undertaken a Green Belt review to consider how well different parcels of land perform against the Green Belt purposes and an assessment of the potential harm to the Green Belt of releasing land for development. We also know that some of these sites are subject to other constraints or are located a long way from facilities and services which will impact on their suitability.

If all the promoted sites in the Green Belt were considered suitable then together, they would deliver approximately 4,000 homes. However, we have not come to any conclusions on the suitability of any of these sites and it is unlikely that all of the sites would be suitable or achievable.

Duty to cooperate

If after all the options for meeting the housing need identified through the standard methodology

have been explored through the Housing Land Availability Assessment insufficient land remains, then we would need to propose a lower housing requirement for BCP. We would then need to establish how any unmet need might be met in adjoining areas by engaging with our neighbouring authorities.

We have a legal duty to engage constructively with neighbouring authorities on strategic issues that cross administrative boundaries. As such, we have been working with Dorset Council to discuss the housing needs across the wider area. It may be possible that Dorset could accommodate some of our unmet housing need.

Dorset Council have recently undertaken their own consultation on the Dorset Local Plan. This included a wide range of options on potential sites to deliver new homes. Dorset Council have their own housing needs to plan for and before Dorset Council can consider our unmet housing need we must ensure all options to provide new homes within the BCP area have been fully considered.



Issue: How to provide affordable housing

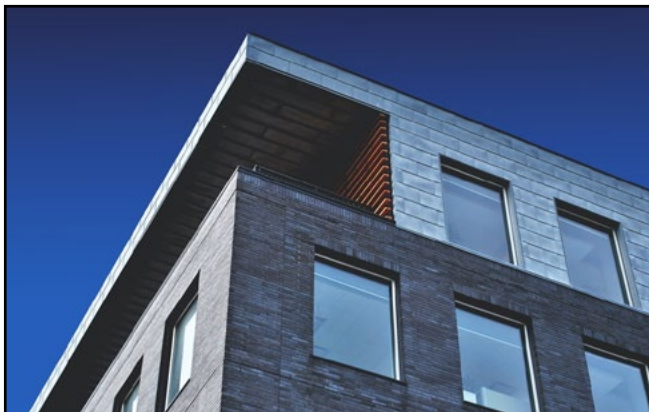
Recommendation: To meet our demand for affordable housing we will require a proportion of new homes on major sites to be affordable, this proportion may vary across the BCP area. We will set out the type or tenure of affordable housing and the circumstances where this should be provided on site and where a payment towards affordable housing on major sites would be accepted.

Affordable homes are homes that are for sale or rent that are provided for eligible households who cannot afford to buy or rent in the area. There are several different types of affordable housing such as shared ownership and social rent. The government has also introduced a new affordable housing product called First Homes.

There is a significant need for affordable homes across the BCP area and we need to maximise the amount of affordable housing provided. We are preparing a Housing Needs Assessment to examine the different sizes and types of affordable homes needed. The government has set out that 25% of affordable homes provided should be First Homes, which are offered at a discounted sales price. We will use our evidence on affordable housing need to work out what type of affordable housing should be provided alongside First Homes.

In line with government requirements the Local Plan will set out the proportion of new homes on sites of ten or more homes that should be affordable and the type of affordable homes required. Due to differences in land values the percentage of affordable homes required on major sites is likely to be different across different parts of the BCP area and we are undertaking a viability study to ensure the percentage and tenure of affordable housing we ask for will be viable. The government do not require that small sites of less than 10 homes provide affordable housing.

We can also consider the circumstances where a financial contribution could be made instead of providing affordable housing on a site. We could explore setting out a payment structure by use of a section 106 agreements (see section 4.10 for more information) for affordable housing that would give more certainty to developers about what is required and help to boost the supply of affordable housing. The council will also continue to deliver its own stock of affordable homes on suitable sites in its ownership.



Issue: Providing custom self build housing plots

Recommendation: To make plots available for self build housing we could require a proportion of plots on large, strategic housing sites to provide an area of self build plots.

The government expects us to give planning permission for enough plots of land to meet the demand for custom self build housing. This is to allow more people to build their own home and support small builders. The demand for custom self build in the area is assessed by our custom build register. On average 55 people apply to the self build register per year, indicating a continued demand for self build.

Our Housing Needs Assessment suggests the best way of securing plots for self build is through requiring a proportion of plots to be set aside for self build on larger, strategic sites. This would allow some plots to be delivered, although developers are likely to be concerned about viability and will require the option to develop the plots themselves if they are not sold to self builders.



Issue: Providing the right mix and type of homes

Recommendation: A mix of all housing types and sizes are needed across BCP and in order to provide flexibility we would not propose to prescribe a set housing mix apart from on large, strategic development sites over 40 homes.

Providing a mix of housing types and sizes helps to create inclusive and vibrant neighbourhoods. We are working on evidence through the Housing Needs Assessment about the type and mix of homes that are needed across BCP. This initially shows that a mix of all housing types and sizes are needed across BCP and the greatest need for market homes with 2 and 3 bedrooms and affordable homes of 1 and 2 bedrooms.

It is not suggested that a prescriptive mix is set out for every site within the Local Plan, each site is different and depending on its size and location each site will lend itself to a different solution. Developers will however be encouraged to provide a mix of units on sites where feasible, and we will monitor the delivery of house types to ensure overall provision meets the identified need. It is however proposed that a housing mix is set out on larger, strategic development sites over 40 homes including in the urban area.

Issue: Providing homes for older people and those with disabilities

Recommendation: Building regulations set out that all homes should meet Part M4(1) which requires homes to be accessible. Given the ageing population we propose that, subject to viability testing, all homes should meet the M4(2) higher accessibility standards and 10% of homes should achieve M4(3) standards for wheelchair users.

Offering older and disabled people a choice of suitable accommodation to suit their needs can help them live independently for longer, feel more connected to their communities and help reduce social care and health costs. Homes to meet the needs of older and disabled people can range from adaptable general housing to specialist homes with high levels of support.

In our area there is a high and growing proportion of older people and a significant proportion of people with a long-term health problem or disability. Our Housing Needs Assessment initially highlights that we are experiencing an ageing population. It initially sets out a need for approximately 500 new sheltered or retirement homes and approximately 1,600 homes with care provided. It also sets out the need for around

3,500 homes to be for wheelchair users. It sets out clear need to increase the supply of accessible, adaptable and wheelchair friendly homes. It recommends that all homes should meet the building regulation M4(2) standards and that some homes should meet the higher M4(3) standard of being wheelchair accessible.

Requiring accessible homes would help meet the needs of older and disabled people. However, the more dwellings with special features that take up more space affects the viability of development and will need to be considered as part of a viability assessment of all our suggested policies in the Local Plan.

We will also be looking to allocate some sites specifically for specialist accommodation for older people and those with disabilities, this would be logical where landowners are keen to develop specialist accommodation or the constraints affecting the site limit other land uses.



Issue: Student accommodation

Recommendation: We propose to direct purpose-built student accommodation into town centre locations and on campus sites. We also propose to restrict the concentration of Houses in Multiple Occupation (HMOs).

In areas such as BCP where there is a relatively large student population the government sets out that Local Plans should plan for sufficient student accommodation.

The pandemic has impacted the higher education sector but the long term demand is still likely to remain strong. However, the higher education providers are only considering modest if any growth.

We propose to encourage any dedicated student accommodation to on-campus or town centre locations. We also recognise that concentrations of student HMOs can impact the amenities of local residents. While homeowners normally have permitted development rights to change the use of their property to HMOs without needing planning permission, we can use planning powers called Article 4 directions which can remove these rights. As such we propose to continue with the Article 4 directions in Talbot Village and across Bournemouth which require changes of use from a house to HMOs to require planning permission. Where permission is sought we propose to limit the concentrations of HMO properties in an area.

Issue: Pitches for gypsies, travellers and travelling show people

If there is an identified need for permanent residential and/or transit pitches for gypsies, travellers and travelling show people we will have to think about how it can be met by one or a combination of the following options:

Option 1: Consider allocating site(s) within the urban area.

Option 2: Consider if exceptional circumstances justify allocating site(s) within the Green Belt.

Option 3: Rather than allocating sites include a criteria based policy against which to assess planning applications for permanent and/or transit sites.

Option 4: Requiring pitches to be provided as part of larger, strategic sites.

Option 5: Rather than allocating a transit site consider alternative management approaches.

The government's Planning Policy for Traveller Sites requires us to set pitch targets which address the likely permanent residential and transit site accommodation needs of Gypsies and Travellers and Traveling Show People in their area. There is a requirement to identify permanent residential

sites measured against locally set targets. Transit sites can be identified or provision is made by alternative management approaches. Certain groups of gypsies and travellers may be able demonstrate a right to culturally appropriate accommodation under the Equality Act 2010. The final approach adopted in the Local Plan should provide certainty for travellers, for the resident population and help to manage unauthorised encampments.

We are currently working on evidence that will set out how many permanent residential pitches and transit pitches might be needed in our area. Initial findings are expected later this year and will inform the next stage of the Local Plan process.

We know that identifying land for pitches will be a significant challenge as it relies on landowners being willing to release land for pitches which,

compared to general housing, has a much lower land value.

Criteria based policies could be used to determine planning applications for traveller sites. Larger, strategic sites could provide an area for traveller pitches and this maybe more viable as part of a large site, it may however impact on the delivery of these sites.



4.3 A prosperous economy

Objective: Support economic growth, the creation of new jobs and the offer to visitors

Our area is home to over 15,000 businesses and in 2019 there were 193,000 people employed in the area. A high proportion of jobs are within the finance, engineering and manufacturing, and health and social care sectors.

The government expects us to set out a clear economic strategy for BCP which encourages sustainable economic growth. We have prepared an Economic Strategy which aims to create an inclusive and vibrant economy. The draft strategy has a strong relationship with the Dorset Local Industrial Strategy and the Dorset Council Economic Strategy.

The draft BCP Economic Strategy has six key themes:

- Economic recovery - responding to the Covid-19 pandemic and supporting new ways of working
- Flourishing people and communities - boosting wage potential and developing skills



- Productive businesses - supporting business growth, inward investment and knowledge-based businesses
- Globally, nationally and locally connected - infrastructure investment and digital coverage
- Creating a vibrant city region - digital and cultural led transformation
- Looking to the future - supporting the Smart Place programme with the use of digital and mobile technologies

The Local Plan will help to support the delivery of our economic strategy. It will identify strategic employment sites for local and inward investment to match the strategy and to meet employment needs over the plan period.

In terms of anticipated growth, forecasts were produced in Summer 2020. The forecasts estimated that between 2018-38 11,000 jobs would be generated in BCP which equates to a growth of around 5%. More recently, national forecasts are now suggesting a more positive outlook with a significant bounce-back in the short-term. We are currently reviewing our employment evidence which will provide further detail about the level of growth and the future of employment land provision across BCP and parts of Dorset. It will help to determine the amount and type of employment land that is needed, and the different sectors of the economy which are expected to grow.

Issue: Bringing forward strategic employment sites

Recommendation: We propose to continue to allocate Bournemouth Airport; Poole Port; Talbot Village; Wessex Fields; and Lansdowne as the key strategic employment sites.

To meet employment needs we will need to allocate strategic sites for employment. These strategic sites have been identified in previous Local Plans and include Bournemouth Airport, the Port of Poole, Talbot Village, Wessex Fields and Lansdowne. These are shown on the interactive map at haveyoursay.bcpccouncil.gov.uk/localplan and on the Figure 6.

Bournemouth Airport & Business Park

Bournemouth airport and the business park is a strategic employment site which has the potential to attract major new investment and employment opportunities.

The operational airport includes the passenger terminal, car parks and administrative offices. Annual passenger numbers in 2019 were 803,127 although these numbers have obviously been impacted by travel restrictions brought in around the Covid-19 pandemic.

The business parks are located North West and North East of the operational airport and have approximately 50 hectares of employment land remaining for development. This supply is critical for meeting our employment land requirements in the future.

The airport and business park does have a number of important constraints which affects development, including:

- The proximity of sensitive environmental habitats and European designated sites
- The delivery of key transport infrastructure improvements/enhancement of public transport services and facilities for cyclists
- The impact upon the settlements of Hurn and West Parley including the Hurn Conservation Area
- Risk of flooding and any necessary flood defences

A Public Safety Zone and Aerodrome Safeguarding Zone (as defined by the Civil Aviation Authority) are in place around the airport. As such certain types of development, for example schemes for tall buildings require consultation with the airport operator.

Currently planning policies set out the boundaries of the business park and three zones for different types of development within the operational airport, see Figure 7. The policies set out that uses in the business park should be primarily employment uses, while those in the operational airport area should primarily be for uses to support the function of the airport. Zone A is restricted to uses that would retain the open aspect of the area. Zone B



Figure 6 - Strategic employment sites

is restricted to uses that support the operational airport (e.g. administrative accommodation for airlines/tour operators and public transport facilities). Zone C is specified to remain undeveloped other than development permitted by the Airport's operating license or that which is essential to the future operation and amenity of the airport. We propose to continue this approach in the Local Plan.

Poole Port

Poole Port is a vital economic asset to the area, directly and indirectly supports many thousands of jobs within Poole, Dorset and the South West.

It is a key location for economic growth. Significant recent investment in highways infrastructure improvements have enhanced the port's accessibility. With a dedicated rail link, there is also potential to increase rail freight handling.

Poole Harbour Commissioners own the port and have produced a masterplan that sets out proposals for the port's development over the next 25-30 years. A crucial part of this strategy was the creation of the south-facing deep water quay which enables larger ships to visit the port. The masterplan also identifies the importance of diversifying into other commercial sectors such as marine-related industry and leisure uses (e.g. berths for leisure craft, marine visitor facilities and events).

Although the port is in a relatively less sensitive part of Poole Harbour in ecological terms, it is still vital that development proposals do not have an adverse impact upon European and internationally

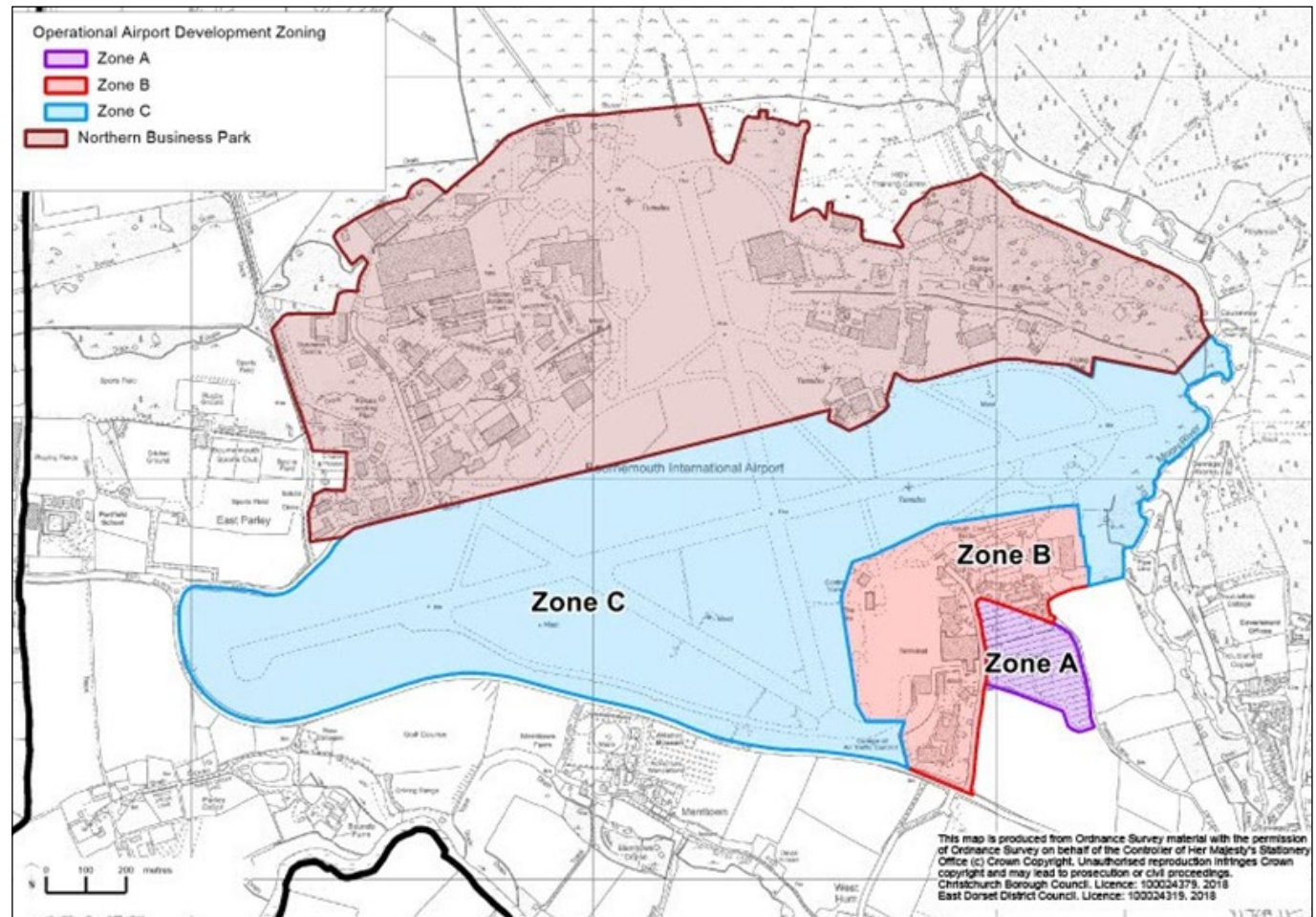


Figure 7 - Bournemouth airport development zones

We plan to continue to support the growth of the Poole Port by allowing port-related activities, marine related industrial uses, and other employment uses or marine leisure uses that would be compatible with the function of the port to take place. We would also aim to ensure that the use of rail link for freight handling is not impacted by any proposals.

Bournemouth University and Arts University Bournemouth, located in the Talbot Village area of BCP, perform a vital role to the economy of the wider south east Dorset area. The universities wish to continue investing in their academic buildings and facilities. The area also offers the opportunity to support economic growth linked to the creative industries and digital technology sectors in which the universities excel.

Whilst supporting the universities is important from an economic and social perspective, the area is close to Talbot Heath, a European and internationally important habitat site. Any growth at the universities will therefore need to be carefully managed from an environmental perspective to ensure there are no adverse impacts on protected habitats. Talbot Village is also close to residential areas and any development will need to be sensitively designed in terms of siting and scale to ensure that existing neighbouring residential amenity is respected.

There may be some scope to increase the floorspace in the innovation quarter but any impact on the sensitive habitats and the road network would need to be explored. We could also consider merging TV1 and TV2 together to allow more integration between the Universities and innovation quarter.

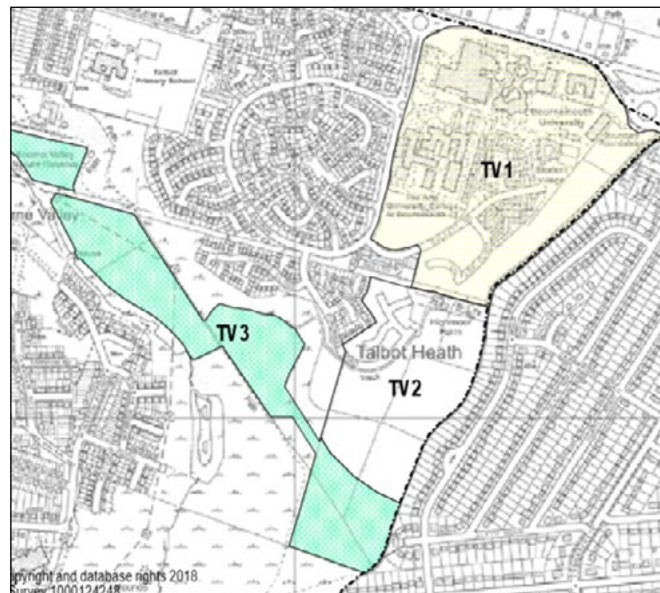


Figure 8 - Talbot village development zones

Wessex Fields Business Park

There is a large undeveloped area of land next to the hospital. This land is now owned by the council and we are exploring what mix of uses should go on the site. It is envisaged that this area provides the opportunity to create a cluster



of medical technology businesses, along with other employment and health uses, and some key worker housing.

Wessex Fields can currently be accessed from Castle Lane East which is one of the most congested roads in Bournemouth. Planning consent has been given for a new junction off the A338. Works have started which will give access to our land and the adjacent sewage works and there is ongoing work looking at improving walking, cycling and public transport access.

We consider that Wessex Fields should continue to be a location for a broad range of employment uses. Allowing a wider range of uses on the site potentially including an element of key worker housing associated with the hospital could be the catalyst to bring this site forward.

Lansdowne

The Lansdowne area in Bournemouth town centre is one of the conurbations main business and employment districts, accommodating high density office space. The area is well located near Bournemouth Travel Interchange giving access to rail bus and coach travel options as well as having easy access to the A338.

In recent years there has been an increased pressure for education uses, residential and student accommodation in the area. In our existing Local Plan we have identified the area to deliver primarily office space, however evidence submitted to accompany planning applications and in support of planning appeals demonstrates that large, office schemes are unlikely to be viable. This trend is likely to be exacerbated by changing work patterns

(such as increased home working and a possible future need for flexible office space) that has been accelerated by the Covid-19 pandemic.

We remain committed to the future of Lansdowne as an important employment and education location through initiatives such as the Lansdowne Delivery Plan (2015) which includes improvements to street and spaces, such as that emerging in Holdenhurst Road. Its character, location and connectivity allow for a scale and type of development that is unlikely to be acceptable elsewhere in the BCP area. It therefore has unique potential for high density mixed-use development.

However, it is likely that local planning policy for the Lansdowne will need to change emphasis for it to have a future as a thriving employment area. On this basis we could introduce a more flexible approach that would support a wider range of employment and residential uses rather than focussing mainly on offices. Further, up-to-date employment evidence will be produced to support the new Local Plan, enabling an understanding of future office needs.



Issue: Protecting existing employment areas

Existing employment areas support various local business. We have various options on how we manage these areas in the future, we could explore one of these options:

Option 1. Continue to protect all existing employment areas for employment related uses (offices, research and development, and light industrial, general industrial and warehousing).

Option 2: Be more flexible and allow a wider range of uses in employment areas including housing.

Option 3: Identify specific employment areas that can be re-developed for housing.

There are many existing employment areas across BCP which provide for a wide range of employment in various businesses and commercial activities. These areas contain industrial units, warehouses, and office uses.

Protecting employment land would ensure that there is sufficient land to meet employment needs and growth. We are working on a new Workspace Strategy which will give us a better understanding of our employment land needs. There may be scope to redevelop some or parts of employment areas for other uses, such as housing. This would reduce employment floorspace. It could also cause

issues for existing uses in employment areas which may not be compatible with residential uses. However, it could help to meet our challenging housing needs.

We have reviewed our existing employment sites across BCP and have identified those which we think are suitable for continued employment use. These are shown on the interactive map at haveyoursay.bcpCouncil.gov.uk/localplan, an extract of which is shown in Figure 9.

Implications of government changes to use classes and permitted development

The Use Classes Order and Permitted Development Order allow some developments to take place without planning permission. The government has made significant changes to these orders in 2020 and further changes are being introduced in August 2021. The changes will likely have some impact upon existing employment floorspace. Offices were previously given a use class known as B1; however offices now fall within a new use class called Class E which covers all commercial, business and service uses. This gives office uses more flexibility to change to any other uses classified under Class E without planning permission, this includes shops and cafés.

In August 2021 the government is introducing more changes which will allow premises within Class E to be changed to residential under permitted development rights through a prior approval procedure rather than needing to gain planning permission. This could result in existing offices and industrial premises being lost through conversion to residential use.



Figure 9 - Existing employment areas

There are some limitations and criteria for prior approvals. It only affects premises under 1,500 sqm floorspace and we can only consider:

- Impacts on transportation.
- Contamination risks.
- The impact of noise from commercial premises on future occupiers.
- The provision of natural light.
- The impact upon future occupiers in areas which are used for general or heavy industrial waste management, storage and distribution, or a mix of uses.

Having regard to these considerations, residential use is likely to be inappropriate within a vast majority of employment areas. To provide clarity and protection for the continued operation of existing employment premises, we could identify those employment areas where there is likely to be conflict.

New sites and re-development of sites will still need planning permission and it is important to continue safeguarding premises within BCP. Existing employment areas will be safeguarded for uses which generate employment, and which are appropriate to the location.



Issue: Isolated employment sites

Employment sites which are not part of a wider employment area still contribute to our supply of employment land. We have various options how we manage these areas in the future, we could explore one of these options:

Option 1: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur, and exploring other uses that generate employment or health/care related issues in the first instance.

Option 2: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur.

Option 3: No longer protect isolated employment sites for employment and encourage re-development.

There are a number of employment sites in locations which lie outside of protected employment areas. These are regarded as isolated employment sites and some may not be particularly well-suited to continued employment use. Redeveloping these sites for other uses could offer an opportunity to help meet other development needs, such as care homes or housing and improve the amenities of neighbouring residents.

However these sites do form part of our employment land supply and it may be appropriate to consider the viability of isolated employment sites for continued employment use. Where a site is no longer appropriate for employment uses on grounds of viability, local character, impact of the employment use on amenity or location, a policy approach could consider applying a priority hierarchy of alternative uses including health or

care-related uses; other uses which generate employment; or other forms of housing.

Offices could also be considered as isolated employment sites where they lie outside of protected employment area or town centres. However, offices now fall under Use Class E and can flexibly change to other uses within Class E without the need for a formal planning permission. Furthermore, in August 2021 the government is introducing changes to permitted development which will allow premises falling within Class E to be changed to residential. There are some limitations and criteria for prior approvals, however and proposals involving re-development of a site or changes of use over (1,500 sqm floorspace) will still require planning permission.

Issue: Visitor accommodation

Recommendation: We propose to prioritise central Bournemouth as a location for new hotel development. We would seek to focus new hotel development in this area.

In relation to existing hotels we could consider one of the following options:

Option 1: Resist the loss of hotels in specific zones within Bournemouth town centre and potentially within Christchurch and Poole town centres.

Option 2: Resist the loss of hotels but support enabling residential development alongside hotel redevelopment.

Option 3 : Consider a more market driven approach that is more flexible to the loss of hotels.

Visitors to BCP are crucial to the local economy, bringing spend into the area and providing employment. The Local Plan will need to consider how to maintain a sufficient range and supply of visitor accommodation to help sustain a competitive visitor economy into the future. Economic investment plans such as Lansdowne, Poole Town Centre, Boscombe Towns Fund, Seafront Strategy will fuel demand for new hotel stock. Government policy indicates that visitor accommodation and facilities are “main town centre uses” and should therefore be directed into defined centres.

We are currently gathering evidence on hotel and visitor accommodation which will inform future policy on new hotel developments and retention of existing hotel stock. The work is at an early stage and the issues need to be examined and discussed further before policy approaches on visitor accommodation are consulted upon later this year. The options above give a broad indication of the

type of issues that could be considered in future workshops and consultations.

Prioritising central Bournemouth would give a clear direction to the market regarding our priorities. We could consider designated core hotel frontages along parts of Bournemouth town centre where existing hotels would be protected and new hotels would be encouraged. This would provide a focus for new development and encourage hotel development. While there are fewer hotels within Poole and Christchurch town centres, we could consider areas where existing hotels within these centres are also protected. Alternatively, we could allow hotels to redevelop alongside the provision of residential uses or give consideration to a more flexible approach to assist in the exit of poorer quality hotel stock which does not have a realistic future.

Issue: Visitor attractions

Some sites have been suggested for new visitor attractions. These sites are outside of our town centres in the Green Belt. We need to decide if these sites should be included in the Local Plan. We could consider one of the following options:

Option 1: Explore if exceptional circumstances exist which would allow us to allocate some of these sites.

Option 2: Continue to encourage new visitor attractions to be focused within our existing centres.

Visitor attractions help to support the visitor economy and make BCP an attractive destination. Government policy sets out that leisure, entertainment, cultural and tourism development are “main town centre uses” and therefore should be directed into defined centres.

We have had some sites promoted to us for leisure and visitor attractions around Hurn. The sites are shown in Figure 10 below and set out in more detail in appendix 4.

These sites are all situated in the Green Belt. The area is also sensitive due to the proximity to a protected area of Dorset Heathland, Moors River SSSI, the Hurn heritage conservation area, listed buildings, quiet walking routes on existing lanes and Bournemouth Airport. The area has seen some improvements to road junctions and walking and

cycling routes, visitor attractions in this area would however likely to be car focused.

Due to the location of the sites within the Green Belt if we were going to consider any of them for allocation we would have to consider if exceptional circumstances can be demonstrated. We have not come to any conclusion about whether any of these sites would be suitable for leisure development or if exceptional circumstances exist. In the first instance we would like your views on these sites.

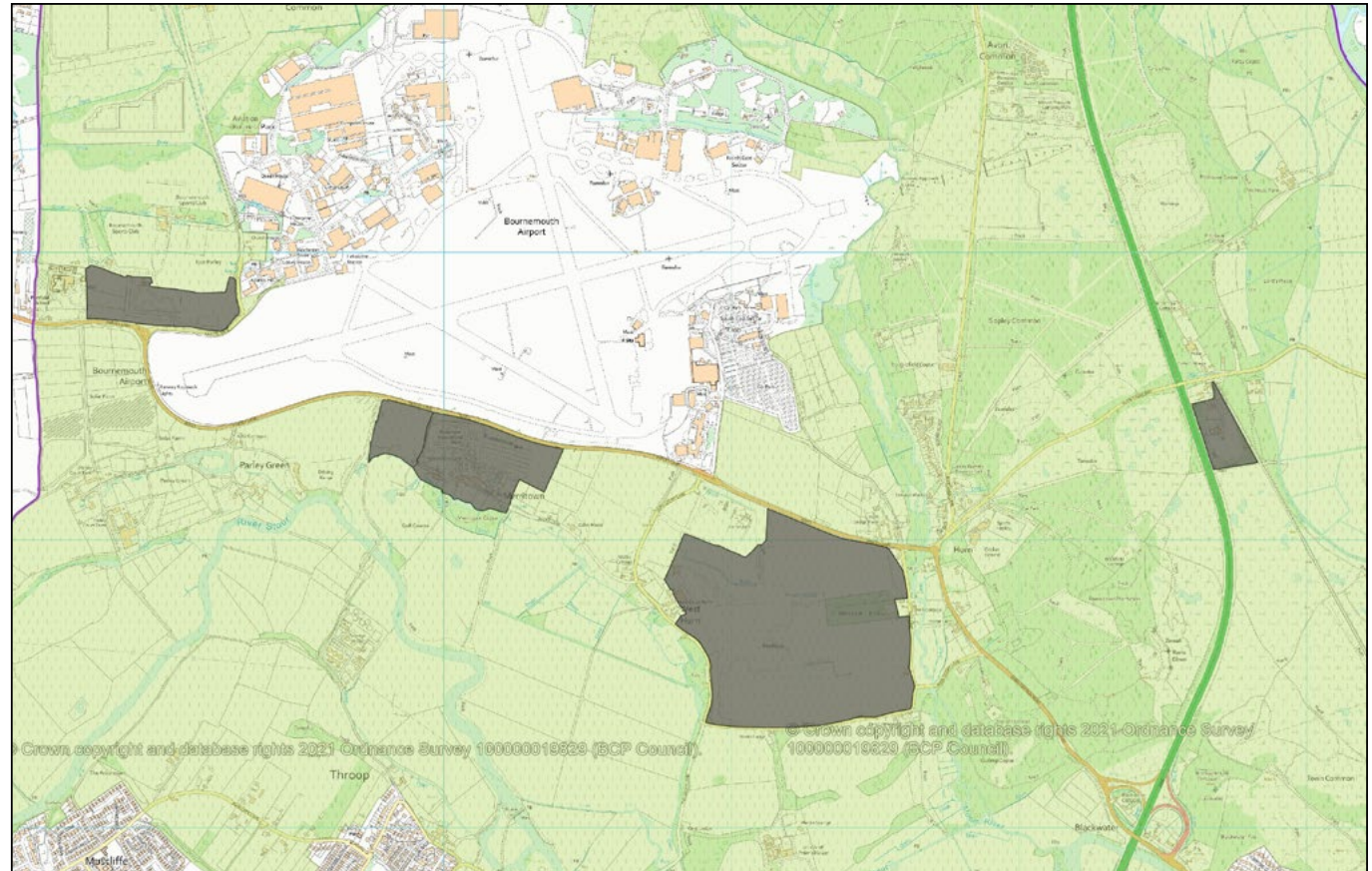


Figure 10 - Sites suggested to us for new visitor/leisure attractions

4.4 Adapting our High Streets and retail areas

Objective: Adapt our High Streets and shopping areas to cater for changing retail demands

There have been major economic and social changes in the last 10 years which have changed the way we shop, affecting patterns of retail development and the development of new types of shops. The key areas of change are the rise in internet shopping, the rapid growth of discount retailers, the ‘convenience’ shopping concept, the consolidation of investment into fewer larger centres and an overall decline in the demand for town centre retail floorspace.

The Covid-19 pandemic has compounded the challenges of town centres further. Numerous businesses including large high street chains have closed or moved to being online businesses, and many premises in town centres now remain vacant. Increased online shopping and an increase in home working has accelerated changing shopping patterns and trends.



Issue: Our needs for shopping and other town centre uses

Recommendation: The government require us to set out a hierarchy of centres. We propose the hierarchy shown in table 2 with Bournemouth and Poole defined as sub-regional town centres and Christchurch as a town centre.

The government require that we define a network and hierarchy of centres. These are used to help direct development to appropriate locations and to inform any strategies about the future of each centre. We also have to consider how we will meet our anticipated needs for retail, leisure, office and other main town centre uses and how these requirements can be met over the Plan period.

The BCP Retail Study 2021 recommends a hierarchy of centres which is summarised in Table 2 and set out on our interactive map at haveyoursay.bcpccouncil.gov.uk/localplan. We propose to use this hierarchy of centres in the final version of the Local Plan.

The Retail Study also sets out the potential

floorspace which is needed over the Plan period. This is shown in Table 1.

The figures show that going forward there is a large over-supply of comparison retail (higher value products such as household goods or clothing) floorspace within BCP and a small over-supply of convenience retail (everyday items such as food) projected within Christchurch whilst only a minor increase in convenience retail floorspace is required within Bournemouth and Poole. However, there is a significant need for food and beverage floorspace which is projected. This is heavily influenced by the growing trend in cafés and restaurants which is ever more evident within a tourist destination area like BCP.

Location	Convenience retail (sqm gross)	Comparison retail (sqm gross)	Food/ beverage (sqm gross)	Total (sqm gross)
Bournemouth	745	-7,224	7,486	1,007
Christchurch	-645	-2,559	2,442	-762
Poole	144	-6,137	3,431	-2,562
Total	244	-15,920	13,358	-2,317

Table 1. Retail and food and beverage floor space needed 2022 - 2038.

Overall these forecasts indicate that the decline in comparison retail floor space is likely to be taken up by food and beverage space. Overall, there is still an over-supply of floor space and this may lead us to review the size of some of our retail areas.

Table 2. Proposed retail hierarchy

Designation	Function and Strategy	Location		
Sub-Regional Town Centres	Main town centres serving the sub-regional area to provide a wide range of facilities and services, and be the focus for major growth.	Bournemouth Poole		
Other Town Centres	Main town centres but serving more of the local area to provide a wide range of facilities and services.	Christchurch		
Major District Centres	Smaller than town centres and serving more of the local catchment but still providing a wide range of facilities and services including shops, banks, community facilities, and often including a small supermarket.	Boscombe Castlepoint (Castle Lane West) Upper Parkstone (Ashley Road) Westbourne Winton		
Minor District Centres	Same as above with major district centres but smaller.	Ashley Cross Boscombe East Broadstone Charminster Highcliffe Holdenhurst Road	Kinson Moordown Southbourne Grove Tuckton Wallisdown	
Major Local Centres	Smaller than district centres, local centres serve a smaller and more local catchment with a range of shops which can often include some basic community facilities such as a doctor's surgery, pharmacy or dentists.	Adastral Square Alder Road Barrack Road Bournemouth Road Branksome Canford Cliffs Canford Heath Castle Lane West/ Bradpole Road	Castle Lane West/West Way Charminster Avenue Columbia Road Hamworthy Hill View Road Lilliput Parkgates Penn Hill	Purewell Queen's Road Southbourne Crossroads The Grove Wimborne Road Northbourne

Minor Local Centres	Same as above with major local centres but much smaller.	Anchor Road Ashley Road (East) Bearwood Bennet Road Bournemouth Road (East) Broadway Charminster Road Christchurch Road & Warnford, Creekmoor Cunningham Crescent East Howe Lane Fairmile Parade Falcon Drive Fulwood Avenue	Iford Roundabout Marlow Drive Merley Mudford Oakdale Ringwood Road/Poole Lane Ringwood Road (Walkford) Salterns Somerford Road (East) Somerford Road (West) St Catherines Parade Tatnam Waterloo (Milne/Marshall Road) Wonderhalm Parade
Neighbourhood Parades	Usually a small number of shops serving the immediate area.	Avon View Parade Burton Green Bure Lane Arcade Castle Lane West/Muscliffe Lane Cranleigh Road Gillan Road Hurn Village	Hunt Road Jellicoe Drive Kimberley Road Saufland Place Stour Road Wimborne/Hillcrest Road
Retail Parks	Falling outside of town centres and traditionally for DIY and bulky goods.	Castlemore (Mallard Road) Christchurch Retail Park Meteor Retail Park Poole Retail Park Ringwood Road Stony Lane Retail Park	Tower Retail Park (Mannings Heath) Turbary Retail Park Wessex Gate, Poole Westover Retail Park Castle Lane

Issue: Town centre boundaries and primary shopping areas

Defining the boundaries of our centres and primary shopping areas helps us direct uses into the most suitable locations. We could consider one of the following options:

Option 1: We could retain the existing boundaries of the town, district and local centres and the Primary Shopping Areas.

Option 2: We could review the boundaries with a view to reducing their size.

The government sets out that we should define town centre boundaries and Primary Shopping Areas, and make clear the range of uses permitted in such locations as part of a positive strategy for the future of each centre.

A town centre boundary can apply to a range of centres including town, district and local centres. Government guidance is that “main town centre uses” should be directed to these areas. Main town centre uses include retail, leisure and entertainment facilities (including restaurants, bars, pubs, nightclubs, indoor bowling centres and health and fitness centres) offices, arts, culture and tourism development (including theatres, galleries, hotels and conference facilities).

Defining the town centre and other centre boundaries is important in directing the location of new development. Our town centre and other centre boundaries can be viewed on our interactive map at haveyoursay.bcpccouncil.gov.uk/localplan, an extract of which is shown in Figure 11.

We could keep these boundaries the same or we could review them to see if some areas should be reduced in size. This would concentrate commercial activity into a smaller area.

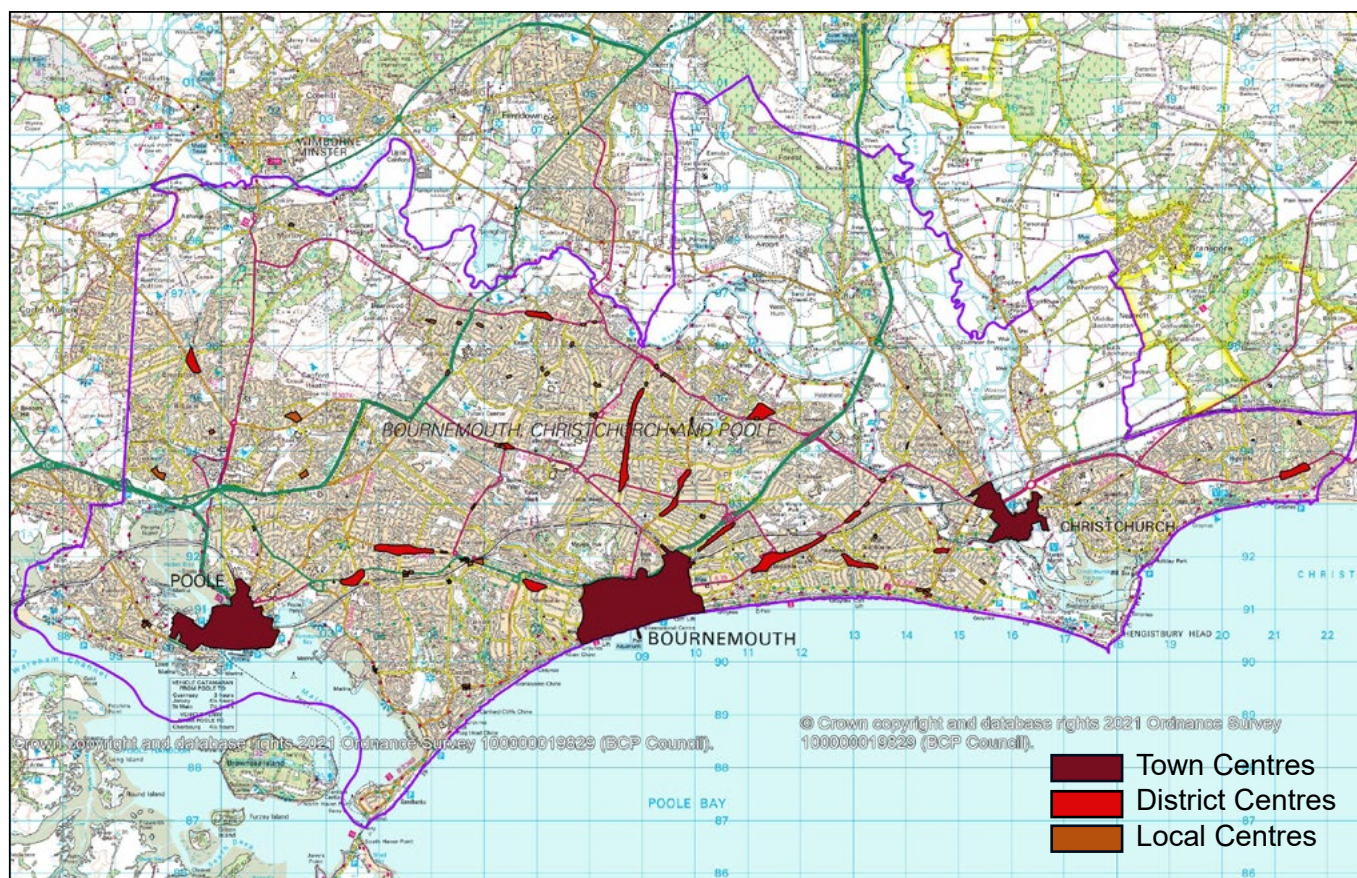


Figure 11 - Shopping centre boundaries

A Primary Shopping Area is an area within a centre where retail development is concentrated. Across the main town centres of Bournemouth, Christchurch and Poole there are separate town centre boundaries, which are drawn widely across the functional town centre area and Primary Shopping Area boundaries where retail is focused. District and local centre boundaries throughout BCP do not currently have separate Primary Shopping Areas (PSAs) identified.

We could continue to retain separate town centre and PSA boundaries in Bournemouth, Christchurch and Poole town centres whilst in other centres a single boundary should suffice.



Figure 13 - Bournemouth town centre and Primary Shopping Area

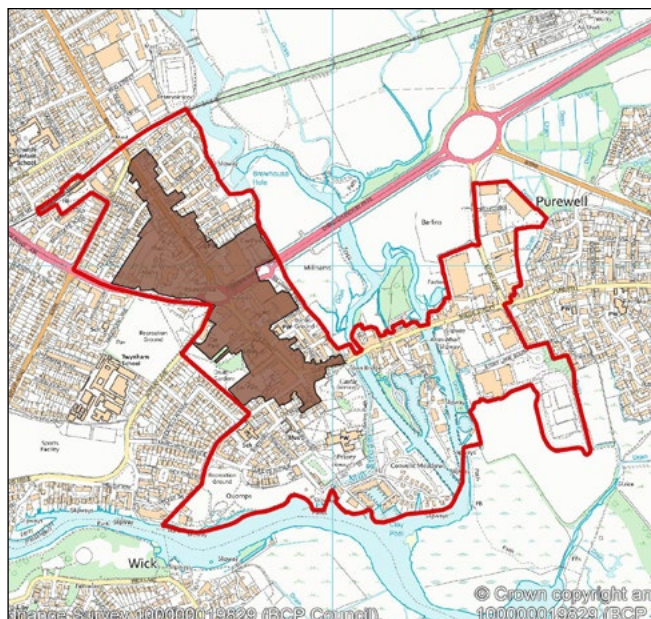


Figure 12 - Christchurch town centre and Primary Shopping Area

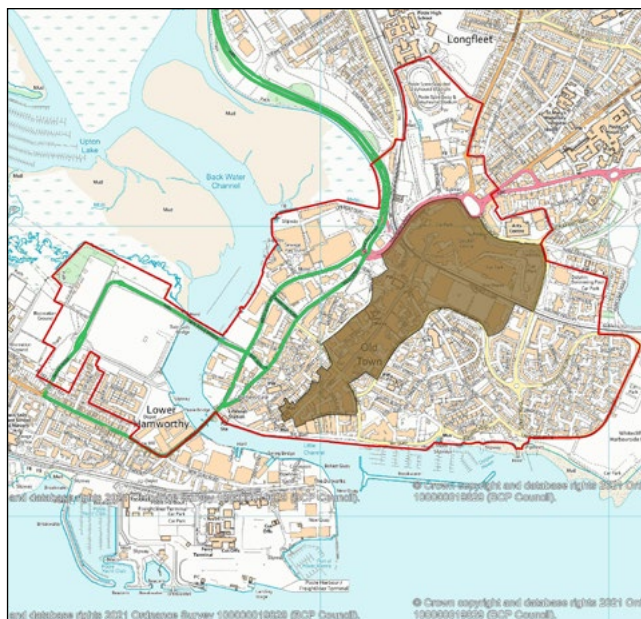


Figure 14 - Poole town centre and Primary Shopping Area

Issue: Sequential test and impact assessment

We have to apply the sequential test in line with government policy. For the impact assessment we have options over which threshold we require the test. We could consider one of these options:

Option 1: Adopt a threshold of 400 sqm.

Option 2: Work with the national threshold of 2,500 sqm.

Option 3: adopt a different approach with a different threshold or different thresholds for different locations.

National government policy supports what is known as a sequential approach which aims to direct town centre uses into town centres and limit such uses outside of defined centres. This helps to protect and maintain the vitality and viability of existing centres.

If a main town centre use or leisure development is proposed outside of a defined centre government policy also requires an impact assessment. This aims to set out the impact on existing centres.

Government policy sets out a threshold of 2,500 sqm gross for developments which require an impact assessment however, Local Plans can set out a lower threshold where this is considered appropriate. We propose to adopt a lower threshold of 400 sqm (gross). This would allow us to consider the impacts of larger developments on our centres and strengthen their role. The 400 sqm (gross) threshold corresponds with the Sunday Trading Act where anything over 400 sqm (gross) or 280 sqm (net) is defined as a large shop.

Issue: Vibrant centres

Due to government rules we have less control over the change to use from a shop to other uses, including residential. However for larger units and those in heritage areas we retain some options to help manage change. We could consider both of these options:

Option 1: Restrict the loss of existing premises over 1,500 sqm in Class E use where it would affect the vitality and vibrancy of a centre.

Option 2: Identify the heritage Conservation Areas where changes of use from Class E to residential would likely have a harmful impact on the character and sustainability of the Conservation Area.

Previous policy approach has been aimed towards the retention of existing main town centre uses within centres to ensure that they remain vibrant places and continue to meet retail needs. Whilst this is still considered an appropriate and necessary approach, the government has made some recent changes to the use classes order and permitted development which need to be considered.

The planning system includes the use class order which places different uses in different classes allowing policies to be drafted to direct different uses into different locations and control changes of use.



In September 2020 the government introduced the new use class (Class E) which replaces and combines the former uses for shops (A1), professional services (A2), restaurants (A3), offices and light industrial (B1), clinics, crèches and gyms. This gives more flexibility for premises in the Class E use class to change use without the need for planning permission. We have therefore lost some of the previous controls to retain retail shops.

In August 2021 the government is introducing more changes which will allow premises falling within Class E to be changed to residential without full planning permission. This means that premises in shopping areas could be changed to residential resulting in the loss of a commercial frontage which we would previously have resisted. A process called Prior Approval is still needed which is subject to some limitations and criteria, for example proposals involving re-development of a site or changes of use over (1,500 sqm floorspace) will still require full planning permission. We could seek to resist change of use or redevelopment proposals of 1,500sqm where it would affect the vibrancy of our centres.

The government has also included a criteria within the prior approval where the building is located in a Conservation Area and would involve a change of use of the whole or part of the ground floor which is to consider the impact on the character or sustainability of the Conservation Area. This could be considered on an individual basis although it might provide more clarity to identify those Conservation Areas which are traditionally commercial. To give clarity we could seek to identify those Conservation Areas where changes of use to residential would affect the character and sustainability of the conservation area.

4.5 Provide a safe, sustainable and convenient transport network

Objective: Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around

Issue: Our future transport strategy

Our region suffers from traffic congestion. Bournemouth is the third most congested place in the UK. Our area's unique geography and lack of joined-up travel infrastructure has, in some places, led to over-reliance on cars, slower journey times and poor air quality.

The required housing growth, economic ambitions and climate change issues mean that new sustainable infrastructure is vital to help connect people and places in a way that also protects the planet.

We are currently preparing the Local Transport Plan (LTP4) which will set out the strategy for the management, maintenance and development of the area's transport system and inform the next stage of the Local Plan and its Transport Strategy.

The LTP4 will be drafted later this year. However, we know from LTP3 and existing transport projects that our Strategy will need to be focused on providing a safe, connected, accessible and low carbon transport network that reduces the reliance on car use and maximises non-car travel. This is consistent with the government's approach to reducing the need to travel, offer genuine choice of transport modes, reduce congestion and emissions and improve air quality.

Recommendation: We will need to include a transport strategy in the Local Plan and this will be focused on providing a safe, connected, accessible and low carbon transport network across BCP and south-east Dorset, which seeks as appropriate to:

- Direct new development to the most sustainable, and accessible locations to reduce the need to travel and maximise non-car travel.
- Improve cycling and walking routes and facilities.
- Improve bus and rail services.
- Investigate opportunities for innovative mass transport schemes.
- Apply traffic management measures to improve safety for all road users.
- Maximise opportunities to increase rail freight transport to and from Poole Port.
- Explore park and ride opportunities.
- Identify transport infrastructure requirements to deliver the Local Plan development allocations.
- Improve cycling and public transport connections to the airport and its business parks.
- Provide adequate public car parking provision and electric vehicle charging points.
- Improve air quality.

Issue: Transport infrastructure

Recommendation: We propose to set out strategic transport schemes, identifying and protecting routes and sites which could be critical to delivering transport infrastructure and widening transport choice.

Delivering transport infrastructure is an essential part of delivering sustainable development and to ensure access to housing, employment, services and facilities.

A particular focus over the Plan period will be on strategic transport infrastructure required to manage traffic congestion, reduce emissions, enhance walking and cycling routes and improve connectivity in line with the delivery of development. Transport connections are one of the most important infrastructure issues when considering new development.

The government advises that transport issues should be considered from the earliest stages of developing a Local Plan and that planning policies should be prepared with the active involvement of transport authorities and other transport infrastructure providers and operators.

A variety of projects are already in progress or planned to improve transport connections over the Plan period. These are identified in existing Local Plans, Local Transport Plan 3, the Local Cycling and Walking Infrastructure Plan and emerging transport strategies.

Current strategic transport schemes that are likely to come forward over the Plan period include:

- Investigating the potential for a package of Park and Ride sites in the conurbation
- A range of sustainable travel corridors and travel improvements
- Bus infrastructure improvements - new bus stops, lighting, 'smart' traffic, smart ticketing, bus interchange improvements and improved real-time information

- New local travel app
- Road / junction improvements
- Cycle facilities for businesses, schools, colleges and universities
- Improved pavement access for people with mobility needs
- Upgraded wayfinding (information and signs)
- Introduction of e-bikes
- Improvements to the rail network and rail station provision

As we move forward with the Local Plan we will also be commissioning further testing of potential site allocations to understand the likely level of additional infrastructure requirements over the Plan period. The transport infrastructure required to support development coming forward within the Plan period will form part of the Infrastructure Delivery Plan (IDP) (see section 4.9) and will be set out in the Draft version of the Local Plan.



Issue: Transport impacts from new development

Recommendation: When submitting planning applications we propose that developers consider a range of transport requirements including:

- Transport Assessment
- Travel plans
- Parking provision in line with the BCP Parking Standards (SPD)
- Mitigation measures to address traffic/ safety/ congestion
- The provision of safe and convenient access points
- Electric charging points
- Bike and other vehicle storage
- Making green vehicle technologies available
- Safety for all users
- Developer contribution (to transport modelling or strategic improvements)
- Air quality mitigation
- Highway works

New development can place additional pressure on existing transport infrastructure. Government policy advises that when assessing planning applications for new development, sustainable transport modes should be promoted and that any significant impacts on the transport network or highway safety should be mitigated.

Developments that generate significant amounts of travel should be required to provide a Travel Plan and applications should be supported by a Transport Assessment. Travel Plans aim to ensure that walking, cycling and public transport options are considered, prioritised and incorporated into the development, and measures required to mitigate any impacts on the transport network are

included. Therefore, new developments should include all infrastructure that is necessary to the sustainable development of the site and to mitigate any impacts on the wider transport network.



4.6 Natural environment

Objective: Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open space

The Bournemouth, Christchurch and Poole area, along with nearby parts of Dorset and Hampshire, is renowned for the quality of its natural environment.

Many of our natural areas are protected under national and international law, whilst some have local importance. These areas are valuable in their own right, as well as for the role they play in attracting people to live, work and visit the area.

We must be particularly mindful of the potential consequences of not meeting our duties under the The Conservation of Habitats and Species Regulations 2010. These require us to mitigate any impacts from development on protected habitats, including those in neighbouring areas such as the New Forest National Park. If this is not done we may not be able to issue planning approvals for new homes.

As part of the Local Plan process a Habitats Regulations Assessment will be produced. This will test the impacts of the Local Plan proposals and policies on protected habitats and species while identifying ways to avoid or minimise any effects.

Issue: Conserving and enhancing biodiversity and geodiversity

Recommendation: We propose to fulfil our duty to conserve and enhance biodiversity and geodiversity by including appropriate policies in the Local Plan.

We have a legal duty to conserve biodiversity. A key role for the Local Plan is to ensure that future growth, especially in terms of housing and the economy, can take place without damaging the high-quality environment that helps to attract growth in the first place. If impacts are unavoidable then we must make sure mitigation is put in place to reduce any harm. This is particularly important in relation to the internationally protected habitats and species designations such as the Dorset Heathlands and Poole Harbour.

The government publish a list of species and habitats of principal importance in England. Species and habitats of local importance in this area are identified within the Dorset Biodiversity Strategy and are also recognised with designated Sites of Nature Conservation Interest (SNCI), Local Nature Reserves (LNRs) and habitats and species of principal importance to biodiversity, including ancient woodland, veteran trees, watercourses and wetlands. The aim is for all areas that support biodiversity, from those protected by international designations down to species and habitats of local importance, work together, to enable wildlife to thrive.

Maintaining and enhancing a well-connected network of biodiversity assets is a key part of sustainable development. The importance of ecological networks linking wildlife sites is increasingly recognised. This can include relatively small features such as species-rich hedgerows, road verges and ponds. We aim to continue to enhance the BCP area's ecological network by developing, improving and adding to biodiversity and geological assets and the links between them. Information from the Dorset Environmental Records Centre on existing and potential ecological networks will help in achieving this aim.

Government policy encourages biodiversity net gain to be sought through planning policies and decisions. Biodiversity net gain should deliver measurable improvements for biodiversity by creating or enhancing habitats in association with development and can be achieved on or off site. However, although national planning policies puts the principles in place it does not currently indicate an acceptable target or percentage net gain. This is likely to be addressed by the Environment Bill that is currently proceeding through Parliament. At

present there remains uncertainty over the detail of biodiversity net gain measures, the eventual Act might contain and whether mandatory targets will be set. Therefore, at present it is unclear whether a local policy in the Local Plan will be necessary or appropriate over and above the measures in the forthcoming Environment Act.

Geodiversity is the range of rocks, fossils, minerals, soils, landforms and natural processes that go to make up the Earth's landscape and structure. The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of the geological resource, provide guidance and increase the appreciation and understanding of the geological heritage of the area. All three existing Local Plans for the legacy authority areas include policies to protect important geological and geomorphological sites such as the Bournemouth cliffs and chines and the old sea cliffs at Whitecliff recreation ground.

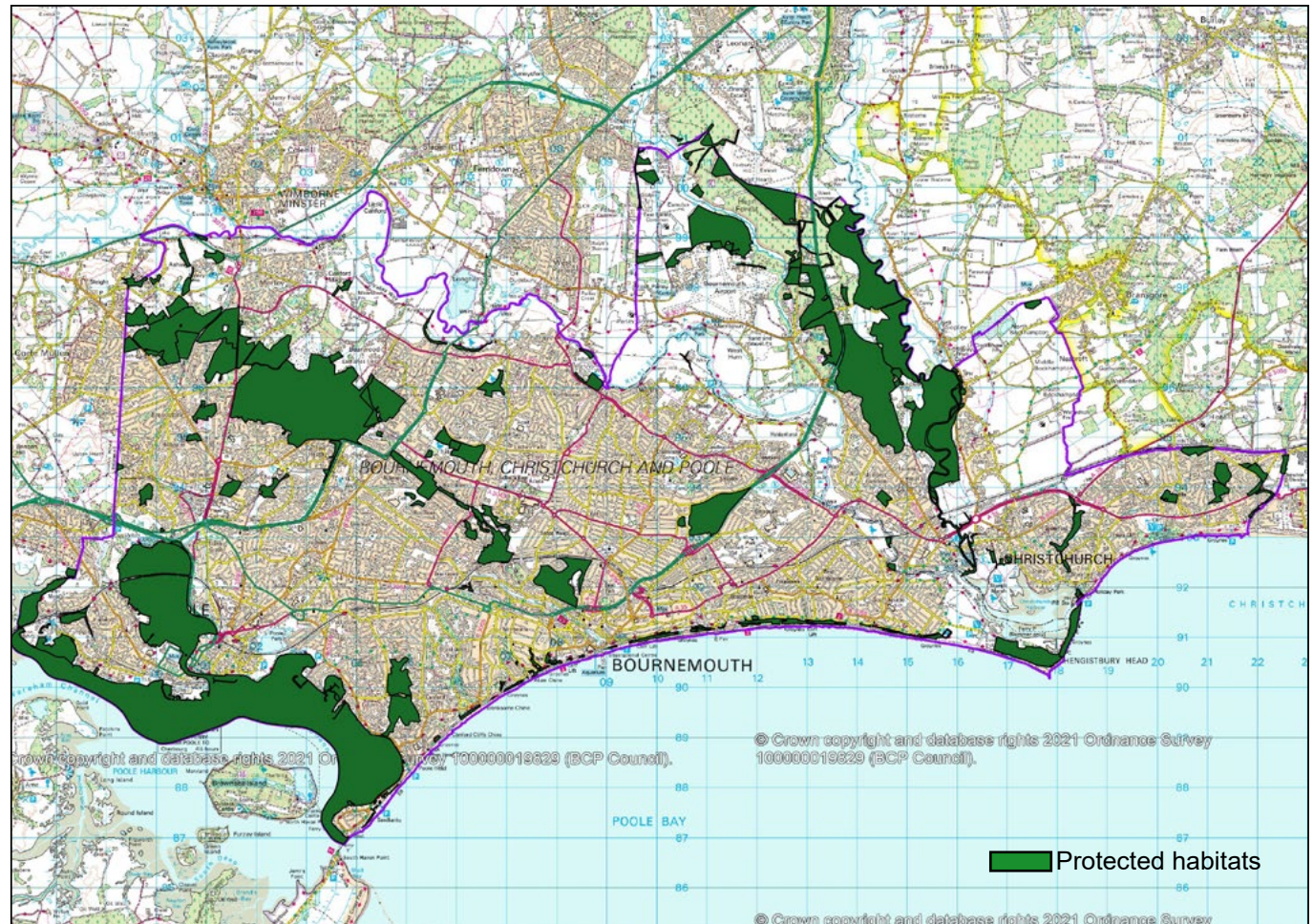


Figure 15 - BCP's network of protected habitats

Issue: Protecting Dorset Heathlands and mitigating development impacts

Recommendation: We propose continuing to implement the approach advocated in the existing Local Plan policies and detailed in the Dorset Heathlands Planning Framework Supplementary Planning Document. We can explore the potential for other approaches that would still fulfil the council's duty to ensure mitigation of harmful impacts on the Dorset Heathlands from new development.

Evidence shows that the Dorset Heathlands continue to be under significant pressure from urban development. BCP Council local planning authority as decision maker on planning applications, has a duty to ensure that the impacts of new development are mitigated and is advised by Natural England on how to fulfil these duties.

The former Dorset local planning authorities have, since 2007, operated an approach to dealing with development proposals which is set out in the Dorset Heathlands Planning Framework Supplementary Planning Document (the Heathlands SPD). This document has been periodically updated with the endorsement of Natural England and provides for a consistent approach across the Dorset Heathlands.

Due to the potential adverse impact on heathland arising from human pressures and damage caused by domestic pets the existing local plan policies and the Heathlands SPD indicates that further residential development should not be permitted within 400 metres of a designated heathland. However, there are exceptions to this for example, certain types of care homes where residents are unable to freely leave to walk on the heath or keep pets.

There may be other land uses, which if in close proximity to the protected heathlands, can lead

to increased recreational or access related disturbance. These are considered on a case-by-case basis.

As the majority of visitors to the heathland live within 5km of the site, the Heathlands SPD indicates that between 400 metres and 5km, development involving a net increase in residential units would have a significant effect on the heathland and therefore mitigation measures would be required.

In most instances the mitigation involves financial contributions to a projects fund which is used to provide Heathland Infrastructure Projects (HIPs) which can include provision of new Suitable Alternative Natural Greenspaces (SANGs) or improvement of existing greenspaces to divert pressure from the heaths. In addition, contributions go towards the day-to-day costs of management of the heaths, education and monitoring known as Strategic Access Management and Monitoring (SAMM).

Issue: Provision of strategic Suitable Alternative Natural Greenspaces (SANGs)

Recommendation: We propose to continue the current approach to the provision of strategic SANGs through both public and private SANGs including the continued emergence of SANGs within the Stour Valley Park.

We could also explore:

Option 1: Changing the use and/or management of some of our existing open spaces e.g. golf courses, to provide strategic SANGs

The Heathlands SPD sets out the approach to mitigation and how it will be delivered through developer contributions, Community Infrastructure Levy (CIL) and legal frameworks. The delivery of SANGs is a key part of this strategy. In some instances, larger residential proposals may be able to provide SANGs on, or near, the development sites. However, in most cases this is not possible and financial contributions can then go towards large strategic SANGs which are sufficiently attractive to draw visitors from a greater distance and can therefore help to provide mitigation for residential developments over a larger area.



The provision of strategic SANGs within the BCP area is critical to the delivery of heathland mitigation. Upton Country Park is a well established strategic SANG which has been expanded over the last ten years. Other SANGs are being developed, have permission or have potential. These include the Two Riversmeet SANG (which incorporates the former Two Riversmeet golf course and Stanpit Recreation Ground), Canford Park off Magna Road and Roeshot Hill.

The Stour Valley Park is an emerging area where SANGs have potential to be planned and delivered. The aim is to ensure these are linked together across the area to improve recreational opportunities, encourage wildlife and enhance landscape quality. This would entail the council continuing to work with its partners to identify opportunities to bring forward further land that can join up and deliver the Stour Valley Park and improve existing rights of way. To this end, BCP Council has agreed to become a partner within the Stour Valley Park Partnership who are developing a Stour Valley Park Strategy and Master Plan.

Issue: Improving the air quality on the Dorset Heathlands

Recommendation: We propose to implement the Dorset Heathlands Interim Air Quality Strategy up to 2025 and then align projects to new policies in the BCP and Dorset Councils Local plans.

The Heathlands SPD lists the main factors impacting on lowland heaths in Dorset. One of the factors identified is roads and more particularly pollution/enrichment causing vegetation change from vehicles in transport corridors’.

Population growth normally comes with increased vehicular trips. Where roads pass close to protected heathland sites, nitrogen deposits from the exhausts of fossil fuel propelled vehicles settles upon adjacent heathland sites, enriching the soil with nutrients that enable vegetation to grow that out compete the lowland heathland’s native heather plants. An increase in traffic contributes in combination with other polluters such as agriculture to a significant effect upon the integrity of the Dorset Heathlands.

As part of the Local Plan preparation process we, along with Dorset Council, will need to develop a strategy and policies to ensure that development avoids and, where necessary, mitigates the air quality impacts of increased traffic upon the Dorset Heathlands. That strategy will need to build on current strategies such as improving sustainable travel and the use of electric vehicles to reduce pollution.

As part of this process, BCP and Dorset Councils have produced a Dorset Heathlands Interim Air Quality Strategy. This document aims to deliver interim measures ahead of the adoption of formal Local Plan policies. Section 6 of the interim Strategy gives an indication of the policies areas that the Local Plan may encourage. Examples include the change of use of agricultural land near heathland to lower nitrogen inputs and identifying multiple use benefits in the siting of Heathland Infrastructure Projects (HIPs), Poole Harbour Infrastructure Projects (PHIPs) and nitrogen offsetting projects on sites adjacent to heathland.

Given our legal duties related to the heathland habitats, the only reasonable option is to include policies within the Local Plan to address the impact of air quality on the Dorset Heathlands.



Issue: Dealing with Poole Harbour Nitrate Pollution

Recommendation: We propose to continue the strategy detailed in the existing Nitrogen Reduction in Poole Harbour SPD and incorporate the strategy into the new Local Plan. We will also examine whether there are other realistic strategies for dealing with this issue.

Poole Harbour is among the biggest natural harbours in the world and is of major ecological, recreational and commercial importance. However, evidence demonstrates that the harbour is under particular pressure from nitrate pollution.

Excessive nitrogen in the harbour waters causes the growth of algal mats that restrict the food available for protected birds. The majority of nitrogen is generated by agriculture but some is generated from human sewage. Since 2020 we are using a real-time Artificial Intelligence network to monitor water quality.

BCP Council and Dorset Council must be certain that development proposals within the Poole Harbour catchment will either avoid harm to European protected sites or mitigate the impacts to ensure there is no adverse effect. In 2017, the Nitrogen Reduction in Poole Harbour SPD was adopted by the former Borough of Poole Council and Purbeck District Council. It provides detailed information about the issue and which uses should provide mitigation. The SPD remains in place under BCP Council.

Mitigation can be 'direct' through upgrading sewage treatment works or 'indirect' by offsetting the nitrogen generated from new development, for example changing the use of fields where nitrogen fertiliser is applied.

It is important that we effectively mitigate any impacts otherwise we could potentially be in a position where we are unable to issue planning approvals within in the Poole Harbour catchment for new residential developments which would otherwise be acceptable. This has happened recently in the Solent area where there are also nitrate pollution issues and Hampshire planning authorities were unable to issue planning consents. They are addressing the issue by restoring some intensively managed farmland to a wildlife habitat.

We, along with Dorset Council, will need to work in partnership to collect contributions from developers and use them to implement mitigation projects to ensure development within the catchment of Poole Harbour is nitrogen neutral. The council awards grants for projects that change agricultural land from high-to-low nitrate input in order to offset the impact of nutrients entering Poole Harbour. In January 2021, the council agreed to use developer contributions to award a grant to Dorset Wildlife Trust, in order to purchase agricultural land and manage it in perpetuity as low nitrate input. Known as the Dorset Nature Park, this proposal will allow the council to continue to grant planning permission for new homes, as well as providing multiple benefits to residents across Dorset and BCP Council areas. This proposal had the support of Natural England.

Issue: Dealing with Poole Harbour Recreational Pressures

Recommendation: We propose to continue the strategy detailed in the existing Poole Harbour Recreation SPD and examine whether there are other realistic strategies for dealing with this issue.

Recreational pressures can have a harmful effect on Poole Harbour. Natural England advises that the cumulative effect of further residential and tourism development in a defined 'Poole Harbour Recreation Zone' would have a significant effect upon the Poole Harbour Special Protection Area (SPA) and Ramsar Site. In particular, population growth will increase recreational activities in and around the harbour causing direct or indirect disturbance to protected birds. Disturbance can be defined as any human activity that influences a bird's behaviour or survival. Studies show that public access in and around the harbour, and various forms of recreational activities can cause disturbance, e.g. boats, walkers, dogs, bait digging, etc.

A detailed mitigation strategy was formalised in the Poole Harbour Recreation 2019 - 2024 SPD which was adopted by BCP Council and Dorset Council in 2020. In the BCP Council area the mitigation measures are to be paid for by financial contributions from developers of new residential and tourism accommodation in the Poole Harbour Recreation Zone. This will ensure the impact of additional visitors to Poole Harbour can be managed without causing harm to protected wildlife.

Issue: Supporting green infrastructure and open space

Recommendation: We propose to maintain and expand the green infrastructure network, including the creation of the Stour Valley Park, protecting existing open spaces and enhancing their appeal to more people, connecting green spaces for people and wildlife and greening the urban area.

In addition for open spaces we could consider a combination of the following options:

Option 1: Allowing the loss of the open space if it can be demonstrated that it is underused and surplus to requirements.

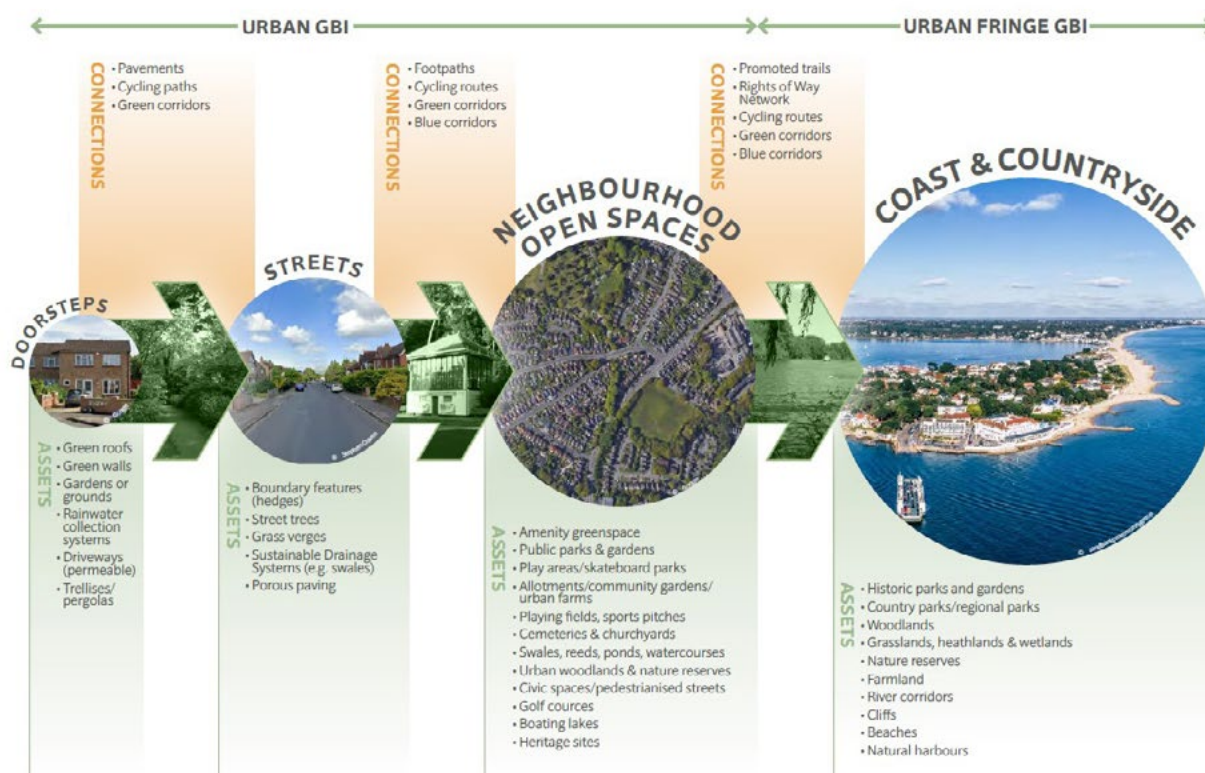
Option 2: Allowing the loss of open space for community uses that outweigh the loss of the open space.

Option 3: Making new developments pay financial contributions towards enhancing or providing open space if they cannot provide open space on site.

Green infrastructure is the name given to all our natural and semi-natural assets including parks, playing fields, open spaces, gardens, beaches, street trees, streams, rivers and other water bodies. Together they contribute to the special identity of the BCP area, provide unique wildlife habitats, support health and wellbeing, and are recognised as a major contributor to the economy, in particular supporting tourism and recreation. Green infrastructure provides an ideal nature-based adaptation solution to address climate change. The maintenance and enhancement of the green infrastructure network will be crucial in helping to ensure that the growth set out in the Local Plan can be delivered in a sustainable way.

The government recognises the benefits of green infrastructure and requires us to take a strategic approach to maintaining and enhancing green infrastructure networks.

We are preparing a new Green Infrastructure Strategy for BCP, a draft of this can be viewed



at www.bcpCouncil.gov.uk/localplan. This identifies a number of key priorities and projects to improve the green infrastructure across the BCP area. One of the key projects in the Strategy is the creation of the Stour Valley Park as a major new park for BCP. We have signed up to the Stour Valley Park Partnership to help deliver the park. Other objectives set out in the Strategy include re-purposing green spaces to be more multifunctional, connecting green spaces for people and wildlife and greening the urban environment. All development will have a role in supporting our green infrastructure network.

The provision of attractive, accessible and good quality open space is an important part of the green infrastructure network that adds significantly to environmental quality and helps to support physical activity and mental wellbeing. To ensure enough open space exists to meet the needs of residents, it is proposed that existing open spaces, will be retained unless specific circumstances exist.

We think that where a large number of new homes are being built, new areas of open space should be provided. This is sometimes difficult on high density schemes, however, on these schemes we could take developer contributions to improve surrounding open spaces.

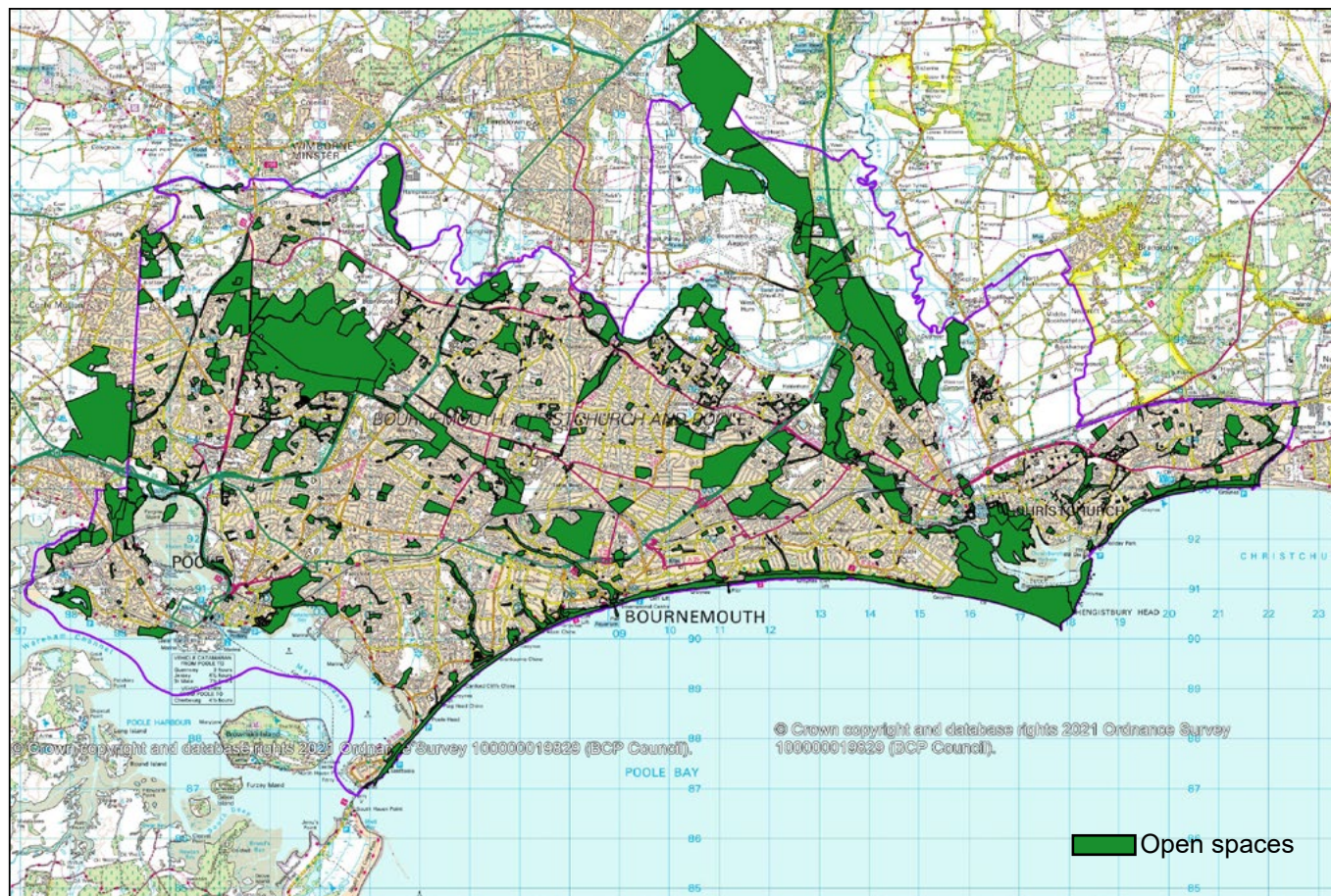


Figure 16 - BCP's network of open space

4.7 Our built environment

Objective: Promote local character and the delivery of high-quality urban design

Issue: Ensuring good placemaking and urban design

Recommendation: We propose to set out a policy in the Local Plan that requires good design in accordance with the National Design Guide and that in the majority of cases new development respects the prevailing characteristics of the local area.

National planning policy recognises that achieving high quality places and buildings through good design is an integral part of good planning. To support the commitment to good design the government has adopted a National Design Guide. The National Design Guide explains that the long standing, fundamental principles for good design are that buildings and places are fit-for-purpose, durable and bring delight. The National Design Guide provides more detail in the form of ten characteristics of good design, see Figure 17.

In the Local Plan, we are proposing that the design of buildings, streets and spaces should take into account and respond to the requirements of the National Design Guide, with new development based on a design-led approach. Therefore, in most cases development will need to respect the prevailing characteristics of the local area. Development would be expected to be sympathetic to the building heights, massing, positioning and the soft landscaping in the surrounding area. This would ensure development is sympathetic to local character, visually attractive, safe and well laid out. More detailed guidance in the form of design

guides and design codes could be developed to help identify the special qualities of different parts of the BCP area and how these should be reflected in development.



Figure 17 - The characteristics of good design

Issue: Planning for urban intensification

Recommendation: We have significant pressures for new homes across BCP. To help address this we propose to be proactive about supporting a change in character in specific areas.

We have a significant need for new homes across the BCP area, this is explained in more detail in section 4.3. The government requires us to ensure that, where possible, the new homes needed are built in the urban area where existing facilities, services and public transport exists.

We know from past trends that most new homes built in the urban area are built through the replacement of single buildings with blocks of flats or through plot severance to create additional homes. Where these types of development are done well they can provide new homes that integrate successfully with the existing character of a place through gradual evolution.

We know that people sometimes have concerns about more flats being built. However, increasing the supply of flats can help free up family housing elsewhere where these homes are under occupied and give people the opportunity to purchase a first home or downsize. We anticipate that most

development will occur in this way and respond to local character of where it is located. To support this type of gradual intensification we could set out specific criteria or additional guidance to ensure this type of intensification is designed to respect local character.

We could consider identifying some locations that have significant potential for regeneration or which have a varied character where we would proactively support a change in character, for example through allowing building heights to increase or different type of development to take place.

Some areas where we could consider supporting a change in character are illustrated on the interactive map at haveyoursay.bcpouncil.gov.uk/localplan, an extract of which is shown in Figure 18 and set out in Appendix 4. Typically, these areas are focused around existing services and facilities where there is more capacity for growth. If any of these areas are taken forward, it is anticipated that we would produce more detailed design guidance about what would be appropriate in these locations.



Figure 18 - Areas where we could consider supporting a change in character

Issue: Tall buildings

To manage tall buildings we could consider one or both of the following options:

Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres.

Option 2: Allow tall buildings in other areas subject to criteria considering impact on the skyline, townscape character, micro climate and local amenity.

Another way in which we have seen urban intensification take place is through an increased number of planning applications for taller buildings, over six storeys high. Taller buildings can have a positive impact on meeting our regeneration and economic development objectives goals, enhance the vitality of places and offer a sustainable form of development however, due to their size and potential impacts they need to be considered carefully.

The tallest buildings in BCP are currently located in parts of Poole and Bournemouth town centres. We consider that these locations are likely to be the most suitable for tall buildings. However, parts of the town centres are covered by heritage

designations and we are required by government to preserve and enhance heritage designations and their settings. This means that not all parts of the town centre areas are likely to be suitable for taller buildings. As such, we could continue to direct tall buildings within to specific parts of the town centres such as Lansdowne, Richmond Hill, the north part of Poole Town Centre and within the Backwater Channel regeneration area. In these areas, tall buildings would form part of a cohesive group.

Allowing a more flexible approach would change the character in other areas but would help us meet our challenging housing needs.



Issue: Preserving and enhancing our heritage

We have to preserve and enhance heritage assets as required by government and would set out a positive strategy for heritage.

In addition, we could consider one or both of the following options:

Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets.

Option 2: Review conservation area boundaries to ensure they remain fit-for-purpose.

Our built heritage is part of the character of BCP and preserving our heritage assets is an important part of planning that has many benefits for culture, wellbeing, the economy and in creating a more unique sense of place.

Government policies refer to heritage assets as any building, monument, place, area or landscape that have heritage interest. Some heritage assets are formally designated under legislation for example, listed buildings, registered parks and gardens and conservation areas. Other assets have local importance but are not formally designated by legislation.

There are many pressures on heritage assets to modernise or demolish historic buildings, change

their uses, develop within heritage conservation areas and remove landscaping. Given the irreplaceable contribution heritage assets make, the government make it clear that it how important that heritage assets and their settings are preserved or enhanced as a reminder of the history and evolution of the area.

Our heritage conservation areas and listed buildings are shown on the interactive map at **haveyoursay.bcpccouncil.gov.uk/localplan** and extract of which is shown in Figure 19. More information about our heritage assets can be found in the historical environment record maintained by Dorset Council.

Designated heritage assets are protected by specific planning legislation and national planning policy recognises the conservation of heritage assets as a core planning principle underlining decision taking. The policies in the Local Plan will seek to apply the heritage legislation and requirements set out in national planning policy.

Heritage conservation areas cover some significant parts of BCP. Many of the conservation areas were originally designated in the 1970s. Some of these have been reviewed but many have not. We could undertake a comprehensive review to ensure the designations remain fit-for-purpose.

Local heritage assets which are not formally designated are currently being reviewed and will be set out on a Local List. We could seek to introduce specific policies and controls to prevent the loss of these assets. This would protect more heritage features but reduce the land available for redevelopment for other uses.

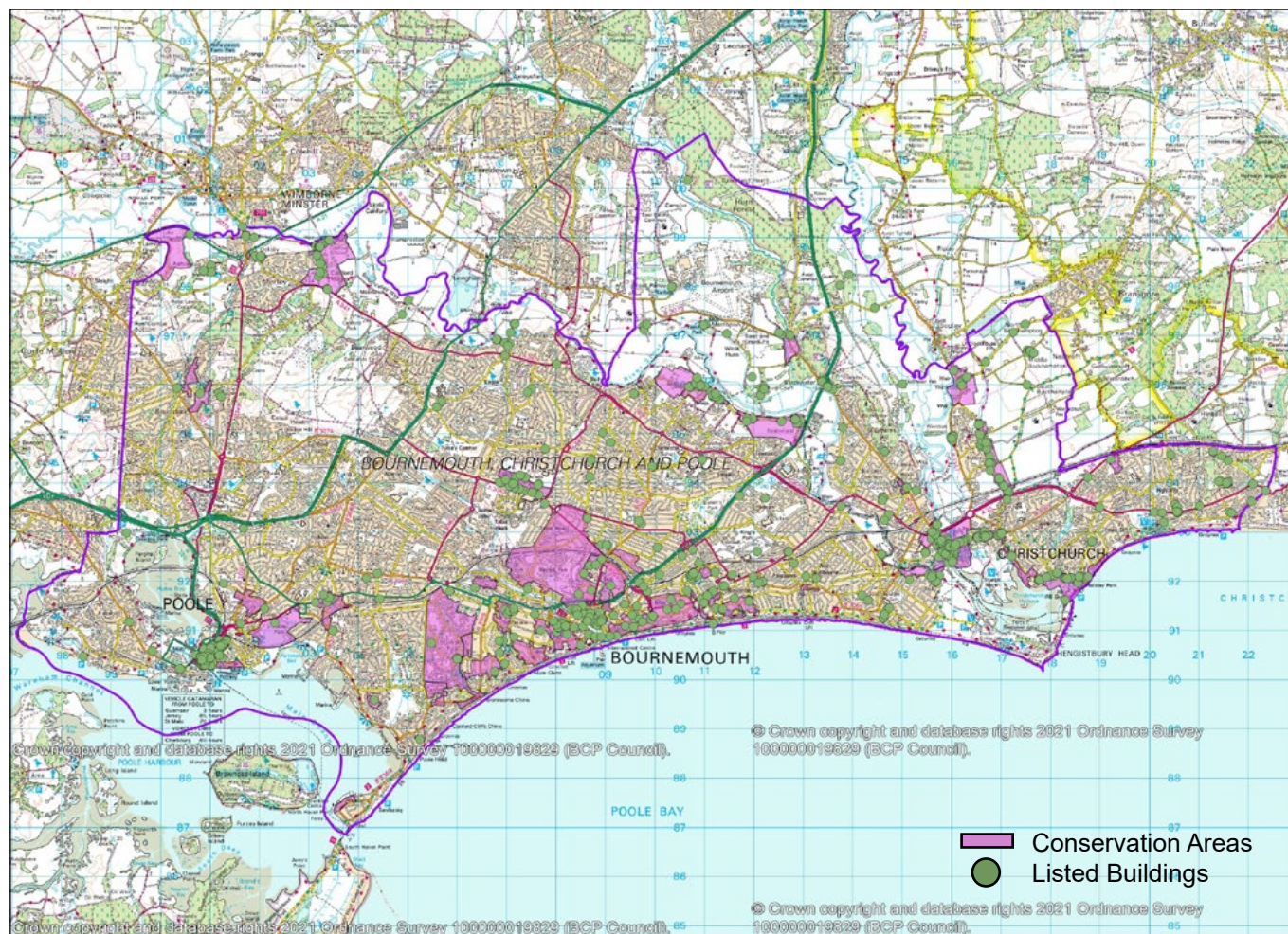


Figure 19 - BCP's heritage conservation areas and Listed Buildings

Some heritage assets are specifically identified as being 'at risk' on Historic England's 'Heritage at Risk' Register. We will continue to pursue funding opportunities and work with landowners to secure improvements to these heritage assets wherever possible.

One specific area identified on the Register is the Poole Town Centre Conservation Area. Here we have successfully applied for funding to create a Heritage Action Zone to improve the quality of the area and support heritage-led regeneration.



Issue: Preserving coastal and landscape character

Recommendation: We want to preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this, requiring the use of Landscape Visual Impacts Assessments to help assess proposals.

We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs.

The government require us to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside. With the exception of the western edge of Poole Harbour, which falls within the Dorset Area of Outstanding Natural Beauty, the landscapes and seascapes within BCP are not covered by any nationally recognised landscape designations. However, the coastline of BCP is an important valued landscape locally and is a particularly important recreational resource, as well as being important to tourism, employment and wildlife. The countryside around the edge of the conurbation is also valued locally for its rural characteristics.

The coast

The features that contribute to the character and appearance of the shoreline and the coastal zone vary along the length of our coastline. Some areas are very open with few human influences, others are more commercial supporting our vibrant visitor economy. There is a need for investment in some areas of the seafront where infrastructure is ageing. We propose to have a future policy and supplementary guidance that defines the shoreline character and developments that are appropriate in different parts of the coast. This guidance would

also reflect the long-term coastal change expected in different parts of the coast. We could aim to ensure structures on the seafront do not dominate the cliffs which would preserve the shoreline character but could result in restricted opportunities for new or upgraded facilities.

The countryside

We will update our Landscape Character Area Assessment which will provide more detail about the landscape character of the countryside areas around the urban area. In places the open countryside, areas of heathland and tree-lined ridges provide a strong landscape setting for the town which is part of our areas character.

We would want to ensure proposals preserve the semi-natural features of the landscape and its open character. We think that proposals for development in the countryside would need to demonstrate how they preserve its existing character. Landscape Visual Impact Assessments are a useful tool that are likely to be required to help assess any development proposals in these areas.

4.8 Health and wellbeing

Objective: Improve health and wellbeing and contribute towards reducing inequalities

Health is influenced by a wide range of factors and the place we live in can go a long way in influencing our health and wellbeing. The government highlights the role planning can have in creating healthy communities and emphasises the importance of working with Public Health partners to understand the health needs of the local population and to identify barriers to improving health and wellbeing.

Across BCP there are notable differences in physical and mental health, and life expectancy between the most affluent and deprived wards. Over half of adults are overweight or obese and a third do not meet government physical activity guidelines. Reducing health inequalities and improving overall health is set out as a key strategic priority for Dorset Health Care Trust.



Figure 20 - The wider determinants of health

Issue: Supporting health and wellbeing

Recommendation: We propose to set out a specific policy in the Local Plan to support health and wellbeing, and require that certain developments prepare a Health Impact Assessment.

In addition we could explore introducing a specific financial contribution from new development towards health infrastructure.

We know planning can directly influence the health of the population through providing quality housing, ensuring access to open spaces, recreational facilities and services, encouraging active lifestyles and limiting exposure to pollution. Health and wellbeing is therefore a cross-cutting theme for the Local Plan which will be addressed by a range of topics.

To bring this together to ensure that development enhances health and wellbeing and, does not

have a negative effect on it, we are suggesting that a overarching policy on health is included, and that certain developments prepare a Health Impact Assessment (HIA). The size and type of development would determine the focus of the HIA and for smaller developments we are proposing applicants use the NHS Rapid Health Impact Assessment Tool to assess potential health impacts, this can viewed at:

www.healthyurbandevelopment.nhs.uk/wp-content/uploads/2019/10/HUDU-Rapid-HIA-Tool-October-2019.pdf

The NHS is responsible for paying for GP practices for their services and they are paid on the basis of the number of patients on their list. New homes do not always result in increased patient lists as sometimes the households are made up of people already living in the area. However, where large, strategic developments are proposed we work with the Dorset Health Care Trust and local surgeries to determine if developer contributions should be taken to fund the expansion of local surgeries. We

also collect a financial contribution called CIL which can be spent on infrastructure needed to support developments. More information about CIL is set out in section 4.10. Historically CIL has not been used to fund primary care but we could consider using CIL to help fund primary care locally or set a separate contribution to support primary care. We would need to consider the viability of this alongside other contributions that will be needed to support development.

Another direct health-related issue we could seek to control through our policy is to try and limit the number of hot food takeaways near to schools. It can be difficult to demonstrate a direct link between the proximity of takeaways and childhood obesity. We will collect further evidence about areas of childhood obesity and explore if any planning policies in these areas could help influence healthy eating habits.



Issue: Ensuring a high standard of amenity

Recommendation: We want to support a high standard of amenity for existing residents and future occupiers of new homes considering levels of sunlight and daylight, privacy, emissions, noise/vibration and whether a development is overbearing or oppressive.

There are some additional options we can explore:

Option 1: Setting internal space standards for new residential development in line with the national standards.

Option 2: Setting standards for external space on flatted residential development.

The design, layout and type of development proposed can lead to impacts on existing residents as well as future occupiers. One of the roles of the planning system is to ensure high standards of amenity will be enjoyed by future occupiers and that proposals do not have an adverse impact on others. We are therefore proposing that schemes should be designed to ensure a high standard of amenity are provided. This would consider issues such as privacy and levels of natural light. Some further guidance on how development can achieve a good standard of amenity could be set out as supplementary planning guidance.

We also think that it is important that the new homes that are built provide a good standard of living for future occupants. The government has produced nationally described space standards for internal space. There have been examples of schemes across BCP which fall below these standards. Introducing the national standards would ensure that everyone would have access to a reasonable amount of internal space. Although some developers may think this is restrictive and

it may impact on development viability, this will be tested through the Local Plan Viability Assessment.

It is acknowledged that there may be some situations where the standards cannot be achieved, for example in schemes where communal spaces are being provided or where the conversion of a historic Listed Building restricts the internal layout options.

We could also consider introducing external space standards. Everyone's requirements and expectations of external space are different and this might lead to developers providing the minimum standard rather than the variety of sizes we see at the moment. However, ensuring everyone has access to some private/communal outside space would enhance people's quality of life.

4.9 Tackling climate change

Objective: Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency

A range of legislation exists which requires us to contribute to mitigating and adapting to climate change and move towards a low carbon, green economy. Mitigation is the action we need to take to reduce greenhouse gas emissions and adaptation increases the ability of the environment to be resilient to climate change.

Government planning policy encourages local authorities to adopt a proactive strategy to deal with climate change impacts including flood risk, coastal change, biodiversity, and landscapes. We have pledged our commitment to reducing CO₂ by declaring a Climate Change and Ecological Emergency in 2019 and maintain a plan of 153 climate change actions, some of which the Local Plan could help to deliver.

We recognise the role that the Local Plan has in influencing a range of measures to radically reduce emissions to contribute towards meeting both national and local net zero carbon targets.

It should be noted that evidence shows that in the BCP area transport forms the largest combined carbon emitting sector comprising approximately 47% of total emissions, followed by homes (29%) and industry (24%). We will take an active approach to reducing carbon emissions from transport as part of our Transport Strategy, see section 4.5.

Issue: Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions

Building regulations (Part L) sets out energy efficiency requirements and CO₂ target emission rates for new buildings. Upcoming changes to Part L are expected to be made following a timeline towards 'zero carbon ready' homes and buildings by 2025. We could consider either one of the following options:

Option 1: Allow new development to comply with the national building regulation (Part L) requirements.

Option 2: Set a higher local standard beyond the building regulations (Part L) requirements.

Nationally, there has been a significant drop in CO₂ emissions in residential energy usage over the past 16 years. This is due in part to changes to building regulations, energy efficient boilers, appliances and consumables. However, the government has suggested that this does not go far enough and its Ten Point Plan towards a green industrial revolution has introduced the Future Homes Standard and Future Buildings Standard to update Building Regulations to ensure that by 2025, they will produce 75%-80% less carbon emissions than they do today. The government has said an interim target of 31% reduction will be introduced in 2022 through building regulations.

By 2050, all buildings will need to have an emissions footprint close to zero. Buildings will

need to become better insulated, be energy efficient and obtain their heating from low carbon sources.

We can either follow building regulations requirements or consider going beyond the building regulations in requiring development to reduce its carbon emissions. If we go beyond building regulations we cannot exceed a target beyond a 19% improvement on building regulations.

Setting a higher target would help address climate change issues but would impact on the viability of development. We will be exploring some options related to this through our viability work on the Local Plan. If we were to set standards locally this could include minimum requirements for renewable

energy in new development and a requirement for development to meet one of the BREEAM ratings depending on its size. BREEAM is a nationally accredited sustainability assessment method.

The government has confirmed that new buildings should be built to reduce costly retrofitting in the future, enabling development to be "zero carbon ready" for the future homes/building standard. The energy hierarchy Figure 21 is a useful set of steps to minimise the energy consumption of a building. It starts with 'Be Lean' looking at the buildings design such as high levels of insulation and high efficiency lighting. 'Be Clean' considers how to energy efficiently. The third step is 'Be Green' which is about generating energy on site. This could be used by applicants to help demonstrate how they have considered their approach to energy efficiency.

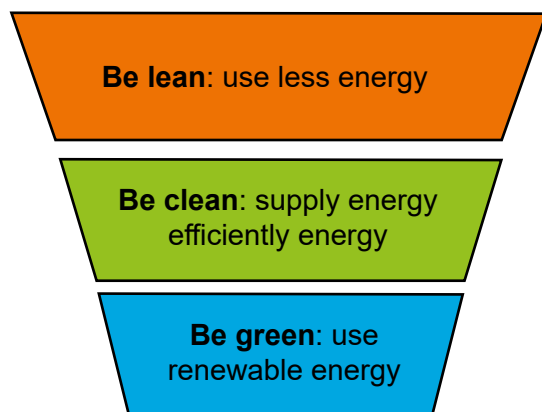


Figure 21 - The energy hierarchy

Issue: Maximising the uptake of energy from renewable sources

To maximise the uptake of energy from renewable sources we could consider one, or both of the following options:

Option 1: Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure.

Option 2: Determine renewable and low carbon energy proposals, subject to policy criteria for example, respecting landscape quality and residential amenity.

Government is strongly supportive of increasing the use and supply of renewable and low carbon energy to reduce CO₂ and drive growth in the green economy. Local Plans must set a strategy that increases the uptake of renewable energy technology as a low carbon solution to heating/cooling. This could be achieved through technologies such as solar farms, onshore wind farms and district heating schemes.

We recognise that our area is tightly constrained and may be unsuitable for onshore wind farms or other large-scale renewable energy technology due to the wider environmental impacts, especially on landscape and habitats. However, there may be other opportunities for district heating systems.

Identifying areas suitable for commercial renewable energy development would provide certainty about the location of large scale renewable/low carbon technologies. To identify sites we would need to consider economic viability, landscape impacts and any impacts on heritage and natural assets. We would need to commission further evidence in the form of a renewable energy strategy to advise if there are any suitable areas

for large scale renewable energy and how best to implement elements of BCP Council's Climate Change Strategy and support Local Plan policies.

If we do not allocate sites or identify areas, sites that come forward could be dealt with on a case-by-case basis in line with national policy and guidance.



Issue: Flood and coastal erosion risk management

Recommendation: In line with government guidance we propose to direct the majority of development to areas of lowest flood risk. If any development has to take place in an area at risk of flooding because there is no alternative location, we will ensure that appropriate flood risk alleviation measures are provided. We also propose to require the provision of Sustainable Drainage Systems in new development.

Government guidance sets out how the planning system should help minimise vulnerability and provide resilience to the impacts of climate change. Predicted future rises in sea levels because of climate change combined with the predicted increases in frequency of severe rainfall events makes more areas vulnerable to the risk of flooding. Our evidence shows that the main types of flooding in BCP occur from tidal and coastal flooding, rivers (fluvial), surface water (pluvial) and to a lesser extent groundwater flooding.

The government sets strict tests to protect people and property from flooding with a general approach of directing development into the areas at lowest risk from flooding. However, exemptions can exist and strategic policies in Local Plans are expected to be informed by strategic flood risk assessment, considering the cumulative impacts in local areas susceptible to flooding.

We will be producing a new Strategic Flood Risk Assessment for the BCP area to replace those of the legacy authorities. Other evidence is being prepared including a new Local Flood Risk Management Strategy, a Shoreline Management Plan and Christchurch Town Centre Flood Risk Strategy.

We know that both Christchurch and Poole town

centres are at risk of flooding, predominantly from tidal and fluvial sources. However, we are exploring exemptions to see if development can be provided in these areas which will be safe for its lifetime. Bournemouth is currently less affected by tidal and fluvial flooding but has some surface water flooding issues where the drainage system is unable to

accommodate intense rainfall events. The impacts of flooding are likely to be increased by climate change. The Local Plan can provide an opportunity to reduce surface water flooding through reduction in impermeable surfaces and ensuring the use of sustainable drainage systems in new development.



Figure 22 - Future river and coastal flood risk areas to 2133

4.10 Providing infrastructure that supports development

Objective: Deliver the infrastructure needed to support development, local communities and businesses

We want to ensure that there is sufficient and appropriate infrastructure in place to support the planned growth of housing and employment development.

The term "infrastructure" covers a wide variety of services and facilities provided by public and private organisations that are needed to support daily activities for residents of the BCP area and the general economy. This includes:

- Transport infrastructure: rail, transport interchanges, bus facilities, cycle routes, footpaths/pedestrian links, roads, electric vehicle charging points.
- Flood risk measures: strategic flood defences, flood management schemes, Sustainable Drainage Systems (SUDS).
- Telecommunications infrastructure including broadband and 5G.
- Utilities: energy supplies including renewable energy, water supply and treatment, waste disposal.
- Habitats Regulations mitigation: interventions necessary to mitigate the effects of development on nature conservation sites such as Suitable Alternative Natural Greenspace (SANGs) and Heathland Infrastructure Projects.
- Green Infrastructure: open spaces, recreation areas, green networks/corridors, allotments, tributaries, rivers and coastlines.
- Community facilities and services: education, health, sports and leisure facilities, emergency services, libraries, cultural facilities, cemeteries
- Town and local centre improvements: enhancements and new public facilities.



Issue: Delivering the infrastructure to support growth

Recommendation: We propose to work with infrastructure providers and funding bodies to develop an Infrastructure Delivery Plan to sit alongside the Local Plan and continue to fund infrastructure from developer contributions.

The government requires us to include strategic policies which make sufficient provision for infrastructure and to engage with infrastructure providers to determine where additional infrastructure is necessary. We are advised to identify what infrastructure is required, how it can be funded and delivered, and how future ongoing maintenance requirements will be managed.

We are in the process of preparing an Infrastructure Delivery Plan (IDP), setting out the key infrastructure required to support the level of planned growth across the area. This will be published alongside the Local Plan at the next stage of consultation. It will identify details of the infrastructure needed to support the Local Plan and will include information on:

- Investing in sustainable transport to improve accessibility and manage congestion.

- Delivery of new public open space such as Stour Valley Park.
- Enhancement of beach through the emerging BCP Seafront Strategy.
- Additional schools' capacity to support housing sites.
- Health and medical facilities.
- Other community facilities.

The IDP will identify key infrastructure needs, costs and any gaps in funding. It will also consider the funding mechanisms required to secure infrastructure in a timely manner and facilitate growth.

It is critical that sufficient infrastructure is available to serve new development and that it is delivered in a timely manner to ensure the needs of the occupiers of new development can be met without placing undue burdens on existing infrastructure facilities and services. Any new infrastructure will also need to be maintained over its lifetime. The infrastructure arising from new development may sometimes be required on site or in other cases it will be more appropriately provided off-site, depending on the scale and location of the development.

Infrastructure funding

Infrastructure can be funded through different mechanisms including development contributions, grants or loans, statutory organisations or funding drawn from charges to customers.

Where development will have an impact on infrastructure we collect financial contributions to fund infrastructure requirements. These

contributions are either collected through Section 106 (s106) Legal Agreements or via Community Infrastructure Levy (CIL).

CIL is a contribution made by most new developments, although some are exempt. The contributions can be pooled together and spent on strategic infrastructure projects. We have to prepare a CIL charging schedule which sets out the amount of money which will be collected for different types of developments. A BCP CIL Charging Schedule will be prepared alongside the Local Plan.

S106 Agreements are used to address the direct impacts of new developments by providing infrastructure or paying a financial contribution. We use S106 to secure affordable housing and any site-specific infrastructure required to make the development acceptable in planning terms. There are specific tests that must be met to use S106 Agreements that are set out in legislation.

We will continue to collect developer contributions through S106 and CIL and spend money collected on delivering essential infrastructure such as heathland mitigation and to benefit local communities.

The government expects Local Plans to set out any development contributions expected from development, for example those for affordable housing provision. However, it makes clear that these policies should not undermine the deliverability of the Plan. As such we have to test the overall viability of the Local Plan and the CIL Charging Schedule to ensure development can still be delivered.

The government recommends that we prepare an Infrastructure Funding Statement. This will set out future spending priorities on infrastructure and affordable housing in line with emerging Local Plan priorities. It will also set out the funding from developer contributions, and the choices local authorities have made about how these contributions will be used.

Given the government requirements surrounding infrastructure we propose to work with infrastructure providers and funding bodies to develop an Infrastructure Delivery Plan and to continue to fund infrastructure from developer contributions.



Issue: Balancing the delivery of infrastructure with viable development

Recommendation: Where an applicant sets out that a proposal would not be viable if it were compliant with all the policies that will be in the Local Plan, we proposed to require the submission of a Viability Assessment. We would use the assessment to calculate with the applicant the contributions they can make towards infrastructure. We will continue to require the independent scrutiny of submitted viability assessments and will consider introducing measures to strengthen that process and improve transparency.

To be deliverable, development must be viable and government requires that careful attention is given to viability and the costs of development.

The Local Plan needs to clearly set out the contributions expected from development including for example, the levels and types of affordable housing provision required, along with any other infrastructure. It is important that these requirements do not undermine the deliverability of the Local Plan. For sites allocated in the Local Plan, this means it must be demonstrated that the cumulative cost of all policy requirements (i.e.

affordable housing, infrastructure contributions, CIL, etc.) are not such that it would be unviable to develop that site.

We will be commissioning viability evidence to support the Local Plan. A whole Plan Viability Assessment will test the combined viability effect of proposed planning policies. The aim is to demonstrate that the deliverability of the planned development will not be undermined, and to avoid the need for further viability assessments at later planning application stage. This work will need to take account of the review of the council's CIL Charging Schedules.

Despite undertaking Plan viability work on typical types of development there may be unforeseen circumstances or specific site issues which mean if an applicant was to follow all the policy requirements then a development would be unviable. Government guidance highlights that when this happens the onus is on applicants to provide evidence by way of a Viability Assessment at planning application stage. Where applicants set out that a proposal will not be viable we propose to continue to seek Viability Assessments and scrutinise these.



Issue: Telecommunications and digital infrastructure provision

Recommendation: We propose to support proposals for the development of telecommunications or radio equipment where they have an acceptable visual impact on the locality.

The government acknowledges that advanced, high quality and reliable communications infrastructure is essential for economic growth and social wellbeing.

National planning guidance sets out that planning policies should support the expansion of electronic communications networks including 5G and full fibre broadband. We therefore propose to support telecommunications and radio equipment where it has an acceptable visual impact on the local area.

The Covid-19 pandemic has highlighted the importance of having fully functional, high capacity digital networks and systems in place to enable working for home. BCP Council's Smart Place initiative www.bcpCouncil.gov.uk/News/News-Features/Smart-Place/Smart-Place is creating digital solutions to improve the lives of residents, the vibrancy of communities and the prospects of local businesses. This involves identifying and solving digital technology challenges to help businesses be more competitive and to help people work from home if they need to. Reliable, high-speed digital connectivity, both fibre and wireless, enables businesses to be more productive.

Issue: Community facilities and services

Recommendation: We propose to protect existing community facilities and services unless it can be demonstrated that they are no longer needed or can be provided elsewhere in an accessible location to serve that community.

In addition to the provision of new infrastructure, the Local Plan will also need to ensure that established facilities and services are not lost to other uses where they continue to be required by the community. Government policy requires us to guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. We are therefore proposing to protect existing community facilities and services unless it can be demonstrated they are no longer needed or can be provided elsewhere in an accessible location to serve that community.

Community facilities include sports centres, swimming pools, community halls, health facilities, private specialist sports clubs, local shops which fall into the new 'Use Class F2' - (a) (shops mostly selling essential goods, including food, where the shop's premises do not exceed 280 sqm and

there is no other such facility within 1000 metres), youth centres, schools, cultural facilities, places of worship, public houses and allotments.

These facilities have a wide range of benefits including improving health, reducing health inequalities, providing social interaction and community cohesion.

Where large, strategic developments are proposed, additional community facilities may be required. We will examine this alongside our final list of site allocations.

We are reviewing all of our existing sports facilities and working with Sport England, national governing bodies of sport and other agencies to improve sport and physical activity provision. Our evidence suggests that additional provision may be needed in key areas such as additional football pitches (potentially through new 3G pitches) and new swimming pool space. We will be looking at opportunities to provide additional 3G sports pitches as part of our existing sports centres and facilities. The provision of new swimming space is a particular issue in Poole town centre where the Dolphin swimming pool is coming to the end of its lifespan. A particular aspiration for the regeneration of Poole town centre is to ensure the Dolphin leisure centre is upgraded or replaced.



5.0 References

To be finalised and updated in due course

Introduction

- BCP Local Plan Issues and Options Consultation 2019 <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/BCP-Local-Plan/Consultations.aspx>
- Poole Local Plan 2018
- Bournemouth Core Strategy 2012
- Christchurch and East Dorset Core Strategy
- BCP Local Plan Sustainability Appraisal
- BCP Habitat Regulation Assessment
- BCP Big Plan

4.2 New market and affordable homes

- NPPF (para 60)
- Urban Potential Study (HELAA)
- Dorset and BCP Green Belt Review
- Dorset Local Plan Consultation
- BCP Housing Needs Assessment 2021
- Talbot Village HMO Article 4 Direction
- Bournemouth HMO Article 4 Direction

4.3 Prosperous economy

- Office of National Statistics
- Economic Forecast
- Port of Poole Masterplan
- South East Dorset Structure Plan
- Lansdowne Delivery Plan (2015)
- Lansdowne Office Viability Study, Bournemouth Borough Council: Final Report. GVA Ltd (2011)
- Bournemouth, Dorset and Poole Workspace Strategy and Delivery Plan South West

Regional Development Agency: GVA Grimley Ltd (2011)

- Policy CS8 Lansdowne Employment Area, Bournemouth
- BCP Council Smart Place initiative <https://www.bcpccouncil.gov.uk/News/News-Features/Smart-Place/Smart-Place.aspx>
- BCP Workspace Strategy – in development
- Use Class Order
- Visitor accommodation study

4.4 Adapting our high streets and retail areas

- NPPF
- BCP Retail Study 2021

4.5 Reducing the need to travel

- Congestion reference
- LTP3
- Transforming Travel -
- The Dorset Rail Strategy
- BCP Mass Transit Study
- The BCP Local Cycling and Walking Infrastructure Plan (LCWIP)
- The Ferndown, Wallisdown, Poole Corridors Programme
- The Transport Decarbonisation Plan
- The National Bus Strategy.

4.6 Natural environment

- Legal Duty
- NPPF
- Dorset Local Geodiversity Action Plan
- Dorset Heathlands Planning Framework Supplementary Planning Document

- Poole Harbour Recreation 2019 - 2024 SPD
- BCP Green Infrastructure Strategy
- Poole & Christchurch Nays Shoreline Management Plan

4.7 Our Built environment

- National Design Guide
- Landscape Character Area Assessment

4.8 Health and wellbeing

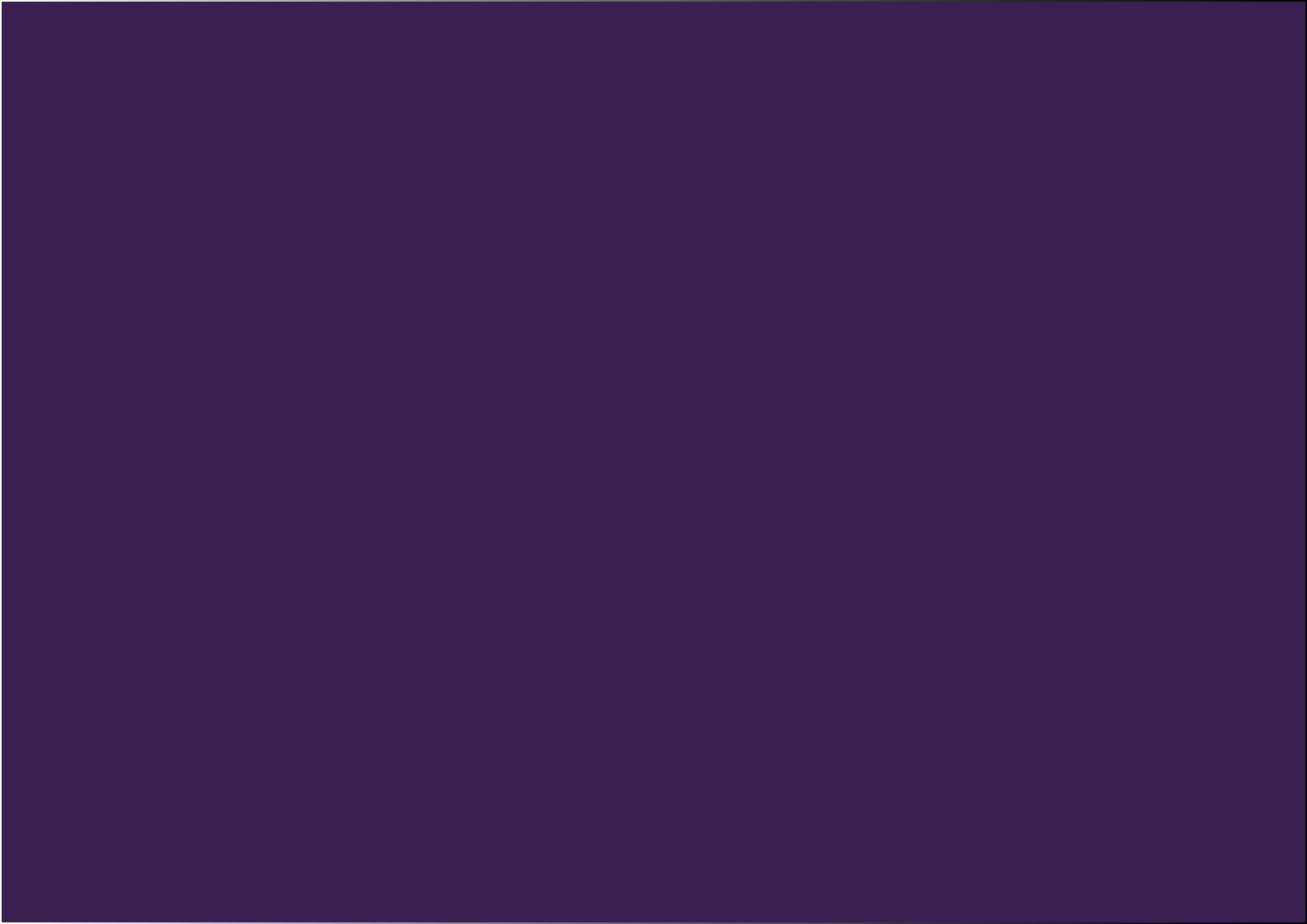
- Dorset Health care Trust

4.9 Tackling Climate change

- The Sixth Carbon Budget, Surface Transport 2019
- UK local authority and regional carbon dioxide emissions 2005-2018
- The ten point plan for a green industrial revolution 2020
- The Future Homes Standard 2019 – Summary of responses
- Bournemouth, Christchurch and Poole Strategic Flood Risk Assessments

4.10 Delivering infrastructure

- Community Infrastructure Levy Regulations 2010 <https://www.legislation.gov.uk/ukxi/2010/948/regulation/122/made>
- CIL Charging Schedules <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/Community-Infrastructure-Lvy/Community-Infrastructure-Lvy.aspx>



Appendix 1

Potentially suitable, available, and achievable sites within the urban area. The sites can be viewed at

<https://bcpcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=5eb23119112d4b3aa09b21e317f0f265>

(Link to be updated for the consultation so all interactive mapping is provided at haveyoursay.bcpccouncil.gov.uk/localplan)

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
ABV037	Former Gas Works, Bourne Valley Road	Alderney & Bourne Valley	Employment	Residential/commercial	Existing allocation/call for sites	Within 400m of heathland	100	300	55	0	Potentially suitable	Available	Achievable	Former gas works. Submitted at call for sites. Site is within 400m heathland buffer but has scope to accommodate care related uses. Existing gas uses decommissioned. The officer estimate assumes that part of the site is developed for a 100 bed care home. Using the 1.8 ratio set out in para 41 of the PPG to make an allowance for care bed to residential, 55 homes have been attributed to the site. Could be potential for a greater quantum of care related uses. Capacity depends on land available.
ABV035	Land and premises at Francis Avenue	Alderney & Bourne Valley	Water treatment works	Commercial / leisure/ healthcare/ education	Call for sites	Within 400m heathland buffer	100	145	55	0	Potentially suitable	Available	Achievable	Owned by Wessex Water. Submitted at call for sites stage. Site is within 400m heathland buffer but has scope to accommodate care related uses. Existing water treatment related uses which can be rationalised. The officer estimate assumes part of the site is developed for a 100 bed care home. Using the 1.8 ratio set out in para 41 of the PPG to make an allowance for care bed to residential, 55 homes have been attributed to the site. Could be potential for a greater quantum of care related uses. Capacity depends on land available.
BEP030	41-47 Seabourne Road	Boscombe East and Pokesdown	Offices	Residential	Call for sites	None	150	28	30	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Not part of an existing employment area. Existing established access. Officer capacity aligns with density assumption.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
BW005	Car park to rear of 609-633 Christchurch Road	Boscombe West	Car park	Residential	Officer identified site	None	150	29	30	0	Potentially suitable	Available	Potentially Achievable	No physical constraints. Council owned car park. Existing policy constraint surrounding car park development. Existing established access. Suitability needs to be considered in relation to level of car parking required to serve Boscombe and the context of other car park sites. Site being actively explored through the Towns Fund. Officer capacity aligns with density assumption.
BW004	Hawkward Road car park	Boscombe West	Car park	Residential	Officer identified site	None	150	147	60	0	Potentially suitable	Available	Potentially Achievable	No physical constraints. Council owned car park. Existing policy constraint surrounding car park development. Existing established access. Suitability needs to be considered in relation to level of car parking required to serve Boscombe and the context of other car park sites. Site being actively explored through the Towns Fund. Officer capacity aligns masterplanning work associated with the Towns fund.
BW006	Sovereign Centre	Boscombe West	Retail	Residential/ retail/ commercial	Officer identified site	None	150	495	500	0	Suitable	Available	Achievable	No physical constraints. Proposals being developed as part of Towns Fund. Officer capacity aligns masterplanning work associated with the Towns fund.
BW017	11 Shelley Road	Boscombe West	Healthcare facility	Residential/ healthcare	Call for sites	None	150	150	50	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites stage. Suitable subject to rationalisation of health uses, existing policy constraint if community uses were to be lost. Existing established access. The NHS are still deciding on future needs and not all of the site may be available for residential uses. The officer estimate assumes some healthcare uses are retained across the site.
BC007	29-36 Westover Road	Bournemouth Central	Retail /gym	Residential/ student accommodation/ mixed use	Existing allocation/ call for sites	Locally Listed Building	200	24	25	60	Suitable	Available	Achievable	Submitted at call for sites. Initial officer capacity aligns with density assumption and assumes development is confined to the rear of the site. Increased capacity dependent on land available and building scale.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
BC012	Bath Road North	Bournemouth Central	Car park	Residential/commercial/leisure/retail/tourist accommodation	Existing allocation/call for sites	Adj to Listed Building	200	150	20	30	Potentially suitable	Available	Potentially Achievable	No physical constraints. Adjacent to Listed Building. Site will be considered as part of car park review. Mitigation likely to be needed if any parking were to be lost. Existing policy constraint surrounding parking provision. Existing established access. Capacity linked to mix of uses proposed.
BC013	Bath Road South	Bournemouth Central	Car park	Residential/commercial/leisure/retail/tourist accommodation	Existing allocation/call for sites	Adj to Listed Building	200	142	10	20	Potentially suitable	Available	Potentially Achievable	No physical constraints. Adjacent to Listed Building. Site will be considered as part of car park review. Mitigation likely to be needed if any parking were to be lost. Existing policy constraint surrounding parking provision. Officer capacity acknowledges sensitive location of the site adjacent to Listed Building and the seafront. Any residential would likely to as enabling development as part of mixed use scheme.
BC052	The Punshon Memorial Church, Exeter Road	Bournemouth Central	Temporary car park	Residential	Existing allocation	Adj to listed building	200	38	97	0	Suitable	Available	Potentially Achievable	No physical constraints. Application approved for building demolition. Officer capacity derived from previous planning approval and realistic for the site.
BC011	1 Park Road	Bournemouth Central	Car park	Residential	Officer identified site	None	200	138	140	260	Potentially suitable	Available	Potentially Achievable	No physical constraints. Council owned car park. There may be potential for release of spaces subject to the findings of the parking review. Existing policy constraint surrounding car park development. Officer capacity aligns with density assumption but could be scope to consider an increase in capacity depending on building scale.
BC051	32-34 Tregonwell Road	Bournemouth Central	Tourist accommodation	Residential	Expired application	None		0	54	0	Suitable	Available	Potentially Achievable	No physical constraints. Vacant site. Expired planning permission. Officer capacity derived from previous planning approval.
BC010	Former Buzz Bingo, 13 Lansdowne House	Bournemouth Central	Leisure	Residential	Vacant commercial property	Locally Listed Building	300	153	100	150	Suitable	Available	Potentially Achievable	No physical constraints. Site for sale and being marketed. Existing established access. Officer capacity acknowledges proximity to existing residential properties and the setting of the East Cliff Conservation area but could be scope to consider an increase in capacity subject to design considerations.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
BC061	Richmond House, Richmond Hill	Bournemouth Central	Office	Residential	Vacant commercial property	None	300	51	72	0	Potentially suitable	Available	Achievable	No physical constraints. Some existing floors being advertised. Prior approval granted for conversion Oct 2020, will be included as a commitment next monitoring year. Officer capacity taken from prior approval.
BC031	Central car park	Bournemouth Central	Car park	Residential/employment/leisure	Existing allocation/call for sites	Adj to Listed Building	200	186	200	0	Potentially suitable	Available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding provision of car parking. Mitigation likely to be needed if any parking were to be lost. Existing established access. Officer capacity aligns with density assumption.
BC025	Commercial Road/Avenue Road	Bournemouth Central	Retail	Retail/residential/leisure/employment	Existing allocation	Some Locally Listed Building within the block	200	612	350	550	Potentially suitable	Potentially available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding provision of retail floorspace. Existing established access. Officer estimate acknowledges not all of the site will be available for residential uses but reflects the quantum of development which might be achieved on known available sites.
BC032	Cotlands car park	Bournemouth Central	Car park	Residential/care/extra care/employment/leisure/retail/tourist accommodation	Existing allocation/call for sites	None	300	261	200	400	Potentially suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding provision of employment and car parking. Existing established access. Officer estimate assumes that part of the site may be developed as employment or other commercial uses but could be scope to increase residential capacity depending on mix of uses.
BC033	Court Royal	Bournemouth Central	Miners convalescent home	Residential	Existing allocation	None	200	34	30	70	Potentially suitable	Potentially available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding loss of tourist accommodation. Land owner has indicated continued demand for the hotel but open to discussion surrounding options as part of a wider project. Existing established access. Officer capacity aligns with density assumption but could be scope to considered increased capacity as part of wider project.
BC034	Eden Glen and adjoining properties	Bournemouth Central	Car park	Residential	Existing allocation/call for sites	Adj to Listed Gardens	200	32	30	0	Potentially suitable	Available	Potentially Achievable	No physical constraints. Site adjacent to Listed Gardens. Existing policy constraint surrounding provision of car parking. Existing established access. Officer capacity aligns with density assumption.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
BC027	Former ABC 27-28 Westover Road	Bournemouth Central	Vacant	Mixed use with residential	Existing allocation/ call for sites	Adj to Conservation Area	200	44	45	60	Potentially suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding retail provision. Existing access. Officer capacity aligns with density assumption but may be scope to increase capacity depending on an acceptable design solution.
BC037	Former Winterbourne Hotel	Bournemouth Central	Vacant	Residential/ tourist accommodation	Existing allocation/ call for sites	None	200	136	60	0	Potentially suitable	Potentially available	Potentially Achievable	No physical constraints. Existing policy and legal constraint surrounding tourism provision. Existing established access. Officer capacity considers residential provision along side tourist accommodation.
BC035	Glen Fern Road	Bournemouth Central	Car park	Residential	Existing allocation/ call for sites	None	200	256	250	350	Potentially suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding car parking. Existing established access. Officer capacity aligns with density assumption but could be scope to consider increased capacity with a comprehensive scheme.
BC036	Richmond Hill car park	Bournemouth Central	Car park	Residential/ care/extra care/ employment/ leisure	Existing allocation/ call for sites	None	300	81	70	140	Potentially suitable	Available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding car parking. Existing established access. Officer capacity aligns with density assumption but could be scope to consider increased capacity with increased scale.
BC026	Telephone Exchange, Bath Road	Bournemouth Central	Employment	Employment/ residential	Existing allocation	None	200	142	140	200	Potentially suitable	Potentially available	Potentially Achievable	No physical constraints. Open Reach consulting on closure of telephone exchanges. Existing established access. Officer capacity aligns with density assumption but could be scope to consider increased capacity depending on how much of the site becomes available.
BC039	36 Old Christchurch Road, Beales upper floors	Bournemouth Central	Retail	Residential/ commercial	Officer identified site	Conservation area	200	32	100	0	Potentially suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding retail provision. Existing established access. Officer capacity related to on going site discussions.
BC030	95-101 Holdenhurst Road	Bournemouth Central	Offices/retail	Residential mixed use	Call for sites	None	300	93	200	335	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding employment/teaching provision. Existing access established. Officer capacity considers current planning application, could be scope to consider higher densities.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
BC040	BIC	Bournemouth Central	Leisure	Residential/commercial	Officer identified site	None	200	100	50	0	Potentially suitable	Potentially available	Potentially Achievable	No physical constraints. Council owned site. Likely to be scope for residential alongside BIC refurbishment. Officer capacity considers mix of uses with a focus on conferencing/leisure.
BC044	48-62 Holdenhurst Road, Bournemouth	Bournemouth Central	Commercial/student accommodation	Residential	Call for sites	None	300	30	30	70	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding employment/teaching provision. Existing access established. Officer capacity aligns with density assumption but could be scope to consider increased capacity.
BC048	Former Highway Depot, Cambridge Road	Bournemouth Central	Vacant land / former highway depot	Residential	Call for sites	None	200	64	60	90	Suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing access established. Officer capacity aligns with density assumption but could be scope to consider increased capacity.
BC049	Former Whitehall, Lam peter & Arlington Hotels, Exeter Park Road	Bournemouth Central	Hotel/service d apartments/offices/restaurant	Residential	Call for sites	Adj to Listed Gardens	200	92	50	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint relating to loss of tourist accommodation, although residential and tourist accommodation could be provided together on the site. Existing access established. Officer capacity acknowledges the sensitive location against to the historic gardens.
BC046	Richmond Point, Richmond Hill	Bournemouth Central	B1 Offices	Residential	Call for sites	None	300	27	30	50	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint relating to loss of employment. Existing access established. Officer capacity aligns with density assumption but could be scope to consider increased capacity.
BC047	Streate Place, St Peters Road	Bournemouth Central	Offices	Residential	Call for sites	None	200	16	30	40	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint relating to loss of employment. Existing access established. Officer capacity considers a denser development is likely to be achieved given the recent development at Berry Court.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
BC045	Tamarisk House, Cotlands Road	Bournemouth Central	Bournemouth Job Centre	Residential	Call for sites	None	300	69	65	200	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding employment/teaching provision. Existing relatively modern building on the site that is currently operational. Existing access established. Officer capacity aligns with density assumption but could be scope to consider increased capacity.
B015	Tennis courts, Wentworth Drive	Broadstone	Sport	Residential	Officer identified site	Existing tennis courts	100	45	25	0	Suitable	Potentially available	Potentially achievable	No physical constraints. Would need to be considered along side latest evidence on recreational needs and options for improved recreational facilities. Officer assumption considers retention of some recreational activity on the site.
BG007	Land south of Burton	Burton & Grange	Agricultural	Residential	Existing allocation	None	40	168	45	0	Suitable	Available	Achievable	No Physical constraints. Existing allocation. Officer assumption consistent with existing allocation.
CC010	Beach Road Car Park	Canford Cliffs	Car park	Residential	Existing allocation	TPO	60	64.2	60	0	Suitable	Available	Achievable	No physical constraints. Trees limit developable area. Existing allocation. Officer assumption aligns with density assumption.
CT006	Civic Offices, Stoney Lane South	Christchurch Town	Office	Residential	Existing strategic identified site	Within future flood zone	150	78	70	0	Potentially suitable	Available	Potentially Achievable	Flood risk issue subject to ongoing work. Submitted at call for sites. Existing strategic allocation. Existing established access. Officer assumption aligns with density assumption.
CT008	Land at Avon Works, Stony Lane South	Christchurch Town	Retail	Residential led mixed use	Call for sites	Within future flood zone	150	73.5	70	90	Potentially suitable	Available	Potentially Achievable	Flood risk issue subject to ongoing work. Submitted at call for sites. Existing strategic allocation. Existing established access. Officer assumption aligns with density but could be considered for increased capacity.
CT007	Land at Stony Lane south	Christchurch Town	Former Gas Works	Residential	Existing strategic identified site	Within future flood zone	150	159	150	190	Potentially suitable	Available	Potentially Achievable	Flood risk issue subject to ongoing work. Likely contamination. Submitted at call for sites. Existing strategic allocation. Existing established access. Officer assumption aligns with density assumption but could be considered for increased capacity.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
CT009	Saxon Square	Christchurch Town	Car park	Residential	Existing strategic identified site	Conservation area	150	43.5	18	50	Potentially suitable	Available	Potentially Achievable	No physical constraints. Council owned site with lease arrangements. Car parking likely to be required to support the town centre but scope to incorporate replacement parking into redevelopment. Existing established access. Officer assumption considers car park retention but could be scope to increase capacity depending on the resulting scheme.
CT002	The Lanes	Christchurch Town	Car park	Residential	Existing strategic identified site	Conservation area. Adj to Listed Buildings	150	18	16	0	Potentially suitable	Available	Potentially Achievable	No physical constraints. Sensitive location in conservation area. Car parking likely to be required to support the town centre but could be potential to rationalise. Existing established access. Officer assumption aligns with density assumption.
CT005	Two Riversmeet car park	Christchurch Town	Car park	Residential	Officer identified site	Partially within future flood zone	100	24	30	45	Suitable	Available	Potentially Achievable	No physical constraints. Council owned site. Removal of civic offices gives potential to rationalise car parking offer in this location. Existing established access.
CT024	Magistrates Court and surrounds	Christchurch Town	Magistrates Court and Police Station	Residential	Live application	None	100	2	200	130	Suitable	Available	Achievable	No physical constraints. Application recommended for approval. Officer capacity reflects planning application.
CT018	7 Stony Lane	Christchurch Town	Open Storage	Residential	Call for sites	Within future flood zone	150	54	50	90	Suitable	Available	Potentially Achievable	Within flood risk area with ongoing work to resolve this issue. Promoted through call for sites. Part of a wider area with residential potential. Existing established access. Officer assumption aligns with density but could be scope to increase capacity.
CT022	Avon Trading Park (Phase 1), Fairmile Road	Christchurch Town	Commercial trading park	Residential	Call for sites	None	100	37	40	90	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding loss of employment. Existing established access. Officer assumption aligns with density but could be scope to increase capacity.
CT022	Avon Trading Park (Phase 2), Fairmile Road	Christchurch Town	Commercial trading park	Residential/commercial	Call for sites	None	100	203	150	180	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding loss of employment. Existing established access. Officer assumption considers mixed use development but could be scope to increase capacity.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
CT020	Beagle Aerospace, Stony Lane	Christchurch Town	Engineering/manufacturing site	Residential	Call for sites	Within future flood zone	150	229.5	85	105	Suitable	Available	Achievable	Within flood risk area with ongoing work to resolve this issue. Promoted through call for sites. Part of a wider area with residential potential. Existing established access. Officer assumption aligns with site promotion but could be scope to increase capacity.
CT019	Former Boylands Joinery site, Stony Lane	Christchurch Town	Employment	Community Uses	Call for sites	Within future flood zone	150	64.5	65	90	Suitable	Available	Potentially Achievable	Within flood risk area with ongoing work to resolve this issue. Promoted through call for sites. Part of a wider area with residential potential. Existing established access. Officer assumption aligns with density but could be scope to increase capacity.
CT017	Land at Stony Lane Retail Park, Stony Lane	Christchurch Town	Retail Park	Residential	Call for sites	Within future flood zone	150	291	100	200	Suitable	Available	Potentially Achievable	Within flood risk area with ongoing work to resolve this issue. Promoted through call for sites. Part of a wider area with residential potential. Existing established access. Officer assumption considers a mix of uses and provision of a higher proportion of housing than flattened development but there could be scope to increase capacity.
CT023	Land at Stour Road	Christchurch Town	Auction/storage warehouse/flats	Residential	Call for sites	None	150	40.5	40	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding loss of employment. Existing established access. Officer assumption aligns with density assumption.
C005	Fairmile House, Tasman Close	Commons	Healthcare facility	Care/retirement/residential	Call for sites	None	100	52	50	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding loss of community use. Existing established access.
CT024	Knapp Mill, Mill Road	Commons	Water treatment works	Residential	Call for sites	Partially within future flood zone and 400m buffer	100	74	70	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing policy constraint surrounding loss of employment. Existing established access. Officer assumption considers only part of the site is likely to be available.
CR003	Creekmoor Local Centre	Creekmoor	Retail / car park	Residential	Existing allocation	None	100	115	50	0	Suitable	Potentially available	Achievable	No physical constraints. Existing allocation. Existing established access. Officer assumption considers the need to replace some of the retail function

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
CR003	Hillbourne School	Creekmoor	Education	Residential	Existing allocation	Some priority habitat	100	110	90	0	Suitable	Available	Achievable	No physical constraints. Existing allocation. Existing established access. Officer assumption reflects master planning work prepared for the site.
CR004	Roberts Lane, Creekmoor	Creekmoor	Vacant	Residential	Existing allocation	None	100	141	45	0	Suitable	Available	Achievable	No physical constraints. Existing allocation. Existing established access. Officer assumption reflects allocation.
ECS005	75-87 Grove Road and 33-35 East Overcliff Drive	East Cliff & Springbourne	Tourist accommodation	Residential	Expired application	Conservation Area		0	119	0	Suitable	Available	Potentially Achievable	Site with expired permission, continued interest in redevelopment over a number of years. Existing policy constraint surrounding loss of tourist accommodation. Existing established access. Officer capacity derived from previous planning approval.
ECS003	Craven Court, Kynverton Road	East Cliff and Springbourne	Care Home	Residential	Current application	Conservation area	150	21	24	0	Potentially suitable	Available	Achievable	Site located within conservation area. Council Owned, current planning application. Officer capacity derived from current application.
EST002	143 Belle Vue Road	East Southbourne and Tuckton	Convenience store (A1)	Residential/commercial	Call for sites	None	100	16	12	0	Suitable	Available	Achievable	Site includes Locally Listed building. Submitted at call for sites. Existing established access. Officer assumption reflects likelihood of retaining commercial on site.
EST001	Broadwaters	East Southbourne and Tuckton	Care home/vacant land	Residential	Officer identified site	Conservation area. Within future flood zone	60	24	25	0	Potentially suitable	Available	Potentially Achievable	The site is located within a future flood zone however contains an existing building that has been previously used for residential care and may have some scope for residential subject to liaison with the environment agency. Council owned site. Existing established access. Officer assumption aligns with density assumption.
EST003	St Catherine Road car park	East Southbourne and Tuckton	Car park	Residential	Officer identified site	None	100	20	30	40	Potentially suitable	Available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding loss of car parking. Existing car park data considers usage is highly seasonal. Existing established access.
H003	Former Power Station	Hamworthy	Vacant	Residential/commercial/employment	Existing allocation	Within future flood zone	300	3720	900	0	Suitable	Available	Achievable	Contaminated land, sensitive location adjacent to Poole Harbour. Council owned site. Existing allocation. Officer assumption reflects sensitive nature of the site adjacent to Poole Harbour and previous viability work.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
H002	Turlin Moor North	Hamworthy	Open space	Residential	Existing allocation	Priority habitat	100	780	400	0	Suitable	Available	Achievable	Contaminated land. Council owned site which has historically had government funding support (now lapsed). Existing established access. Officer assumption reflects current allocation.
K003	Former Kinson Baths	Kinson	Vacant land	Residential	Officer identified site	None	100	65	28	0	Potentially suitable	Available	Potentially Achievable	Within 400m heathland buffer. Use limited to care uses. Council owned site. Existing established access. Assume 50 bed care home at 1.8 ratio.
K004	Hyde Road	Kinson	Vacant land	Residential	Officer identified site	None	100	30	25	0	Potentially suitable	Available	Achievable	Within 400m heathland buffer. Use limited to care uses. Council owned site. Existing established access. Assume 50 bed care home at 1.8 ratio
K009	Henry Brown Youth centre, Cunningham Crescent	Kinson	Youth centre / library	Mixed use with residential	Council identified project	None	100	35	20	35	Suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding loss of community facilities, although these could be retained as part of redevelopment. Council owned site. Existing established access. Officer capacity considers community elements of the use are retained.
K008	West Howe Clinic, Cunningham Crescent	Kinson	Health clinic	Residential	Call for sites	None	100	23	16	0	Potentially suitable	Available	Achievable	Within 400m heathland buffer. Use limited to care uses. Existing policy constraint surrounding loss of community use. Promoted through call for sites. Existing established access. Officer assumption assumes 30 bed care home at 1.8 ratio.
LI008	Elderly Nurses National home and adjacent land, Riverside Avenue	Littledown and Iford	Care home/vacant land	Retirement/ care	Call for sites	None	100	188	100	180	Suitable	Available	Achievable	No physical constraints. Submitted at call for sites stage. Existing established access. Officer capacity considers the site is likely to be part of a mixed use area but could be scope for increased capacity.
LI010	Kings Park Hospital, Gloucester Rd	Littledown and Iford	Healthcare facility/related uses	Care/ retirement/ residential	Call for sites	None	150	258	80	0	Potentially suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Policy constraint if community uses were to be lost. Existing established access. Officer assumption acknowledges site is likely to be mixed use and the NHS are still considering the future provision of health care services in the area.
LI009	Land at Riverside Avenue	Littledown and Iford	Green space	Residential	Call for sites	None	100	592	100	215	Suitable	Available	Achievable	No physical constraints. Council owned site. Officer assumption acknowledges site is likely to be mixed use.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
MB004	Land north of Bearwood	Merely and Bearwood	Agricultural	Residential	Existing allocation	None	40	0	800	0	Suitable	Available	Achievable	Existing power lines across parts of the site. Site subject to live planning application. Officer assumption reflects current application.
MB003	Land north of Merley	Merely and Bearwood	Agricultural	Residential	Existing allocation	None	40	1048	550	0	Suitable	Available	Achievable	Some utilities constraints. Site subject to live planning application. Officer assumption reflect current application.
MB002	Land west of Wheelers Lane	Merely and Bearwood	Vacant land	Residential	Officer identified site	Partially within 400m heathland buffer	100	150	40	0	Suitable	Available	Achievable	400m heathland buffer across part of the site. Owner has indicated willingness to develop. Some potential access challenges. Officer assumption acknowledges density would be more suitably aligned to the adjacent urban extension.
MSW H003	CN1 Roeshot Hill (allotments)	Mudeford, Stanpit & West Highcliffe	Allotment	Residential	Existing allocation	None	40	180	180	0	Suitable	Availability unknown	Achievable	No physical constraints. Previously part of allocation but land transferred to Parish Council and may be no longer available. Existing established access. Officer assumption aligns with density.
BG008	Roeshot Hill nursery site	Mudeford, Stanpit & West Highcliffe	Nursery	Residential	Existing allocation	None	40	48	45	0	Suitable	Potentially available	Potentially Achievable	No physical constraints. Existing established access. Officer assumption aligns with density assumption.
MSW H002	Southcliffe Road car park	Mudeford, Stanpit & West Highcliffe	Car park	Residential	Officer identified site	None	60	30	10	15	Potentially suitable	Available	Potentially Achievable	No physical constraints. Existing car park serving the beach. Existing established access. Future car park provision needs to be considered in conjunction with Steamer Point and subject to car park review. Officer assumption considers form of development and surrounding context.
MSW H006	Hoburne Park, Hoburne Lane	Mudeford, Stanpit & West Highcliffe	Holiday Park	Residential	Call for sites	Partially within future flood zone	60	89.4	100	0	Suitable	Potentially available	Potentially Achievable	No physical constraints. Submitted through call for sites. Potential issues surrounding loss of tourism. Existing established access. Officer assumption considers that only part of the site would be made available.
NH004	60 Old Wareham Rd to 670 Ringwood Rd	Newtown and Heathlands	Residential	Residential/commercial	Existing allocation	None	100	NA	40	0	Suitable	Availability unknown	Achievable	No physical constraints. Currently occupied and some operational businesses employment. Some historic applications. Existing established access. Officer capacity considers only some of the opportunities would be realised.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
O005	Oakdale Public Buildings	Oakdale	Education	Residential	Existing allocation	Locally Listed Building	100	86	60	0	Suitable	Available	Achievable	Locally Listed Building. Council owned site. Existing allocation. Relocation of adult education uses. Existing established access. Officer assumption considers surrounding context of the site.
P002	Civic Centre and Surrounds	Parkstone	Employment	Residential	Existing allocation	Listed Building	100	160	250	370	Suitable	Available	Achievable	Civic Centre is a Listed Building. Council owned site. Existing allocation. Existing established access. Officer assumption considers findings of more detailed site layout and capacity work.
P001	Former College Site	Parkstone	Vacant	Residential	Existing allocation	Priority habitat	100	165	55	130	Suitable	Available	Achievable	Site contains a Locally Listed Building. Council owned site. Existing allocation. Existing established access. Officer assumption reflects wooded nature and topography challenges of the site.
P003	Land at and adjoining Sweet Home Inn, 25 Ringwood Road	Parkstone	Public House/retail/business	Residential	Call for sites	None	100	54	20	0	Potentially suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding loss of community facilities. Existing established access. Officer assumption assumes retention of public house and retail provision.
P004	Land at The Sloop, 5 Commercial Road	Parkstone	Public House	Residential	Call for sites	Locally Listed Building	100	18	18	30	Potentially suitable	Available	Achievable	Locally Listed building on site. Existing policy constraint surrounding loss of community facilities. Existing established access. Officer assumption aligns with density assumption and acknowledges issues connected to the Locally Listed building.
PT024	Between the Bridges	Poole Town	Commercial	Residential/commercial	Existing allocation	Within future flood zone	300	552	450	0	Suitable	Available	Achievable	No physical constraints. Existing allocation. Live planning application. Officer assumption reflects allocation.
PT016	Dolphin Centre, Dolphin Pool and Seldown	Poole Town	Retail / leisure	Residential/commercial/leisure/employment	Existing allocation	Within future flood zone	300	3021	500	0	Suitable	Potentially available	Achievable	No physical constraints. Council owned site. Officer assumptions reflects mixed use nature of the proposals and the existing allocation.
PT022	Former Natwest	Poole Town	Employment	Residential/commercial	Existing allocation	None	300	93	130	0	Suitable	Available	Achievable	No physical constraints. Live planning application. Officer assumption reflects existing allocation and live planning application
PT021	Goods Yard	Poole Town	Vacant	Residential	Existing allocation/call for sites	Within future flood zone	300	876	300	0	Suitable	Potentially available	Achievable	No physical constraint. Owned by network rail. Existing allocation. Existing established access. Officer assumption reflects existing allocation.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
PY019	Lagland Street & Hill Street	Poole Town	Car park	Residential	Existing allocation	Conservation area/Within future flood zone	200	790	40	0	Suitable	Potentially available	Achievable	Within town centre heritage conservation area. Existing allocation. Officer assumption reflects the potential to the rear and the option to consider ground floors along the High Street.
PY026	Land at Lifeboat Quay	Poole Town	Vacant	Residential	Existing allocation	Within future flood zone	200	92	80	110	Suitable	Available	Achievable	No physical constraints (flood risk mitigation plan in place). Existing allocation for employment. Existing established access. Officer assumption aligns with density assumption.
PT023	North of Twin Sails Bridge	Poole Town	Car park	Residential/commercial	Existing allocation	Within future flood zone	300	447	203	350	Suitable	Potentially available	Achievable	No physical constraints. Existing allocation. Officer assumption reflects the remaining part of the existing allocation which is not subject to an existing commitment.
PT017	Quay Thistle	Poole Town	Tourist accommodation	Residential/tourist accommodation	Existing allocation/call for sites	Conservation area/Within future flood zone	200	226	210	0	Suitable	Available	Achievable	Flood risk. Site is within town Centre Heritage conservation area. Live planning application. Established access. Officer assumption reflects allocation and live planning application.
PT018	Skinner Street and Surrounds	Poole Town	Residential	Residential	Existing allocation	Partially within Conservation Area/Within future flood zone	200	526	100	0	Suitable	Potentially available	Achievable	No physical constraints. Largely council owned but with some private ownerships. Existing allocation. Established points of access. Officer assumption reflects the opportunities within the established area.
PT025	St Mary's Maternity Hospital	Poole Town	Health	Residential	Existing allocation	Conservation area	150	109.5	70	0	Suitable	Potentially available	Achievable	No physical constraints. Existing allocation. Existing established access. Officer assumption reflects the character of the surrounding area.
PT020	Stadium	Poole Town	Car park / Stadium	Residential/employment/leisure/retail/tourist accommodation	Existing allocation	Partially within future flood zone	300	1206	430	1000	Suitable	Potentially available	Achievable	No physical constraints. Council owned. Existing access established. Officer assumption reflects the mixed use nature of the scheme and likely stadium retention, could be scope for increase capacity depending on the future of the stadium.
PT027	13-15 High Street, former Dibbens	Poole Town	Vacant	Residential / commercial	Officer identified site	Conservation area/Locally Listed Building Future flood zone	200	34	25	35	Suitable	Available	Achievable	Site within conservation area. Previous withdrawn application. Existing established access. Officer capacity acknowledges the sensitive location within the conservation area.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
PT012	5 -23 Parkstone Road, 8-10 Longfleet Road	Poole Town	Employment	Residential	Officer identified site	None	100	100	100	0	Suitable	Potentially available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding loss of employment on some of the properties but could be considered under PD. Live application for 64 units on part of the site. Existing established access. Officer assumption aligns with density.
PT009	Barclays House	Poole Town	Employment	Residential/commercial	Officer identified site	Partially within future flood zone	300	339	300	465	Potentially suitable	Potentially available	Achievable	No physical constraints. Existing policy constraint surrounding loss of employment. Existing established access. Officer assumptions reflects likelihood of mixed use development
PT028	Chapel Lane car park	Poole Town	Car park	Residential	Officer identified site	Conservation area/adj to Listed Building. Within future flood zone	200	32	40	0	Suitable	Available	Achievable	Within town centre heritage conservation area. Council owned. Cabinet decision to consider disposal options. Existing established access. Officer assumption reflects initial work done on layout options.
PT011	Telephone Exchange, Wimborne Road	Poole Town	Employment	Residential	Officer identified site	None	300	51	50	0	Suitable	Potentially available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding the loss of employment, although could be considered through permitted development. BT Open reach currently consulting on telephone exchange closures. Existing established access. Officer assumption aligns with density.
RN003	Templman House	Redhill & Northbourne	Care	Residential	Approved application	None	100	51	20	40	Suitable	Available	Potentially Achievable	No physical constraints. Application approved for building demolition. Officer capacity assumes flatted development on the footprint of the existing building could be scope for increased capacity with a more comprehensive redevelopment.
TBW001	Talbot Village	Talbot & Branksome Woods	Agricultural	Employment/residential/teaching	Existing allocation	None	100	120	100	0	Suitable	Available	Potentially Achievable	No physical constraints, area considered for residential outside the heathland buffer zone. Achievability likely to be linked with wider plans for TVT land. Existing established access.
TBW002	Land at 380 Poole Road	Talbot & Branksome Woods	Retail	Residential	Call for sites	None	100	15	18	34	Suitable	Available	Achievable	No physical constraints. Submitted at call for sites. Existing established access. Officer assumption in line with density.
TWB007	Laguna Hotel	Talbot Woods and Branksome	Hotel	Residential	Call for sites	None	100	90	140	190	Potentially suitable	Available	Achievable	No physical constraints. Existing policy constraint surrounding loss of tourism accommodation. Existing established access. Officer assumption considers a comprehensive redevelopment could yield a higher density.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
WW007	112-156 Wallisdown Road (Plot F), Bournemouth	Wallisdown & Winton East	Residential/g ardens	Residential/commercial	Call for sites	Conservation area. Listed Buildings	100	152	8	0	Potentially suitable	Available	Achievable	Site located within conservation area. Existing Listed Buildings. Promoted through call for sites. Officer assumption considers sensitive nature of the area.
WW005	190 & 198 (Plot Z), Wallisdown Road, Bournemouth	Wallisdown & Winton East	Residential	Residential	Call for sites	Partially in 400 m. Conservation area. Listed Buildings.	150	135	3	0	Potentially suitable	Available	Achievable	Site located within conservation area. Existing Listed Buildings. Promoted through call for sites. Access would need to be discussed.
WW010	28, 38, 48 & 58 Wallisdown Road (Plot J), Bournemouth	Wallisdown & Winton East	Residential/g ardens	Residential/commercial	Call for sites	Conservation area. Listed Buildings	100	143	3	0	Potentially suitable	Available	Achievable	Site located within conservation area. Existing Listed Buildings. Promoted through call for sites. Access would need to be discussed. Officer assumption considers sensitive nature of the area
WW013	42 & 44 Firs Glen Road (Plot L), Bournemouth	Wallisdown & Winton East	Residential	Residential	Call for sites	None	100	30	25	50	Suitable	Available	Achievable	No physical constrains. No policy constraints. Existing established access. Promoted at call for sites. Officer assumption considers context of the site
WW008	88 & 100 Wallisdown Road (Plot H), Bournemouth	Wallisdown & Winton East	Residential/g ardens	Residential	Call for sites	Conservation area. Listed Buildings	100	82	2	0	Potentially suitable	Available	Achievable	Site located within conservation area. Existing Listed Buildings. Promoted through call for sites. Access would need to be discussed. Officer assumption considers sensitive nature of the area.
WW006	Land adjacent Pleasant Cottage, Talbot Village, Bournemouth	Wallisdown & Winton East	Residential garden	Residential	Call for sites	Conservation area	100	24	1	0	Potentially suitable	Available	Achievable	Site located within conservation area. Promoted through call for sites. Access would need to be discussed. Officer assumption considers sensitive nature of the area.
WW009	Land between 58 & 88 Wallisdown Road (Plot I), Bournemouth	Wallisdown & Winton East	Paddock	Residential	Call for sites	Conservation area	100	51	2	0	Potentially suitable	Available	Achievable	Site located within conservation area. Promoted through call for sites. Access would need to be discussed. Officer assumption considers sensitive nature of the area.
WW012	Land east of 28 Wallisdown Road (Plot K), Bournemouth	Wallisdown & Winton East	Paddock	Residential	Call for sites	Conservation area	100	104	15	0	Potentially suitable	Available	Achievable	Site located within conservation area. Promoted through call for sites. Access would need to be discussed. Officer assumption considers sensitive nature of the area.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
WW011	Land east of allotments (Plot B), Alton Road, Bournemouth	Wallisdown & Winton East	Paddock	Playing fields	Call for sites	Conservation area	150	291	60	0	Potentially suitable	Available	Achievable	Site located within conservation area. Promoted through call for sites for playing fields but subsequent discussions do not consider this use can go forward and residential should be considered. Existing established access would need to be discussed. Officer assumption considers sensitive nature of the area and the surrounding context.
WW014	Allotments (Plot A), Alton Road, Bournemouth	Wallisdown & Winton East	Allotments	Residential	Call for sites	Conservation area	150	123	40	0	Potentially suitable	Available	Achievable	No physical constraints. Loss of allotments to be considered but proposal is for relocation. Promoted through call for sites. Existing established access. Officer assumption considers sensitive nature of the area and the surrounding context.
WCW004	129-139 Princess Road	Westbourne and West Cliff	Residential	Residential	Current application	None	150	130.5	141	0	Suitable	Available	Achievable	No Physical constraints. Council owned. Current application. Officer capacity derived from current application
WCW005	135-137 West Hill Road, Bournemouth	Westbourne and West Cliff	Hotel	Tourist accommodation/residential	Call for sites	Conservation area	200	26	15	26	Potentially suitable	Available	Achievable	No physical constraints. Site is within West Cliff Conservation area. Existing policy constraint surrounding loss of tourist accommodation. Submitted at call for sites. Existing established access. Officer assumption considers conversion due to location in conservation area but could be scope to increase capacity depending on the scheme.
WCW003	Hannah Levy House, 15 Poole Road	Westbourne and West Cliff	Care home	Residential	Existing brownfield register	Conservation area	100	23	25	0	Suitable	Available	Potentially Achievable	No physical constraints. Existing policy constraint due to the location of the site within a conservation area. Site currently operational but previously promoted. Existing established access. Officer capacity aligns with density assumption.
WCW009	Marks and Spencer	Westbourne and West Cliff	Retail	Commercial/residential	Officer identified site	None	150	58.5	40	60	Suitable	Available	Achievable	Site is located within a conservation area. No other physical constraints. Existing established access. Officer capacity acknowledges location within Conservation Area and the retention of the existing retail use but could be scope to increase capacity.

Ref	Site Address	Ward	Existing use	Suggested use	Source	Constraints	Assumed Site Density	Density generated capacity	Officer Site Capacity	Capacity at a higher density if appropriate	Suitability	Availability	Achievability	Note
WCW 006	Marriott Hotel, 105 St. Michael's Road, Bournemouth	Westbourne and West Cliff	Hotel	Residential	Call for sites	Conservation area. Listed Buildings	200	120	60	0	Potentially suitable	Available	Achievable	Listed building on part of the site. Site is within West Cliff Conservation area. Existing policy constraint surrounding loss of tourist accommodation. Submitted at call for sites. Existing established access. Officer assumption acknowledges the sensitive nature of the site and the proposal for partial development of the site.
WCW 008	Westbourne car parks	Westbourne and West Cliff	Car park	Residential	Officer identified site	None	150	237	50	96	Potentially suitable	Available	Potentially Achievable	No physical constraints. Existing policy constraint surrounding car parking. Council owned site. Existing established access. There may be scope to rationalise total amount of car parking within the area. Officer assumption considers limited amount of total car parking is redeveloped.
WE00 3	Alma Road Surgery	Winton East	Doctors	Residential/ doctors	Housing Team	None	150	36	20	0	Potentially suitable	Available	Achievable	No physical constraints. Potential policy constraint surrounding community facility if doctors surgery not replaced. Although initial proposals retain this. Existing established access. Officer capacity derived from initial work.
WE23	Telephone exchange Wycliffe Road	Winton East	Commercial	Residential	Officer identified site	None	150	33	30	0	Suitable	Potentially available	Potentially achievable	No physical constraints. Officer capacity aligns with density assumption

Appendix 2

Sites promoted to us within the Green Belt. The sites can be viewed at:

<https://bcpcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=5eb23119112d4b3aa09b21e317f0f265>

(Link to be updated for the consultation so all interactive mapping is provided at haveyoursay.bcpccouncil.gov.uk/localplan)

REF	Address	Ward	Area (ha)	Existing Use	Promoted Use	Housing Potential (Submitted)	Green Belt Harm*	Constraints	Distance to Facilities	Within a Sustainable Transport Corridor
02/01	Land at Willett Road, Wimborne	Bearwood & Merley	1.52	Stables/paddocks	Housing/nursing /care home	Not specified	Low moderate	TPO. Green Belt.	Within 500 - 1000m	Yes
02/02	9 Oakley Hill and land adjoining, Wimborne	Bearwood & Merley	1.25	Dwelling	Housing	25+	Low moderate	Green Belt. Adj to conservation area. TPO. Locally Listed building	Within 500 - 1000m	Yes
02/03	Merley Court Holiday Park, Merley House Lane, Wimborne	Bearwood & Merley	6.46	Holiday park	Permanent residential occupancy static caravans	99	Moderate high	Green Belt. Listed Building	Within 1000 - 1600m	No
02/04	Land at Higher Merley Farm, Merley Park Road, Ashington, Broad stone, Wimborne	Bearwood & Merley	4.43	Agricultural land	Residential	130-200	Moderate high (part). High (part)	Green Belt.	Within 1000 - 1600m	No (majority of site outside corridor).
02/05	The Oaks, Queen Anne Drive, Wimborne	Bearwood & Merley	1.71	Garden centre	Residential	50 (10-20)	Low moderate	Green Belt. TPO	Within 500 - 1000m	Yes
02/06	Land at north west junction of Canford Magna and Queen Anne Drive, Wimborne	Bearwood & Merley	6.72	Residential/paddock/woodland	Residential	84	Moderate high	Green Belt. Dissected by flood zone	Within 500 - 1000m	Yes
02/07	Land corner of Magna Road and Arrowsmith Road, Wimborne	Bearwood & Merley	9.38	Agricultural land	Residential	Not specified	High	Green Belt.	Within 500 - 1000m	Yes
02/08	The Hamworthy Club, Magna Road, Canford Magna	Bearwood & Merley	7.96	Sports & social club and associated land	Residential/ community facility/leisure	50-100	Very High	Green Belt. TPO	Within 1000 - 1600m	Yes
02/10	Land west of Knighton Lane, Wimborne	Bearwood & Merley	63.94	Agricultural land/former golf course, farm buildings and dwellings	Urban extension	2300	High (part). Very high (part)	Green Belt. TPO	Within 1000 - 1600m	No (majority of site outside corridor).

02/12	Land at Canford Park Arena, Magna Road	Bearwood & Merley	20.83	Events arena	Urban extension	Not specified	Very High	Green Belt. Potential issue in connection with Night jar foraging areas	Beyond 1600m	Yes (half the site within corridor)
02/14	Land north of Merley Park Road	Bearwood & Merley	9.24	Paddocks	Residential	100+	Moderate high	Green Belt.	Within 1000 - 1600m	No
07/01	Land at Higher Clockhouse Farm, Burley Road, Christchurch	Burton & Grange	30.93	Agricultural land	Residential	c.300	Moderate (part). Moderate high (part)	Green Belt. Partly within flood zone	Within 500 - 1000m	No
07/02	Sidestream, Salisbury Road, Winkton, Christchurch	Burton & Grange	0.99	Residential/garden	Residential	Not specified	High	Green Belt. TPO. Conservation Area	Beyond 1600m	No
07/03	Land at Burley Road, Winkton, Christchurch	Burton & Grange	2.48	Agricultural / Grazing Land	Housing	Not specified	High	Green Belt. Partly within Conservation Area	Beyond 1600m	No
07/04	Upper Weir, 256 Salisbury Road, Winkton, Christchurch	Burton & Grange	0.24	Residential	Residential	Not specified	Moderate	Green Belt. Conservation Area	Beyond 1600m	No
07/05	Land at Shaw Park, Burley Road, Christchurch	Burton & Grange	1.68	Previously developed land	Residential	30	Moderate (part). Moderate high (part)	Green Belt. Conservation Area	Within 1000 - 1600m	No
07/06	Land rear of West Hayes, Burley Road, Winkton, Christchurch	Burton & Grange	0.35	Garden	Housing	c.4-9	Moderate	Green Belt. Conservation Area	Within 1000 - 1600m	No
07/07	Land west of Salisbury Road, Winkton, Christchurch	Burton & Grange	0.32	Woodland	Residential	8	Moderate	Green Belt. Conservation Area	Within 1000 - 1600m	No
07/08	Settlement boundary at Winkton	Burton & Grange	8.87	Existing Winkton Hamlet Settlement Washed Over with Greenbelt	Residential	Not specified	Moderate	Green Belt. Conservation Area	Within 1000 - 1600m	No
07/09	Hawthorn Dairy and Hawthorn Farm Buildings (Parcel 2), Lyndhurst Road, Bockhampton, Christchurch	Burton & Grange	0.27	Agricultural buildings	Mixed Use - Residential and Commercial	Not specified	Not assessed	Green Belt.	Beyond 1600m	No
07/10	Hawthorn Dairy and Hawthorn Farm Buildings (Parcel 1), Lyndhurst Road, Bockhampton, Christchurch	Burton & Grange	0.86	Agricultural buildings	Mixed Use - Residential and Commercial	Not specified	Not assessed	Green Belt	Beyond 1600m	No

07/11	Land adjoining Salisbury Road, Burton, Christchurch	Burton & Grange	16.07	Agriculture/recreation	Residential/open space	300	Moderate high	Green Belt. Partly with Conservation Area	Within 1000 - 1600m	No
07/12	land at 178 Salisbury Road, Burton, Christchurch	Burton & Grange	2.29	Mainly Greenfield	Residential	77	Low moderate	Green Belt. Conservation Area	Within 500m	No
07/13	Land at Preston Lane, Burton Christchurch	Burton & Grange	1.19	Agricultural land	Residential	c.29	Low moderate	Green Belt. Adj to Conservation Area	Within 500m	No
07/14	Land at Vicarage Way, Burton, Christchurch	Burton & Grange	1.09	Paddocks	Residential	150-200 (only as part of 07/15)	Low moderate	Green Belt. Adj to Conservation Area	Within 500m	No
07/15	Land east of Salisbury Road & south of Preston Lane, Burton, Christchurch	Burton & Grange	13.93	Agricultural land/paddocks	Residential/on-site SANG	150-200 (Combined with 07/14)	Moderate high	Green Belt. Partly within Conservation Area	Within 500m	No
07/16	Land at Summers Lane, Burton, Christchurch	Burton & Grange	3.47	Equestrian grazing and small holding	Housing	215	Moderate high	Green Belt. Adj to Conservation Area	Within 500m	No
07/17	2 Martins Hill Lane, Burton	Burton & Grange	0.33	Residential	Residential	Not specified	Moderate	Green Belt. Adj to Conservation Area	Within 500 - 1000m	No
07/18	Land west of Salisbury Road, Burton, Christchurch	Burton & Grange	12.64	Agricultural land	Residential, community, employment, flood compensation	Not specified	Moderate	Green Belt. Partly within Conservation Area. Partly within the flood zone.	Within 500 - 1000m	No
07/19	29 Salisbury Road, Burton, Christchurch	Burton & Grange	0.66	Residential	Housing	Not specified	Moderate (part). Moderate high (part)	Green Belt. Conservation Area	Within 500 - 1000m	No

07/20	The Manor Arms, 15-17 Salisbury Road, Burton	Burton & Grange	0.44	Pub/hotel	Residential	10	Moderate high	Green Belt. Conservation Area	Within 500 - 1000m	No
07/21	Land to the rear of the Manor Arms, Salisbury Road, Burton, Christchurch	Burton & Grange	3.72	Agricultural Land	Housing	c.91	Moderate high	Green Belt. Partly within Conservation Area	Within 500 - 1000m	No
11/15	Knapp Mill, Mill Road and Marsh Lane, Christchurch	Commons	30.63	Water treatment works	Residential	55+	Low (part). Low moderate (part).	Green Belt. Partly RAMSAR/SPA Partly within the flood zone.	Within 500 - 1000m	No
16/02	Coda Music Centre, Chewton Farm Road, Walkford, Christchurch	Highcliffe & Walkford	0.86	Music school	Residential-led mixed use	c.29	moderate high	Green Belt	Within 1000 - 1600m	No
16/03	Chewton Glen Farm, 9 Chewton Farm Road, Walkford, Christchurch	Highcliffe & Walkford	2.78	Grazing land	Housing	c.85	moderate high	Green Belt.	Within 1000 - 1600m	No
17/01	Land at Kinson Manor Farm, Bournemouth	Kinson	68.17	Agricultural land	Urban extension	c.500	Moderate high (part). High (part)	Green Belt. Within the flood zone	Within 500 - 1000m	No (majority of site).
21/01	Land north of Muscliffe Lane, Bournemouth	Muscliff & Strouden Park	27.89	Agricultural land/residential	Residential	Not specified	High	Green Belt. Partly within Conservation Area	Within 1000 - 1600m	No (majority of site).

21/02	210 Muscliff Lane, Bournemouth	Muscliff & Strouden Park	0.91	Residential / Greenfield	Residential	Not specified	High	Green Belt. Conservation Area	Within 1000 - 1600m	Yes (majority of site)
21/03	Land south of Muscliffe Lane and west of Broadway Lane, Bournemouth	Muscliff & Strouden Park	1.99	Grazing land	Residential	Not specified	Low moderate (part). High (part).	Green Belt. Conservation Area	Within 1000 - 1600m	Yes
21/04	Land west of Broadway Lane, Bournemouth	Muscliff & Strouden Park	0.78	Grazing land	Care home	Not specified	Low moderate		Within 1000 - 1600m	Yes
21/05	Land at Throop, Bournemouth	Muscliff & Strouden Park	56.56	Residential dwellings/ agricultural buildings/paddocks/ employment	Urban extension - mixed use	1,000	Moderate (majority). Low moderate (part)	Green Belt.	Within 500 - 1000m	Yes (half the site)
21/06	Land south of Careys Road, Bournemouth	Muscliff & Strouden Park	2.54	Grazing land	Residential	Not specified	Moderate (part). Low moderate (part)	Green Belt.	Within 500 - 1000m	Yes
21/07	Land corner of Mill Road and Careys Road, Bournemouth	Muscliff & Strouden Park	0.43	Grazing land	Residential	Not specified	Moderate	Green Belt.	Within 500 - 1000m	Yes
21/08	Land east of junction between Yeomans Road and Throop Road, Bournemouth	Muscliff & Strouden Park	1.77	Grazing land	Residential	Not specified	Moderate	Green Belt.	Within 500 - 1000m	No
21/09	Former Stockwell Nurseries, Throop Road, Bournemouth	Muscliff & Strouden Park	1.38	B1/B2/B8/residential	Residential and/or Employment (B1/B2/B8)	c.44	Low moderate	Green Belt.	Within 500 - 1000m	Yes
21/10	33 Yeomans Road, Bournemouth	Muscliff & Strouden Park	0.28	Residential garden	Residential	9-12	Moderate	Green Belt.	Within 500m	Yes
21/11	Land at Yeomans Road, Bournemouth	Muscliff & Strouden Park	0.42	Grazing Land	Residential/commercial	Not specified	Moderate	Green Belt.	Within 500m	Yes
21/12	Land west of Valley Road, Bournemouth	Muscliff & Strouden Park	1.9	Grazing Land	Residential	Not specified	Moderate	Green Belt.	Within 500m	Yes

21/13	Land east of Valley Road, Bournemouth	Muscliff & Strouden Park	2.11	Grazing Land	Residential	Not specified	Moderate	Green Belt.	Within 500m	Yes
21/14	Land east of Valley Road (opposite The Dell), Bournemouth	Muscliff & Strouden Park	1.03	Grazing Land	Residential	Not specified	Moderate	Green Belt.	Within 500m	Yes
21/15	Land adjacent Haunchwood, Valley Road, Bournemouth	Muscliff & Strouden Park	0.49	Grazing Land	Residential	Not specified	Moderate	Green Belt.	Within 500m	Yes
21/18	Westfield, Throop Road, Holdenhurst, Bournemouth	Muscliff & Strouden Park	0.68	Grazing	Residential	18-25	Moderate	Green Belt.	Within 500m	Yes
21/19	Land north of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	Muscliff & Strouden Park	5.40	Agricultural land	Residential	Not specified	High	Green Belt. Partly within Conservation Area. Within the flood zone	Within 1000 - 1600m	No
21/20	Land south of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	Muscliff & Strouden Park	24.99	Agricultural land	Residential	Not specified	High	Green Belt. Conservation Area. Partly within the flood zone	Within 1000 - 1600m	Yes (majority of site)
21/21	Land east of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	Muscliff & Strouden Park	4.07	Agricultural land	Residential	Not specified	High	Green Belt. Partly within Conservation Area. Partly within the flood zone	Beyond 1600m	No

*From Green Belt review

Appendix 3

Sites promoted to us for leisure sites. The sites can be viewed at: <https://bcpcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=5eb23119112d4b3aa09b21e317f0f265>
(Link to be updated for the consultation so all interactive mapping is provided at haveyoursay.bcpCouncil.gov.uk/localplan)

REF	Address	Ward	Existing Use	Promoted Use	Constraints	Location Near Facilities	Location Near Bus / Cycle Way	Green Belt parcel harm*	Comments
1108	Land north of Chapel Gate and south of Bournemouth Rugby Club, Chapel Gate, Christchurch	Commons	Open fields in Green Belt / Go Kart Track	Leisure/ recreation use	Green Belt	Beyond 1600m of local facilities	Within 200 - 400m of bus stop and cycle way. Beyond 1600m of railway station.	Moderate high	Further assessment required of Green Belt impact and the need for the leisure and recreation use in this location. Clarification required regarding detail of leisure and recreational uses proposed. No known site-specific infrastructure requirements affecting deliverability.
1109	Land south of Parley Lane and west of Merritown Lane, Christchurch	Commons	Golf Course	Leisure/ recreation use	Green Belt	Beyond 1600m of local facilities	Within 200 - 400m of bus stop and cycle way. Beyond 1600m of railway station.	Moderate high	Further detail required regarding leisure and recreational uses intended for this location and the need for them in the Green Belt. No known site specific infrastructure requirements affecting deliverability.
1110	Land at Merritown Farm, Merritown Lane, Hurn, Christchurch	Commons	Theme Park/aviation museum	Commercial/ employment/ leisure/tourism	Green Belt	Beyond 1600m of local facilities	Within 200 - 400m of bus stop and cycle way. Beyond 1600m of railway station.	Moderate high	Site promoted generally for commercial, employment, leisure and tourism but with no detail of what this would entail. Site promoter identifies that site would not likely be available for 10 years.
1111	Hurnwood Park, Avon Causeway, Christchurch	Commons	Storage and Distribution (B8)	Leisure	Green Belt. Within 400m Heathland buffer.	Beyond 1600m of local facilities	Within 200 - 400m of bus stop and cycle way. Beyond 1600m of railway station.	Moderate high	Further detail required regarding leisure and recreational uses intended for this location and the need for them in the Green Belt. No known site-specific infrastructure requirements affecting deliverability.
1113	Hurn Quarry, Parley Lane, Hurn, Christchurch	Commons	Sand and gravel quarry	Water Park	Green Belt. Adj to conservation area. Proximity to Listed and Locally Listed buildings	Beyond 1600m of local facilities	Within 200 - 400m of bus stop and cycle way. Beyond 1600m of railway station.	High	Promoted for water park. Further detail required regarding leisure and recreational uses intended for this location and the need for them in the Green Belt.

*From Green Belt review

Appendix 4

Areas that could be considered for a change in character. These areas can be viewed at:
<https://bcpcouncil.maps.arcgis.com/apps/webappviewer/index.html?id=5eb23119112d4b3aa09b21e317f0f265>
(Link to be updated for the consultation so all interactive mapping is provided at haveyoursay.bcpccouncil.gov.uk/localplan)

Alder Road, Poole
Alma Road, Bournemouth
Ashley Road, Poole
Barrack Road, Christchurch
Bournemouth Road area, Poole
Charminster Road, Bournemouth
Columbia Road, Bournemouth
Danecourt Road, Poole
Fernside Road, Poole
Higher Blandford Road, Broadstone
Holdenhurst Road, Bournemouth
Lansdowne and surrounding area
Longfleet Road, Poole
Lymington Road/Highcliffe Centre and surrounds
Magna Road, Poole
Old Christchurch Road, Bournemouth
Parkstone Road, Poole
Penn Hill Avenue, Poole
Poole Road
Ringwood Road, Bournemouth
Ringwood Road, Poole
Sandbanks Road, Poole
Seabourne Road, Bournemouth
Talbot Road, Bournemouth
Wimborne Road, Bournemouth
Wimborne Road, Poole