

Bournemouth, Christchurch and Poole Local Plan

Publication Draft

Author: Planning Policy
Version: Draft for Overview and Scrutiny Board
Date: 4 December 2023

Foreword

This first local plan for Bournemouth, Christchurch and Poole (BCP) has been four years in the making.

Since BCP Council's formation in 2019, concern for the environment both locally and globally has grown significantly, the Covid crisis accelerated change to the way we live, work, travel and use our towns, and we have developed a renewed ambition for our area. Protecting and valuing our heritage whilst embracing our future is more important than ever.

This new BCP Local Plan replaces all preceding plans, outlining the council's strategy for the delivery of the new, high-quality homes we need, in the places that we need them, and our vision for the neighbourhoods who will live there.

It will also help to provide new employment and infrastructure opportunities, which will support those homes and communities.

The BCP area is now home to over 400,000 people and as our population grows and changes, the Local Plan provides a framework of policies to guide future development across the region until 2039. It aims to support everyone who lives here in leading healthy lives and achieving their potential.

BCP Council declared a Climate and Ecological Emergency in 2019 and sustainability forms a golden thread throughout this plan. New development must be responsible, mitigate its environmental impact and consider green infrastructure.

I am passionate about the role BCP Council must play in helping our area improve biodiversity and reach net zero. Delivering zero-carbon homes, improving and protecting our neighbourhood tree canopy cover and mitigating the risks of flooding and coastal erosion are central to achieving this.

It is in the interest of everyone living and working here that we attract and retain talent in our area. In turn, we can create the infrastructure, culture and environment needed to ensure our area is recognised as a place where new businesses want to be, helping to sustain a thriving local and green economy for generations to come.

This new Local Plan is also supported by 33 ward policies, covering every part of the BCP area. These have been shaped with people and local communities at heart, recognising the distinct identities of our many neighbourhoods and communities.

This Local Plan is a significant milestone in shaping the future of our area and will be a pivotal document when designing, developing, protecting and enhancing Bournemouth, Christchurch and Poole.

I would like to take this opportunity to thank everyone who has helped develop this ambitious Local Plan and all of those who will help us to deliver it.



Councillor Vikki Slade

Leader of BCP Council and Portfolio Holder for Dynamic Places

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1. Introduction

The Bournemouth, Christchurch and Poole (BCP) Local Plan forms the main part of our statutory development plan. It sets out the planning framework that guides decisions on all development and regeneration activity in the BCP area over the next 15 years from 2024 to 2039. It is a key part of helping us to address the climate and ecological emergency.

Local Plan purpose

BCP Council formed in 2019 replacing Bournemouth Borough Council, Christchurch Borough Council, Borough of Poole and a part of Dorset County Council. We have a legal duty to prepare, monitor and review a development plan and this will be the first local plan for the BCP area.

This local plan forms the principal part of the development plan for the area and covers the period from 2024 to 2039. The purpose of the local plan is to set out the long-term spatial vision for how the towns and communities across the BCP area will develop and change through the delivery of sustainable development that helps us to respond to the climate and ecological emergency. The Plan sets out the council's policies, allocations and proposals that will be used to shape development and determine planning applications. The Plan includes a policies map which illustrates the site and area specific policies set out in this plan.

The Plan has been prepared under the legal framework set out in Planning and Compulsory Purchase Act 2004 (as amended). It has been shaped within the context of government policy set out in the National Planning Policy Framework (NPPF) and reflects the strategies of other partners and agencies. The plan has been prepared through public consultation and is informed by a comprehensive evidence base. The Plan will be tested at a public examination in 2024 and modified in light of comments received from the public and the Examination's Inspector. A set of background papers and a consultation statement explain this process in more detail, and a full list of the evidence can be found at [\[link to be inserted\]](#).

Once adopted the BCP Local Plan will replace existing planning policies set out in:

- Bournemouth Local Plan (saved policies) 2002
- Bournemouth Affordable Housing Development Plan Document 2009
- Bournemouth Core Strategy 2012
- Bournemouth Town Centre Area Action Plan 2013
- Christchurch Local Plan (saved policies) 2001
- East Dorset and Christchurch Local Plan Part 1: Core Strategy 2014
- Poole Local Plan 2018

The policies in this Local Plan should be read together as a whole and in conjunction with legislation, the NPPF, 'made' Neighbourhood Plans and adopted Minerals and Waste plans.

The Local Plan will be supported by a series of supplementary planning documents (SPD), design codes and guidance notes, the BCP Community Infrastructure Levy (CIL) Charging Schedule, Local Development Scheme and Statement of Community Involvement.

The Development Plan and relationship between various documents is illustrated in figure 1.1.

Neighbourhood plans

Local communities have the power to prepare their own neighbourhood plan and influence new development in specific areas. A number of the communities in the BCP area have either made or are working on neighbourhood plans. Up to date information about the progress of neighbourhood plans can be found at <http://www.bpcouncil.gov.uk/neighbourhoodplans>.

Once 'made', neighbourhood plans form part of the statutory development plan. Neighbourhood plans must be in general conformity with the strategic policies in this local plan and this is checked by the local planning authority and tested through neighbourhood plan examinations.

Where neighbourhood plans have been 'made' prior to the adoption of the BCP Local Plan they will remain in force, but it will be necessary to check if any policies within them are now out of date given the strategic policies of this plan. Further guidance is set out at <https://neighbourhoodplanning.org>

Minerals and waste

We prepare minerals and waste plans separately to the Local Plan in partnership with Dorset Council. The following minerals and waste documents form part of the Development Plan:

Bournemouth, Dorset and Poole Minerals Strategy (2014). This document sets out the vision, objectives and policies for mineral extraction in Bournemouth, Dorset and Poole.

The Bournemouth, Dorset and Poole Minerals Sites Plan (2019). The Bournemouth, Christchurch, Poole and Dorset Mineral Sites Plan (2019) identifies sites for mineral development to meet the county's needs. Along with the Minerals Strategy (2014), it provides the policy framework for determining planning applications for minerals development. For the BCP area, it identifies safeguarded sand and gravel sites in the north of Christchurch, safeguarded recycled aggregate sites and two specific mineral site allocations. These areas are shown on the policies map.

Bournemouth, Dorset and Poole Waste Local Plan (2019) The Bournemouth, Christchurch, Poole and Dorset Waste Plan (2019) identifies sites for new waste management facilities to meet the county's needs. It provides the policy framework for determining planning applications for waste management facilities up to 2033. Allocated waste sites including those at Canford Magna and Mannings Heath are shown on the policies map.

These documents can be viewed at [Waste and minerals \(bpcouncil.gov.uk\)](http://www.bpcouncil.gov.uk/waste-and-minerals).

Marine Planning

The Marine Management Organisation (MMO) is a non-departmental public body responsible for the management of England's marine area on behalf of the UK government. The MMO's delivery functions are; marine planning, marine licensing, wildlife licensing and enforcement, marine protected area management, marine emergencies, fisheries management and issuing European grants.

As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. Marine plan boundaries extend up to the level of the mean high water mark, which means that there will be an overlap with terrestrial plans that generally extend to the mean low

water mark. Marine plans will inform and guide decision makers on development in marine and coastal areas. The MMO has published marine plans for the South Inshore and South Offshore Marine Plan Areas, which includes Bournemouth, Christchurch and Poole. These can be viewed at [South West Marine Plans - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/collections/south-west-marine-plans)

To ensure that all the regulations are followed, all public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area, must make reference to the MMO's licensing requirements. They must also have regard to any relevant Marine Plans or where a marine plan is not currently in place, the Marine Policy Statement in accordance with the Marine and Coastal Access Act (MCAA) 2009.

Duty to cooperate

In preparing this local plan, the council has worked closely on strategic matters with neighbouring councils and other prescribed bodies. This is to ensure that economic aspirations and housing needs will be met with the delivery of cross boundary strategic infrastructure, in balance with the protection of the setting of the area and habitat sites. A background paper summarises the duty to cooperate discussions, and this dialogue will be ongoing.

Future review

The evidence base demonstrates that a careful approach to mitigating impact on designated nature conservation sites will be required for the development needs of the BCP area to be accommodated. Sufficient investment in key infrastructure to combat identified issues such as traffic congestion, flood defences and supporting community facilities will also be needed. Delivering the strategy will therefore require ongoing monitoring and review to ensure that the planned development is coming forward and can be accommodated sustainably. Therefore, the council will review the BCP Local Plan by 2030 to ensure that the overall strategy remains up to date. An earlier review may be necessary if monitoring shows that needs are not being met as envisaged in this Plan.

How to use the local plan

The Local Plan is split into 3 parts:

1. Policies (Chapters 1 to 11)
2. Ward policies including site allocations
3. Appendices

In Part 1 Chapter 4 sets out the strategy of how the BCP area will develop over the next 15 years from 2024 to 2039. It sets out the overall number of additional homes that will be delivered and the growth required in relation to other land uses such as employment. We have split this growth down to a ward level and prepared a policy for each ward including sites allocated for development. This provides a helpful starting point for communities wishing to prepare neighbourhood plans. Chapters 5 to 11 then set out planning policies by topic area, including a strategic policy for each topic area. In Part 2 there are 33 policies, one for each ward in BCP Council. These include the site allocations.

Not all planning policies apply to every planning application, but it is important to note the Plan must be read as a whole. There will be times where a development proposal will accord with some parts of the Plan, but conflict with other parts. In these circumstances it will be a matter for the decision maker to apply weight and judgement to the various matters, taking account of other material planning considerations.

2. About the BCP area

Bournemouth, Christchurch and Poole are three distinctive towns on the south coast of England. The area encompasses a diverse range of urban, coastal and countryside landscapes and is home to over 400,000 people.

The BCP area is made up of the three principal towns of Bournemouth, Christchurch and Poole which are interwoven with numerous district and neighbourhood centres. While many local people identify with the three distinctive towns the overall size of the population enables residents to gain access to a much greater range of services and jobs than otherwise might be expected for individual towns of their size.

The area enjoys an outstanding natural environment with 15 km of beaches, numerous river valleys, woodland, internationally protected heathlands and public open spaces, which make it a desirable place to live and visit. The surrounding environment is also a key asset, with the Jurassic Coast World Heritage Site, the New Forest, and the Isle of Purbeck adjoining the BCP area. These are great attractions, but the towns offer much more besides. The area has a rich history and offers many leisure and cultural facilities.

The area is internationally connected by air and sea, and benefits from close road and rail connections to London and the central south, as well as acting as a gateway to the South West. The BCP area has strong, internationally-recognised economic sectors – from finance and insurance with the BCP area ranked 3rd in the UK after London and Edinburgh, to digital, cultural and creative industries; tourism, defence, boat building and engineering. Local colleges and universities have the capacity to provide a steady supply of talent to the workforce.

Since 1945 the area has experienced considerable change and was one of the fastest-growing areas in the country with large new areas of housing constructed around the core towns. The designation of a Green Belt in 1980 halted outward expansion and in recent years, the housing and economic growth has largely been focused within the existing built-up area, with some limited expansion agreed in the north Poole and north Christchurch areas.

The key characteristics of the BCP area are summarised in figure 2.1, a more detailed description of the area can be found in the state of our area report at ([State of BCP 2023 \(bcpcouncil.gov.uk\)](https://www.bcpCouncil.gov.uk/state-of-bcp-2023)).

Figure 2.1 - Infographic to be inserted.

3. Vision and objectives

Our vision and objectives underpin the strategy and policies within the Local Plan.

The BCP area is already a great place to live, work and visit. The coastal location, climate and exceptional natural environment give people the opportunity to experience an outstanding quality of life and realise their potential, and the area is often ranked as one of the happiest places to live and work in the UK.

Our area does however face many challenges:

- The council have declared a climate and ecological emergency which recognises the serious challenges we face in preserving our protected habitats and addressing climate change.
- Our population is ageing and by 2040 around 40% of the population will be 65 or over.
- The availability and affordability of homes is beyond the reach of many local people, with homes more than ten times average wages, which also acts as a barrier to the growth of business in our area.
- The main town centres have experienced decline with the closure of anchor retail units and relatively high numbers of vacant shops.
- There are significant health challenges and inequalities between our neighbourhoods, with over 60% of the population classified as overweight.
- There are significant levels of traffic congestion at peak times.
- Development viability across a large part of the BCP area is marginal.

Our first Local Plan for the BCP area can help to address many of these challenges and shape the next chapter in our area's history for our residents and businesses. Our corporate vision and objectives which are due to be agreed in 2024 set an agenda focused on people and communities and place and environment. Our vision and objectives for the local plan reflect our corporate aspirations.

Vision

Our vision for Bournemouth, Christchurch and Poole is:

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

Our People and Communities

Everyone leads a fulfilled life, maximising opportunity for all.

Aspirations:

- High quality of life, where we are as active, healthy and independent as we can be
- Everyone feels safe and secure, and we work together to help those that need it
- People who need support receive it when and where they need it
- Accessible, sustainable and affordable homes for everyone, where they want to live
- Local communities shape the services that matter to them
- Skills are continually developed, and lifelong learning is accessible
- Employment is available to all and creates value in our communities

Our Place and Environment

Vibrant places where people and nature flourish, with a thriving economy and healthy, natural environment.

Aspirations:

- Our community has pride in our streets, neighbourhoods and public spaces

- Sustainable and modern infrastructure that connects people and places
- Our inclusive, vibrant and sustainable economy supports our thriving communities
- Revitalised high streets and regenerated key sites provide new opportunities
- Tackling climate change through sustainable policies and practice
- Flourishing green spaces that support the wellbeing of nature and people

Our approach as a council

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

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

Local Plan Objectives

To fulfil the vision and aspirations as a council we have set out the following objectives for the Local Plan:

- **achieve [carbon neutrality](#) ahead of 2050 and take action to combat and adapt to the climate and ecological emergency**
- **conserve and enhance our [outstanding natural environment](#)**
- **improve [health and wellbeing](#)**
- **grow the [economy](#), supporting the creation of new jobs and the offer to visitors**
- **provide [new market and affordable homes](#) to meet the different needs of our communities**
- **improve our [town centres](#) and build strong and inclusive [communities](#)**
- **create [vibrant and appealing high streets](#) for shopping, leisure, community and cultural activities**
- **deliver [high quality places](#) that preserve or enhance our [heritage](#)**
- **provide a [safe, sustainable and convenient transport network](#) that meets the needs of all residents**
- **deliver the [infrastructure](#) needed to support sustainable communities, businesses and development.**

Each of the Local Plan objectives are described below:

Achieve carbon neutrality ahead of 2050 and take action to combat and adapt to the climate and ecological emergency

[Successful places must adapt to a changing world, and a focus on sustainable growth provides an opportunity to become more resilient and environmentally focussed. As a responsible place, the BCP area must limit its impact on the environment, biodiversity and climate change while adapting to the consequences of the environmental change.](#)

We will:

- locate homes, jobs and facilities in the most sustainable locations to minimise the need to travel by private car
- encourage walking, wheeling, cycling and the use of public transport
- promote energy efficiency through good design and the use of smart technologies
- support and promote the use of low carbon energy sources
- encourage the re-use and adaptation of existing buildings first before redevelopment
- support sustainable standards for construction

- ensure new development takes an integrated approach to water management, while minimising flood risk
- protect and enhance our existing green infrastructure network
- ensure a net gain in biodiversity
- support sensitively designed and located proposals for renewable energy generation.

Conserve and enhance our outstanding natural environment

The BCP area has an outstanding natural environment including the awarding winning coast and internationally important heathlands and other nature conservation sites. A strong network of green infrastructure contributes to the unique identity of the BCP area and is highly valued by local residents and visitors alike. We will conserve and enhance these features, capitalising on the opportunity growth brings about to further their conservation or enhancement.

We will:

- conserve and enhance our protected habitats
- protect and enhance our green belt
- protect our existing open spaces, taking the opportunities to improve these areas
- ensure new development contributes to a net gain in biodiversity
- protect and expand our network of green infrastructure
- embed urban greening into new development
- manage visitor pressure on the Dorset Heathlands, New Forest and Poole Harbour
- ensure development is nutrient neutral to protect the River Avon and Poole Harbour designated sites
- support the Stour Valley river corridor project; and
- conserve and enhance the natural beauty of the coast and the offer of the seafront.

Improve health and wellbeing

Mental and physical health is partly determined by the environment in which we live. Transport, housing, education, income, air quality, green space and social and community networks can impact on people's health and their wellbeing, along with the availability and quality of healthcare provision, and based on people's lifestyle choices. We will consider the impacts of development on health and wellbeing, striving to support good health outcomes from development.

We will:

- aim to reduce health inequalities across the BCP area
- consider impacts on people's health and wellbeing as part of new development
- promote active and healthy lifestyles by making it easier for people to choose to walk, wheel or cycle
- protect existing and plan for new areas of public open space to meet the needs of the population
- plan for healthcare infrastructure to address the needs of our current and future population
- provide a choice of homes that match the wide variety of peoples' needs
- ensure new buildings meet internal and external space standards
- seek to improve air quality
- support a healthy food environment by supporting access to food growing opportunities and restricting unhealthy options
- plan for the recreation, sports and play spaces required to meet the needs of the population.

Provide new homes to meet the different needs of our communities

Having a suitable home to live in is a fundamental human right but for many the type of home they want, and should reasonably be able to expect, is out of reach. A lack of suitable homes can give rise to a range of negative consequences, including worsening housing affordability issues, overcrowding, reduced labour market mobility, staff retention issues and longer commuting patterns.

We will:

- allocate sites to deliver new homes
- support sensitive, gentle intensification across the urban area
- focus the most intensive developments of new homes in our town centres and areas which have the best walking, wheeling, cycling and public transport access to facilities and services
- deliver an increased number of affordable homes for local people
- create more inclusive communities with a mix of housing types and sizes
- ensure new homes are sustainable and good quality with sufficient internal and external space
- support the ageing population by providing extra care developments to free up family homes.

Create vibrant and appealing high streets for shopping, leisure, community and cultural activities

Building homes, workspaces and facilities is not enough, we need to ensure the BCP area is an appealing, vibrant place in which people will want to live. Embedding culture and leisure activities will help ensure we create a thriving place.

We will:

- promote a wider range of commercial, cultural, leisure and community uses within high streets and shopping areas
- support the viability of existing uses by focusing the most intensive new development into our centres
- protect our existing cultural assets such as museums, libraries, theatres, cinemas, and galleries, open spaces and sports facilities
- improve upon the existing offer through re-purposing existing space and creating new space for cultural, businesses, leisure, community and recreational uses.

Improve our town centres and build strong and inclusive communities

Our town centres, district and local centres are at the heart of community life. In particular our town centres play a key role in attracting people to the area, supporting economic growth, attracting inward investment and meeting the day to day needs of our residents.

We will:

- allocate sites within our centres to deliver new mixed-use development
- increase the number and diversity of people living in our centres
- maximise the opportunities to enhance the cultural and leisure offer
- support the provision of community uses, health services and shops to serve town centre residents
- maintain the distinctiveness of our centres, reflecting their positive characteristics in new development
- preserve or enhance the heritage within our centres, supporting heritage led regeneration
- reduce severance and improve walking, wheeling and cycling connectivity and wayfinding
- invest in the seafront and the public realm in Bournemouth town centre, allocating sites to deliver new leisure and cultural attractions
- within Poole Town Centre support the regeneration around the Twin Sails Bridge and town centre north area, replacing the Dolphin Leisure Centre and creating a better sense of arrival into Poole around the bus station, railway and Kingland Road
- improve the quality of the public realm and retail, leisure and cultural offer within Christchurch Town Centre
- continue the regeneration of Boscombe
- make Poole and Christchurch town centres safe by delivering flood defences
- enhance our sustainable neighbourhoods giving residents access to facilities and services which meet their day to day needs within cycling or walking distance of their homes.

Provide a safe, sustainable and convenient transport network that meets the needs of local residents

Good places need to be well connected across a variety of modes of transport. Within our area there is high reliance of private car use, this can have a number of negative impacts on congestion, air quality, the environment and public health. We need to improve transport choices to reduce the reliance on the private car.

We will:

- locate development in the most accessible areas which have access to facilities and services
- make it attractive, easier and more convenient to walk, wheel, cycle and use public transport
- improve bus and rail services and access points and explore a high frequency rail service across the BCP area
- explore park and ride opportunities
- provide an appropriate level of car parking and electric charging points
- improve walking, cycling and public transport connections to employment sites.

Grow the economy supporting the creation of new jobs

The BCP area has a strong and diverse economy with unique strengths in specialist fields like finance, business services, engineering, manufacturing, technology, and cultural and creative industries. It also has a thriving tourism sector and attracts visitors from all over the country. The natural environment, coastal location, and cultural and historic assets attract businesses of all sizes. We will nurture and stimulate the growth of a more inclusive, sustainable and green economy, and an environment which allows businesses across all sectors to thrive.

We will:

- protect and intensify existing employment areas
- support the growth of our strategic employment sites
- sustain and support tourism through continued investment in the visitor experience and our seafront
- protect the unique environment which attracts people and business to the BCP area
- provide excellent digital connectivity, data and digital services
- promote convenient transport connections and street and rail networks that allow the efficient movement of goods and people
- provide good quality and affordable homes and amenities that employees need to be healthy and productive
- support the operation and expansion of the town's universities and colleges.

Deliver the infrastructure needed to support homes and business

Infrastructure covers a wide range of services and facilities that are needed to support daily activities of residents, businesses and visitors. To support good growth, we need to ensure that there is sufficient and appropriate infrastructure in place.

We will:

- protect existing open spaces, facilities and services where possible
- plan for new facilities such as schools, health care, cultural and leisure facilities that are needed to support the needs of our communities
- enhance existing areas of public open space
- support new digital infrastructure
- support suitably located renewable energy projects
- support service providers to improve their infrastructure in line with our planned growth.

Deliver high quality places that preserve or enhance our heritage

The BCP area has a varied built environment, with some parts containing a wealth of heritage assets. We will continue to seek good quality design in new developments that delivers high quality places that are attractive and function well. An important part of this is preserving and enhancing our wealth of heritage assets and recognising the role heritage can play in supporting and acting as a catalyst for regeneration, economic growth, tourism, inward investment and funding opportunities.

We will:

- promote local distinctiveness
- make the best use of urban land and focus on the redevelopment of brownfield land
- apply a design led approach to securing development that reflects or enhances the character of our communities
- preserve or enhance our heritage assets and the character and appearance of the individual towns
- identify how urban intensification can be successfully achieved and set a clear agenda for making high quality places
- embed green infrastructure in new development
- ensure our neighbourhoods and centres have a mix of uses providing local amenities within walking and cycling distance of people's homes
- promote the use of design codes to help achieve good quality design.

4. Development Strategy

By bringing together the three distinctive areas of Bournemouth, Christchurch and Poole we have the scale and ambition to deliver our vision and objectives. To succeed we will need to achieve sustainable development across the area that helps to address the climate and ecological emergency.

The climate and ecological emergency

The purpose of the planning system is to contribute to achieving sustainable development. This involves balancing economic, environment and social considerations to realise the potential for growth without compromising the ability of future generations to meet their own needs in the future. The need for sustainable development is reflected in our objectives.

To successfully achieve sustainable development, a wide variety of factors need to be balanced and delivered. One of the key considerations is climate change. Through the Climate Change Act (2008, as amended) the government legislated that the United Kingdom would reduce greenhouse gas emissions by 100% by 2050. Recognising the challenges related to Climate Change the Council declared a Climate and Ecological Emergency in 2019 which was supported by [The Climate and Ecological Emergency Action Plan](#). Key elements of the declaration included integrating climate change mitigation and adaptation into planning policy. This is to place greater focus on greener homes and buildings and to ensure climate impacts are taken into account within decision making processes.

Along with the environmental considerations, there are many other important aspects of sustainable development. The quality of homes people live in and how people are included as part of their community are important social factors. The design of buildings and the spaces around them are integral to encouraging people to be more active, have a greater sense of belonging in their community through more social interaction, improving the perception of a place, and in turn improving their health and wellbeing.

Ensuring enough land of the right type is available in the right place will help to support a strong, competitive and circular economy that enables people to support themselves and achieve a good quality of life while preserving value in the form of energy, labour and materials. This means helping to support durability, reuse, remanufacturing and recycling to keep products, components, labour and materials circulating in the economy.

The council is committed to addressing the climate and ecological emergency as one of its highest corporate priorities, and implementing a presumption in favour of sustainable development as a 'golden thread' that runs through this Plan and all policies within it. Strategic Policy 1 sets out how the council will apply a presumption in favour of sustainable development to address the climate and ecological emergency as a key component that underpins delivery of the Local Plan's strategy. We have included this policy to embed our objectives into a policy and clearly set out the expectations for sustainable development in the BCP area. The policy is supported by more detail within the rest of the chapters of this Local Plan.

Strategic Policy S1: Addressing the climate and ecological emergency

New development should contribute towards the Local Plan's objectives and deliver sustainable development to address the climate and ecological emergency. Within the BCP area this requires applicants, where appropriate, to demonstrate through either their Design and Access Statement (major developments) or our checklist, how their proposal will:

- a. reduce carbon emissions to net zero by 2050;
- b. mitigate and adapt to the impacts of climate change;
- c. provide urban greening and biodiversity net gain;
- d. be sustainably located within easy access by walking, wheeling, cycling and public transport to facilities and services which meet people's day to day needs;
- e. incorporate and improve walking, wheeling, cycling and public transport to support more journeys using sustainable travel;
- f. maximise social value, creating healthy, safe and cohesive communities;
- g. promote the optimal use of land, prioritising the reuse of existing buildings, previously developed land and upper floors of retail and commercial buildings;
- h. prioritise making good places with a high standard of design that is based on an understanding of the context of the site;
- i. contribute to a range of services, facilities, jobs and recreational opportunities;
- j. deliver a mix and type of housing to meet local needs, including affordable housing and specialist needs housing;
- k. deliver essential infrastructure in step with development;
- l. take a sequential approach to avoid development in areas of flooding risk;
- m. avoid adverse environmental impacts such as ground, water and air pollution; and
- n. be financially viable and deliverable within a suitable time frame.

Development proposals which accord with the policies within the BCP Local Plan and any relevant neighbourhood plan will be approved without delay, unless material considerations indicate otherwise. The council will work pro-actively with applicants jointly to find solutions so that proposals that deliver sustainable development can be approved wherever possible.

Spatial strategy

The spatial strategy sets out the overall approach to the amount and distribution of development necessary to deliver our vision, providing clarity about where development will be acceptable in principle. The spatial strategy provides a framework for addressing the development needs in the area and should be read in conjunction with the other policies in this Plan which provide further detail around specific sites and topic areas.

The strategy provides for a minimum of 24,000 homes and around of 80 hectares of employment land between 2024 and 2039. These levels of growth seek to address the development needs that have been established through the evidence base as far as possible given the land which is suitable and available for development. Our area is significantly constrained with a limited amount of suitable land available. As such, we are not able to meet the objectively assessed need for housing as calculated through the government's standard methodology without releasing large areas of Green Belt. Our strategy is focused on delivering sustainable growth within the existing urban area making efficient use of brownfield land by encouraging denser well-designed development.

Taking this approach will enable people to live in locations where there is good access to services, facilities, public transport and walking, wheeling and cycle infrastructure. It will mean increases in density in

the most accessible and well-connected locations, exploring different building typologies, encouraging a mix of land uses, and co-locating different uses to provide communities with a wider range of services and amenities. By taking this approach we aim to create a critical mass of people within our town centres and across a network of sustainable neighbourhoods which will help to support facilities, services and other infrastructure that our communities need to thrive.

Housing needs

One of the most significant challenges we face is population growth and the need for new homes. New households are forming from the existing BCP population, but the increase is largely through in-migration to the area. Combined with an ageing population there is a significant demand for property and a need for new homes. When assessed through the government's standard method for calculating housing need, it is predicted that 2,806 new homes are needed each year. This is well above historic delivery rates which are on average 1,117 homes a year over the last fifteen years.

Our area has a number of constraints to development with significant areas covered by environmental designations or being at risk from flooding. The coast to the south and Green Belt to the north, also limit the amount of land suitable for development. Our Housing and Economic Land Availability Assessment has looked comprehensively across various sources of land to examine where new homes and businesses could be built. While some significant brownfield regeneration opportunities exist there is a shortfall of land which is suitable and available for development. Given the numerous constraints and land availability challenges, the total number of homes which can realistically be built is 1,600 homes a year. This plan will therefore take a constraints-based approach that seeks to deliver 1,600 homes a year.

As examined within our Housing Needs Sensitivity report (2021) we also believe that the delivery of 1,600 homes a year more accurately reflects our local housing needs when examining demographic trends relating to in-migration in more detail over a longer time frame. The in-migration figures which underpin the standard method calculation in the years preceding 2014 represent a time of particularly high in-migration to our area from the expansion of the European Union and did not accurately consider how the town's student population affects in-migration. Through inputting more robust migration data into the calculation the housing needs across the BCP area were calculated to be closer to 1,600 homes a year.

Planning for 1,600 homes a year is therefore not only realistic given our constraints but is also more likely to reflect local housing need. We will however continue to work with our neighbouring authorities through the duty to co-operate to explore options for accommodating housing needs.

Employment needs

The largest employers within the BCP area are government services, financial and business services, and distribution. Over the last ten years there has been significant growth in the financial and business services sector, along with construction, information and communications, and the electricity, gas and water sectors. Our Employment Land Study 2023 shows employment is growing steadily and there remains demand for new office and industrial units. To provide employment for the area's growing population and support economic growth the study recommends that an additional 64 to 97 hectares of employment land is provided. This is made up 54 to 69 hectares of industrial land and between 41,600 and 114,400 sqm of office space (equivalent to 10 - 28 hectares).

The BCP area has some well-established employment areas, these typically have opportunities for intensification, and some contain vacant sites which have not yet been developed. New areas for employment uses are also available at Wessex Fields and Talbot Village. Reflecting the land that is suitable and available, this plan can meet needs to 2039.

Retail and leisure needs

Our Retail and Leisure Needs Assessment (2021) has not identified any significant need for additional retail floorspace within the BCP area. The Assessment highlights that demand for comparison floor space will decline, while demand for food and beverage space will increase by around the same amount. It also notes that the area could support a greater quantum of cultural and leisure facilities given its population size and demographic. Our Cultural Strategy (2023) also identifies that additional cultural and creative spaces would benefit the BCP area. The decline in comparison floorspace will therefore be repurposed into other commercial, leisure and cultural uses.

Infrastructure needs

Additional growth can place pressure on existing infrastructure. We will continue to work with service providers to ensure that infrastructure is provided to support growth.

- **Protected habitats:** To ensure that protected nature conservation sites are not harmed from additional development we will continue to implement mitigation measures alongside housing growth. For visitor pressure on the Dorset Heathland this will include bringing forward Heathland Infrastructure Projects (HIPs) and extending existing Suitable Alternative Natural Greenspace (SANGs) at Upton Country Park, Canford, Stour Valley River Meadows, Roeshot Hill, Two Rivers Meet and Cruxton Farm. We will continue to address air quality impacts on the Dorset Heathlands. For Poole Harbour we will continue to offset nitrogen and phosphates and mitigate visitor pressure. For visitor pressure in the New Forest and phosphates in the River Avon, we will work with neighbouring councils to develop and deliver strategic mitigation measures.
- **Education:** Due to the decline in the number of births since 2012/13 there has been a fall in demand for overall primary places and this trend is likely to continue. As a result there is an increasing surplus of primary places and no additional primary spaces are currently required. The exception to this is in the north Poole and north Christchurch areas where the strategic urban extensions are likely to result in a requirement for extra primary places. Financial contributions have been secured from these developments to allow for the expansion of schools in these areas.

Secondary places demonstrate significant variations in how places are filled, and the year-on-year demographics and parental behaviours fluctuate. Pupil forecasts currently suggest that secondary pupils will increase to 2026/27 before starting to decline. Current and planned capacity will be able to meet current demand.

We will continue to take a managed approach reviewing the housing trajectory and commitments to plan for school places and some existing schools may need expansion to accommodate fluctuations in pupil numbers. We will also look to improve the provision of Special Educational Needs and Disability places repurposing the council's assets where necessary which will free up capacity within mainstream schools.

- **Burial space:** Due to the ageing population there will be a greater pressure on burial space over the next 15 years. Investments are planned to ensure capacity is maintained at Bournemouth crematorium and the reopening of Poole crematorium is being explored. However, demand for traditional burial space remains high and additional sites are being explored in the north of Poole, north of Bournemouth and around the Burton area of Christchurch.
- **Sports facilities:** Work has also been completed that examines the needs for sports facilities and playing pitches. This identifies that sufficient built leisure facilities exist to serve the needs of

the population but in some cases, significant investment is required to update these facilities, particularly the Littledown, Poole Dolphin and Two Riversmeet leisure centres. Investment is also required in Ashdown Leisure Centre athletics track to retain its ability to host regional competitions. The work has highlighted the need to replace or find new premises for Poole Rowing Club to meet current demand.

Demand for football and rugby are projected to increase and an additional 24 full sized pitches would be needed if 3G artificial pitches do not feature as part of future provision. Existing site pitches and areas capable of accommodating pitches will be protected and, where possible, the quality of facilities improved to increase carrying capacity. Existing sports facilities and school sites also have the potential to provide 3G pitches to help meet the predicted needs.

- **Transport:** At times there are parts of the transport network which experience notable traffic congestion, which can lead to unreliable journey times and impact on economic success as well as having an adverse impact on air quality. It has been estimated that congestion costs £250m a year in lost productivity. Reliance on the private car also contributes to sedentary lifestyles, obesity and costs to health services. To prevent additional pressure on a congested network and improve health outcomes, a key focus of the local plan and local transport plan is to reduce the need to travel and reducing the need to travel by private car.

Working across the sub region the council has identified a number of strategic transport schemes that will have a positive impact on the transport network. Further schemes have been identified through the Local Cycling and Walking Infrastructure Strategy and Bus Service Improvement Plan; additional improvements will be identified through the local transport plan process.

- **Healthcare facilities:** Over the plan period the primary care network could potentially experience an increase of approximately 60,000 new patients across the BCP area which equates to around 30 additional clinical rooms. Some existing surgeries offer scope for reconfiguration or expansion to create additional rooms and these improvements will be supported by the Plan. In other areas there is limited scope for expansion of existing premises and within Bournemouth and Poole town centres, areas for additional healthcare space have been identified.
- **Flood risk:** In order to adapt to climate change and protect our communities from flooding an established programme to implement strategic flood defences is underway in Poole town centre. This will enable regeneration and to protect property in the old town. A flood risk management strategy for Christchurch town centre is currently being developed that would allow redevelopment of brownfield sites and protect existing property.
- **Utilities:** Due to climatic factors we now a seriously water stressed. We will work with water companies to ensure the infrastructure is in place to protect water resources and we will require new homes to be built to be water efficient. We are also working with utility companies to ensure we have sufficient power in the area, although through our policies we are requiring buildings to be energy efficient and maximise the use of renewable energy to help with climate change and reduce the pressure on the national grid.

Broad locations of development

Given the constrained nature of the area, the strategy going forward will continue to focus development within the existing urban area. Areas of designated environmental value will be protected, along with other

green spaces. The current Green Belt boundaries will remain and development will generally be directed away from areas at risk from flooding and the Dorset Heathlands.

To ensure a pattern of sustainable development we have identified sustainable neighbourhoods across the BCP area and assessed them against a number of criteria including access to public transport, employment areas, schools, local shops and services, and areas of open space. This enables us to help plan each of these areas for the future by understanding what basic services and facilities could be enhanced to avoid people needing to travel by car elsewhere.

Strategic opportunity areas

Our town centres are a focal point for residents and visitors, offering a wide variety of attractions, facilities and services. These areas are the most sustainable locations in the BCP area as they have the broadest range of facilities and services and are well connected with public transport. We have three distinctive town centres with different characteristics, needs and opportunities.

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

Along with the town centres, Boscombe is also a highly sustainable location which also has its origins as a Victorian seaside destination. The area has long been identified for regeneration and in the past, projects around Boscombe seafront have renewed the appeal and attractiveness of Boscombe.

The town centres and Boscombe present significant opportunities for regeneration and enhancement. In line with the national planning policy framework, the defined town centre uses will continue to be directed into our town centres, including Boscombe, and these areas will act as a focus for the largest, most intensive retail, office, residential and leisure activities.

Given the role of the centres, their sustainability and the land available within them, a significant proportion of the future development needs will be met in Bournemouth town centre, Poole town centre, Christchurch town centre and Boscombe delivering approximately 15,170 new homes will be provided within these areas.

The intensity and scale of developments coming forward within the town centres has the potential to have significant impacts on our existing communities. Major developments in these areas should be mindful of the wider social contribution that a development creates for society through the nature of the development and how it is constructed and managed. This includes the economic returns to the local economy, the wellbeing of individuals and communities as well as the benefits to help regenerate the environment. Developments will therefore be expected to demonstrate how they contribute social value.

Across all of our town centres we will seek to make effective use of land and provide a mix of uses. While we need to make effective use of land which will require homes to be built at a higher density but this

should not be at the expense of good quality design and making good places. Designs for sites need to be sensitive to their context, maximising opportunities to improve the quality of the built environment.

There is considerable scope to improve the public areas within our town centres. All new development should therefore consider its impact on the public realm in order to create a safe, pleasant and attractive environment for people to enjoy. Shadowing and microclimatic impacts should therefore be considered and buildings should have a positive interface with the street, with clear entrances and windows overlooking public areas. The connections through and around sites for pedestrians and cyclists should be safe, direct, clear and pleasant for people to use.

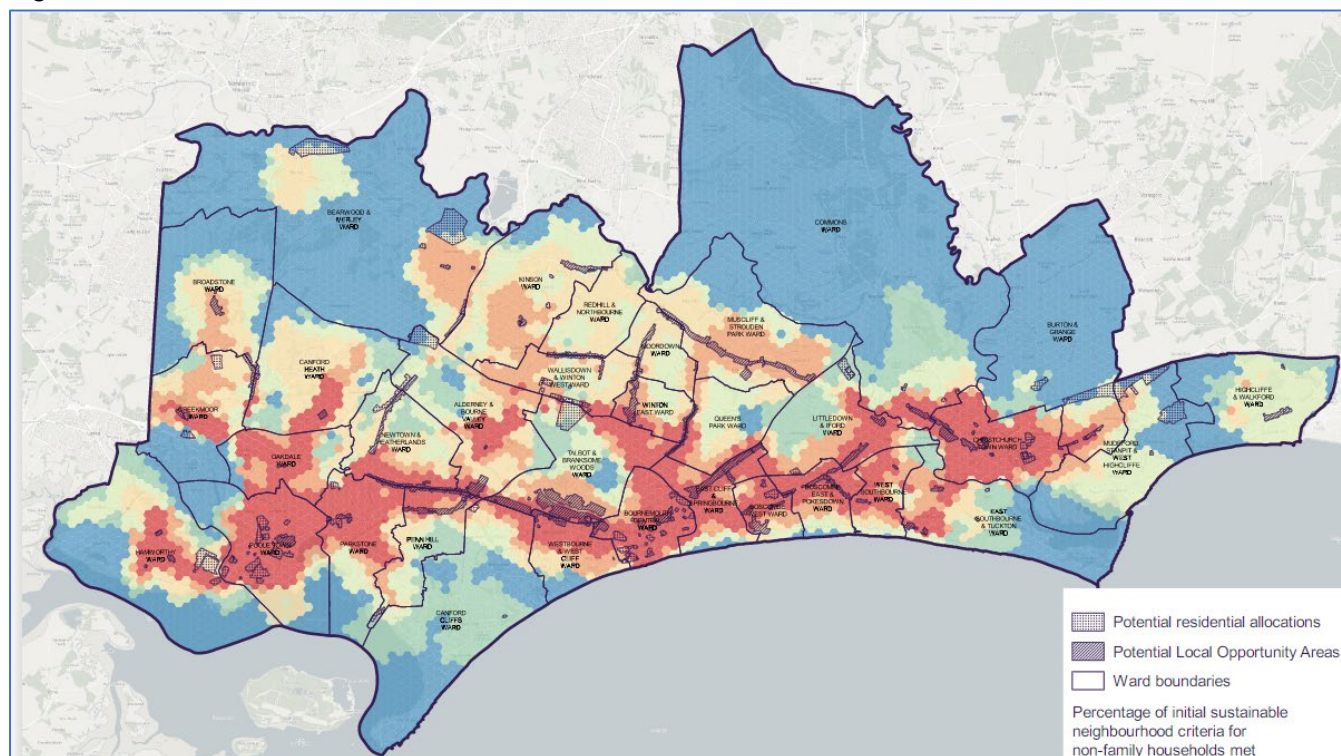
New development, particularly new homes, will need to be sensitive to potential environmental issues such as noise and light pollution that can occur within town centres. The responsibility for mitigating impacts from existing noise-generating uses rests on the proposed noise sensitive development. Proposals will need to ensure servicing and waste management is considered at the outset of proposal to avoid adverse impacts on the appearance of streets and public spaces.

Sustainable neighbourhoods

Alongside the town centres we are looking to strengthen our distinctive communities across the BCP area to support local living, so that people have the opportunity to meet most of their day to day needs within easy walking and cycling distance of their home. By ensuring people have easy access to shops, employment, health/social care facilities, childcare, schools, recreation and open spaces, alongside housing opportunities, we can help reduce their need to travel, support the local economy and enhance people's health and wellbeing. Our aim is to support a series of thriving, sustainable neighbourhoods across the BCP area.

We have identified neighbourhoods where residents have access to basic everyday facilities and services and then assessed these neighbourhoods to understand which are already highly sustainable and which could be improved. Figure 4.1 illustrates the most (red) and least (green) sustainable parts of the BCP area. The most sustainable areas are centred around either a town, district or local centre where a range of facilities and services exists, along with good public transport connections.

Figure 4.1 Sustainable locations across the BCP area



We will seek to retain and enhance the existing range of facilities and services within our communities, so our different centres are strengthened as the heart of local communities. Some uses do however have permitted development rights which enable them to change into other uses without the need for planning permission. In areas where this would adversely affect our strategy of supporting local living, we may consider the introduction of Article 4 Directions to remove certain permitted development rights. These would be consulted on separately to the Local Plan.

The provision of new homes and employment opportunities within these areas will help to support the facilities and services, including supporting public transport services, and help enable people to live and work locally.

There are some areas identified which would benefit from proposals which enhance their overall sustainability, this may relate to the range of facilities and services or the frequency of public transport provision. Within these areas we will seek to address gaps in provision to enhance our network of sustainable neighbourhoods and will seek to prioritise the spending of developer contributions on initiatives which will enhance the sustainability of these places.

Providing a network of sustainable neighbourhoods will also help reduce reliance on the private car and associated traffic congestion, air pollution and noise pollution. It will also encourage people to be more active, supporting good health and social interaction, and boosting the success of local businesses.

Local opportunity areas and local opportunity streets

Within the sustainable neighbourhoods we have identified a series of local opportunity areas. Local opportunity areas are potential areas for regeneration and intensification and will be appropriate locations for windfall development. The areas have been identified due to their existing varied character and the sustainability of their location. By making better use of upper floors and more effective use of land we can provide additional homes, employment or community space that will help support the vitality of the area and enhance the overall character of the sustainable neighbourhoods.

Local opportunity streets have the potential to sensitively accommodate gentle increases in height. While broad areas have been identified, where these areas include heritage assets, proposals will need to be mindful of the relevant statutory and policy duties. Design codes will provide more detail and clarity about the nature of proposals that are suitable within these areas.

Strategic Policy S2: Spatial strategy and levels of growth

From 2024 to 2039 the BCP Local Plan makes provision for a minimum of 24,000 (net) additional homes and 75 hectares of employment land, along with supporting infrastructure and facilities. Development proposals must accord with this spatial strategy:

1. Environmentally sensitive areas, public open spaces and the Green Belt

Nature conservation sites, public open spaces and the Green Belt will be protected from inappropriate development.

2. Broad location of development

- a. New residential development will be directed into the most sustainable locations within the BCP area.
 - i. The strategic opportunity areas of Bournemouth, Christchurch and Poole town centres, and Boscombe are the focus for the most intensive, highest density residential development.
 - ii. Three strategic urban extensions will provide new family houses north of Bearwood, north of Merley and at Roeshot Hill.
 - iii. Elsewhere residential development will be supported across a series of sustainable neighbourhoods with the highest densities with local opportunity areas focused on the district and local centres.
- b. Residential densities will be considered on a case by case basis but should be broadly in accordance with the ranges set out in the table below:

Location (ward)	No. of homes (net)	Indicative density (per ha)
Strategic opportunity areas		
Bournemouth central	7,135	150-300
Christchurch town	950	
Poole town and Hamworthy*	6,000	
Boscombe West	1,080	
	15,170	

*Due to sites within Hamworthy ward falling within the Poole town centre boundary

Location (site)	No. of homes (net)	Indicative density (per ha)
Strategic urban extensions		
Roeshot Hill	875	30-50
North of Bearwood	800	
North of Merley	550	
	2,225	

Location (ward)	No. of homes (net)	Indicative density (per ha)
Elsewhere		
Alderney & Bourne Valley	35	30-150
Bearwood & Merley	75	

(excluding strategic urban extensions)			
Boscombe East & Pokesdown	445		
Broadstone	150		
Burton & Grange	130		
Canford Cliffs	865		
Canford Heath	140		
Commons	270		
Creekmoor	220		
East Cliff & Springbourne	710		
East Southbourne & Tuckton	320		
Highcliffe & Walkford	585		
Kinson	275		
Littledown & Iford	140		
Moordown	170		
Mudeford, Stanpit & West Highcliffe (excluding strategic urban extension)	555		
Muscliff & Strouden Park	170		
Newtown & Heatherlands	500		
Oakdale	130		
Parkstone	1,000		
Penn Hill	365		
Queens Park	180		
Redhill & Northbourne	150		
Talbot & Branksome Woods	470		
Wallisdown & Winton West	165		
West Southbourne	130		
Westbourne & West Cliff	930		
Winton East	375		
Total	9,690		

30-150

3. Strategic Opportunity Areas

- The most significant growth of new homes, shops, leisure, entertainment facilities, offices and arts, culture and tourism uses should be focused in Bournemouth, Christchurch and Poole town centres, and Boscombe, which have the best access to public transport, facilities and services. These areas will continue to act as the main destinations for residents and visitors and will be the focus for regeneration and growth.
- Proposals in these areas will be supported where they enhance the overall role and prosperity of the centre and deliver mixed use development which successfully balances optimising the use of land with creating high quality places and infrastructure provision.

4. Sustainable neighbourhoods

- Within the sustainable neighbourhood areas development proposals should contribute to supporting local living, where strong mixed-use neighbourhoods meet the day to day needs of residents, within easy walking and cycling distance of their homes.

- b. Existing retail, community, leisure and employment uses in sustainable neighbourhoods will be protected wherever possible. Additional facilities and services employment uses and a range of new homes in these areas will be supported.
- c. To improve the sustainability of these neighbourhoods, investment in facilities, services, open spaces, pedestrian, cycling and public transport infrastructure, and measures to improve resilience to climate change will be supported.

5. Local opportunity areas and local opportunity streets

Within the local opportunity areas and local opportunity streets development of new buildings or upwards extensions will be supported in principle where they:

- a. ensure building heights are appropriate to the size and location of the site and do not exceed those specified within each local opportunity area policy;
- b. deliver high quality, design led solutions to development that contribute positively to the quality of the place, enhancing the overall townscape quality;
- c. pay due regard to preserving or enhancing the character or appearance of heritage assets or their settings;
- d. integrate and enhance the area's positive historic characteristics;
- e. within existing town, district and local centres, and neighbourhood parades, retain any existing main town centre uses at ground floor;
- f. where necessary assemble land to deliver comprehensive solutions that deliver the best design outcomes and efficient use of land, specifically across terraced or buildings; and
- g. enhance the overall character and appearance of the area including removing forecourt parking, introducing soft landscaping, enhancing shop fronts and contributing toward public realm improvements.

6. Office and employment

New office development should be located within the town and district centres, with the Lansdowne acting as a strategic office hub for the conurbation. Other employment development should be achieved through intensifying existing employment sites, in conjunction with new strategic employment sites at Talbot Village and Wessex Fields.

7. Strategic Infrastructure

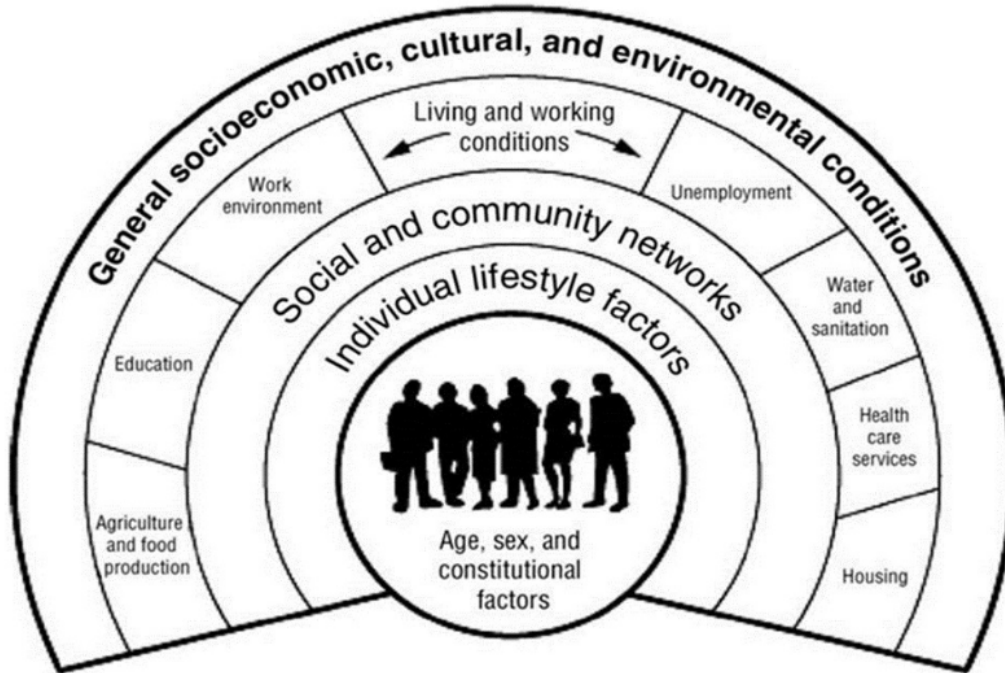
The council will work with service providers and agencies to ensure that new infrastructure and improvements to existing infrastructure will be delivered to support development.

- a. Upton Country Park will be expanded, and the Stour Valley River Corridor Project will open up new areas of accessible green space, providing biodiversity enhancements.
- b. Additional cemetery provision will be made at land north of Poole, land north of Bournemouth and at Burton, Christchurch.
- c. Existing sports and recreational facilities will be protected and enhanced, with the creation of further 3G artificial pitches supported at leisure centres and schools.
- d. A series of transport projects will be introduced that encourage walking, cycling and public transport to offer alternatives to the car, and ease congestion along key routes.
- e. New flood, coastal erosion and cliff stability infrastructure will be provided.
- f. The expansion of existing schools will be supported where required.
- g. New areas for primary health care provision are identified within Bournemouth and Poole town centre, the expansion of other existing surgeries will be supported where required.

Health and wellbeing

People's health and wellbeing is influenced by a wide range of factors including the environment in which people live, work and play (see figure 4.2). We know planning can directly influence people's health through the provision of housing, access to open spaces (including contact with nature), recreational facilities and services, enabling physical activity and limiting exposure to pollution. 'Health and wellbeing' is therefore a cross-cutting theme for the Local Plan and a number of different policies influence health outcomes of development activities. Our strategic healthy communities policy highlights the key areas where planning can lead to beneficial health outcomes.

Figure 4.2 Dahlgren & Whitehead 1991



Strategic Policy S3: Healthy communities

To support the health and wellbeing of our residents and reduce health inequalities, new development must contribute towards positive health outcomes by:

- a. supporting sustainable neighbourhoods where basic facilities and services can be easily accessed by walking and cycling;
- b. improving pedestrian and cycling infrastructure ;
- c. creating welcoming and pleasant places, with streets and buildings that help people feel safe, encourage activity and promote social interaction between people of all ages, ethnicities, genders and abilities;
- d. ensuring access to high quality, inclusive open spaces and green infrastructure, including spaces for play and recreation that meet the needs of our communities;
- e. improving air quality and minimising noise and light pollution;
- f. promoting a range of new homes across a variety of types and tenures to promote mixed and balanced communities;
- g. supporting the provision of health infrastructure including doctors' surgeries;
- h. ensuring new homes provide sufficient levels of internal and external space;
- i. ensuring new buildings are well designed to avoid negative impacts on health associated with damp, heat and cold;
- j. supporting local food growing opportunities and restricting unhealthy food options;

- k. ensuring good quality community facilities are provided to encourage social connections and meet the needs of local communities; and
- l. supporting back to work schemes, training and education where appropriate.

The government highlights the role planning can have in creating healthy communities and emphasises the importance of working with public health partners to understand the health needs of the local population, and identify barriers to improving health and wellbeing. Dorset Integrated Care Partnership (which brings together partners from across the health and care system in Dorset) has identified that reducing health inequalities and improving overall health are key strategic priorities for our area. There are notable inequalities across our area in physical and mental health and life expectancy between different groups of people. This includes a clear difference in life expectancy between the most deprived and least deprived wards. For example, there is just under 10 years difference in life expectancy for females in West Highcliffe (87.5 years) and Boscombe West (77.9 years).

The drivers of these inequalities are complex, but some of the factors that contribute are highlighted in Dorset Joint Strategic Needs Assessment (JSNA):

- In 2021/22, 22.2% of adults did less than 30-minutes physical activity per standard week on average (classed as physically inactive) compared with national average of 22.3%
- In 2021, 11.4% of adults in were smokers (smoking remains the leading cause of illness and preventable death in England) compared with national average of 15.5%
- In 2019/20, 31% of 10-11 years olds were overweight or obese compared with national average of 35.2%.

Health impact assessments

To ensure that development enhances health and wellbeing and does not have a negative effect, major developments will need to prepare a Health Impact Assessment (HIA) using the NHS **London Healthy Urban Development Unit's (HUDU)** Rapid Health Impact Assessment Tool; [HUDU-Rapid-HIA-Tool-Oct-2019-self-completion-form.pdf \(healthyrurbandevelopment.nhs.uk\)](https://www.healthyrurbandevelopment.nhs.uk/HUDU-Rapid-HIA-Tool-Oct-2019-self-completion-form.pdf). Developments over 100 dwellings or greater than 5ha for other uses should prepare a bespoke HIA.

Access to doctors and health care facilities

The NHS requires physical infrastructure to meet health care needs in three elements of the NHS:

- Primary care– doctors surgeries
- Secondary (Acute) care – acute hospitals
- Community services, mental health services and children, young people and families services – within the community based in community hospitals and hubs

General practices (doctors surgeries) are responsible for their individual surgery buildings, with doctors funded on the basis of the number of patients on their list. New homes do not always result in increased patient lists as sometimes the households are made up of people already living in the area or registered with a doctor elsewhere. However, where large, strategic developments are proposed, we work with NHS Dorset and local surgeries to determine if local surgeries need expansion and whether development should provide financial contributions to support this. New health care facilities should be located as part of sustainable neighbourhoods where they can be easily accessed by all members of the community.

The University Hospitals Dorset NHS Foundation Trust comprises three hospitals which are being reconfigured with over £500m capital expenditure from 2023 to 2028 in response to population growth and associated demographic impacts. The works will create at

- Royal Bournemouth Hospital, an emergency hospital that includes a new women's, children's and emergency centre;
- Poole Hospital, a planned care hospital including a new theatres facility; and
- Christchurch Hospital, a new end-of-life care facility.

Community buildings range from community hospitals that contain operating theatres and other similar treatment facilities, to office spaces with associated facilities for delivering community services. Clinics are held in rooms fitted out for a range of services from mental health sessions to chiropody. The Dorset Healthcare Capital plan shows a capital investment requirement of £240m over the next 5 years.

The NHS infrastructure needs to meet population growth cannot be met from government funding alone and may require funding from development through CIL.

Suicide prevention

Every life lost through suicide represents someone's child, partner, friend or colleague. The effect on family, friends, colleagues and communities can be devastating. Between 2019 and 2021 the rate of deaths by suicide in the BCP area were higher than the national average with 12.7 deaths per 100,000 people compared to an average of 10.4 deaths per 100,000 people for England. The Bournemouth and Poole areas have higher levels than average for England for certain risk factors including long term health problems, marital breakup, statutory homelessness, substance misuse and hospital admissions for self-harm.

Around a third of all suicides take place outside the home, in a public location. This may be indoors, for example a hotel, public building or shopping centre, or outdoors on a rooftop garden or in a carpark. Public spaces are not necessarily always busy places and they are not always highly visible and so are often used as sites for suicides. Buildings of four storeys or higher with roof access, balconies or ledges present sites of increased suicide potential, along with multi-storey carparks and internal atriums. Such places often provide easy access and a means of suicide by jumping from a height.

The council has a Suicide Prevention Plan in place and will continue to support initiatives which deliver a safe and attractive environment for all and include suicide prevention measures such as CCTV, signage, information, lighting and physical barriers to prevent falls from height. Proposals for buildings over four storeys or twelve metres in height should include a suicide prevention risk assessment.

Policy S4: Health and wellbeing

Health Impact Assessments

Development proposals must support and enhance physical and mental health and social wellbeing. Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.

- a. Development of 100 dwellings or more, or 5ha and above for other development, should provide a full Health Impact Assessment (HIA) and demonstrate how the conclusions of the HIA have been taken into account in the design of the scheme. The HIA should be commensurate with the size of the development.
- b. Major developments less than 100 dwellings, or less than 5ha for other development, should use the NHS Rapid Health Impact Assessment Tool to assess potential health impacts.

Proposals for new health care facilities

Proposals for new health care facilities should be sustainably located where they prioritise access by walking, cycling and public transport, and are easily accessible to all sectors of the community. Proposals should seek to maximise opportunities for the multi-use and co-location of health facilities with other services and facilities, and thus co-ordinate local care and provide convenience for the community.

Suicide prevention

Development should incorporate appropriate suicide prevention measures and all buildings and structures over four storeys or 12 metres must include a suicide prevention risk assessment.

5. Tackling Climate Change

The Local Plan directs development to the most sustainable locations, plans for adaptation and provides mitigation to tackle the effects of climate change and meet the government's target for development to be net zero carbon by 2050.

Climate change is an increasing threat to humanity and biodiversity. Human induced greenhouse gas emissions have been accelerating sharply since the 19th century, causing rises in the temperature of the earth's atmosphere and ocean temperatures, the melting of polar ice and rising sea levels. Heavier rainfall events, flooding, hotter summers, droughts and wildfire incidents are becoming more commonplace impacting upon all of us.

How planning can address climate change

The NPPF is clear that addressing climate change is a core land use planning principle which should underpin plan-making. For plan-making this means ensuring we have a strategy for promoting development in sustainable locations to reduce the need to travel and steering development away from areas of flood risk, aligning growth with infrastructure and making effective use of land for new homes and businesses. It also means we must ensure we take a proactive approach to shaping new places, rethinking the way homes are designed and built so that they have a much-reduced carbon footprint.

The Local Plan has a central role in supporting the transition to a net zero carbon future by helping to limit carbon dioxide emissions, encouraging the use of renewable energy and prioritising infrastructure and nature-based solutions to support growth.

To fulfil our legal duties and obligations to achieve net zero carbon outputs legislated by the Climate Change Act (2008) (as amended), which requires the net UK carbon account for 2050 to be at least 100% lower than the 1990 baseline levels of CO₂ for that year, our actions must increase our resilience to the impacts of climate change and we must intervene to mitigate the sources of greenhouse gas emissions. The Local Plan also supports the council's Climate and Ecological Emergency commitments to make our organisation's operations carbon neutral by 2030 and the BCP area carbon neutral by 2050.

Our objective for carbon neutrality is achieved when the amount of greenhouse gas emissions produced are balanced by the same amount sequestered (captured and stored). Emissions that cannot be sequestered can be offset by sponsoring carbon reduction activities, such as adaptation measures like tree planting. The council is preparing a Climate Action Strategy and [Local Area Energy Plan](#) to support our commitments, recognising that it is vital that action is taken to speed up the reduction of area-wide emissions to meet local and government targets.

Strategic Policy C1 seeks to address many of the themes that go to the heart of tackling climate change and in combination with Policy S1 Sustainable Development, will help our area transition to a net zero future. These policies are supported by four further policies in this chapter that will help us to get ready for our net zero commitments. We expect the implementation of these policies to make a significant contribution to reducing carbon emissions in our area, by ensuring reductions are 'designed in' from the start. We will require improved levels of energy efficiency and other environmental performance improvements to ensure resources are used sustainably. We will achieve net zero for our area in line with national standards being introduced through the Future Homes/Buildings Standards in 2025 and when the UK power sector decarbonises by 2035.

Strategic Policy C1: Addressing Climate Change

To address climate change, development needs to respond to the climate and ecological emergency and embed sustainability from the outset. In meeting the government's and our own net zero carbon emissions target, we expect development to:

1. Reduce carbon emissions by:

- a. reducing the need to travel by car by directing development to locations that are well served by cycling, walking, public transport and existing local services and facilities, or to locations where such facilities are capable of being improved;
- b. designing buildings to maximise energy efficiency and minimise energy consumption to ensure total regulated and unregulated operational energy consumption is reduced;
- c. minimising the overall carbon footprint during construction by assessing the embodied energy in construction methods, transportation, plant, and materials;
- d. prioritising the reuse of structures and building facades, demolition materials, recycled materials and/or locally/sustainably sourced low carbon building materials;
- e. supporting the delivery of decentralised, community renewable energy schemes including heat networks, district heating schemes and cogeneration technology;
- f. taking opportunities to incorporate renewable energy use and low carbon energy generation;
- g. ensuring space is provided for charging infrastructure for electric vehicles;
- h. maximising opportunities for sustainable movement of freight, including rail freight, the use of electric vehicles and e-cargo bikes; and
- i. embracing technological and innovative advances in digitisation, connectivity, and communications to enable decarbonisation and transition to a net zero carbon future.

2. Mitigate and adapt to the impacts of climate change by:

- a. managing flood risk from all sources, and ensuring people are safe by only allowing developments in the areas with the lowest flood risk from all sources of flooding;
- b. incorporating sustainable drainage within schemes to manage surface water, drainage and reduce the risk of flooding;
- c. ensuring any development in areas designated as either a Coastal Change Management Area or Coastal Vulnerability Zone is appropriate given the risks, and that any development is suitably designed and avoids drainage that would lead to increased risk of cliff slips;
- d. incorporating water efficiency and water recycling measures to reduce consumption of operational water usage;
- e. reducing the urban heat island effect through the use of building materials, trees, planting and green roofs to address potential site microclimate impacts; and
- f. achieving biodiversity net gain on each development site.

3. Maximise carbon storage and sequestration by:

- a. conserving and enhancing existing habitats and enhancing the connectivity between habitats wherever possible; and
- b. integrating green infrastructure into the design of developments, including trees and urban greening.

4. Increase low carbon and renewable energy projects by:

- a. encouraging development to provide renewable energy; and
- b. supporting low carbon and renewable energy projects where the scale and nature of development does not compromise the sensitivity of landscape and/or historic character.

Sustainable construction and low carbon energy

Future development will be a significant contributor to increased energy demand and increases in CO₂ emissions within our area. Currently the two highest contributors of carbon emissions in the BCP area come from buildings and transport. Scatter 2019/20 BCP Emissions Inventory shows that buildings in our area produce 56% of the total carbon emissions (excluding emissions for construction and electricity used), with 32% coming from housing. Transport accounts for 32% of carbon emissions with 20% coming from road users.

To achieve net zero by 2050, energy performance in new and existing buildings needs to be maximised by significantly reducing heat and power demand of the building through energy efficient design and/or modern methods of construction, with the remaining energy demand met through low carbon renewable sources.

The Local Plan will make a positive contribution to reducing overall CO₂ emissions in a meaningful way, taking into account the following energy hierarchy:

- i) Reduce overall energy demand ('be lean') - Reduce overall energy demand to use less energy, for example orientation and site layout can optimise natural light and ventilation, and continuous insulation and triple glazed window or airtight construction can help eliminate heat loss.
- ii) Supply energy efficiently ('be clean') - Once demand for energy has been minimised, proposals should demonstrate how they will exploit local energy resources (e.g. secondary heat sources which recover energy or by connecting to a communal low temperature heating system) to supply energy to the development efficiently. Connecting to decentralised existing or planned heat network supports reducing primary energy demand to enable the optimum pathway to net zero.
- iii) Use renewable energy sources to meet its energy needs ('be green') - After reducing energy needs and ensuring energy is supplied efficiently, steps should be taken to make up for any shortfalls in energy needs, (both regulated and unregulated) through renewable and low carbon technologies such as heat pumps, solar power or wind turbines.

In 2025 The Building Regulations Part L (Conservation of Fuel and Power) will deliver significant reductions in carbon emissions through the introduction of the Future Homes Standard and Future Buildings Standard. The Future Homes Standard is part of the government's initiative to reduce greenhouse gas emissions from new homes. An interim uplift to Part L came into effect in 2022 to require 31% reduction in CO₂ emissions from new homes and 27% reduction in CO₂ emissions from non-domestic buildings, compared with Part L 2013. When the Future Homes Standard comes into full effect in 2025 through changes to Part L of the Building Regulations, the emissions per home will be at least 75% lower, compared with Part L 2013 regulations. This corresponds with the adoption of the Local Plan.

Energy and Resources Statement

Applicants are required to provide an Energy and Resources Statement, including a technical and non-technical summary at planning application stage. The Statement will demonstrate how the energy hierarchy has informed the design, taking a fabric first approach to boosting the building's operational performance, for example by increasing insulation and water saving measures. Proposals for new development will be expected to demonstrate that they will generate a proportion of their own energy needs from renewable sources and will be encouraged to explore opportunities to connect to a low or zero carbon district heating scheme.

Existing buildings

When retrofitting existing buildings, opportunities should be sought to facilitate carbon reduction. This could include retrofitting at whole street or neighbourhood scales to reduce individual costs, improve viability, and support coordinated programmes for improvement. Retrofitting measures can play a significant role in

reducing carbon emissions including external or cavity wall insulation, loft or roof insulation, solid or suspended floor insulation. Any proposed retrofit measures to existing domestic building stock will be considered against the criteria of the design and heritage policies in the Local Plan.

Policy C2: Sustainable Construction and Low Carbon Energy

1. Energy efficient buildings

All proposals for new homes, conversions and non-residential buildings must contribute to tackling climate change by ensuring that they demonstrate, through the application of the energy hierarchy, how they would minimise operational energy use and carbon emissions.

Proposals for new homes, or over 1,000 sqm of commercial floorspace, must demonstrate through an Energy and Resources Statement how the development will:

- a. reduce energy use through:
 - i. the orientation and design of the development to minimise the need for artificial light, heating and cooling, taking design approaches that will minimise solar gain in summer months and maximise solar gain in winter months;
 - ii. the form and layout of the development creates buildings that are efficient to heat and stay warm in winter months whilst staying cool in summer months, maximising opportunities for use of common walls to limit winter heat loss;
 - iii. the fabric of the building, its construction method and materials achieve energy efficiency; and
 - iv. addressing embodied carbon through the reuse of existing buildings and the reuse or recycling of materials.
- b. supply energy, where possible, efficiently by using zero and/or low emission decentralised energy, connecting to district heating networks or secondary heat sources;
- c. address the energy use intensity of the building by reducing the space heating/cooling demand and overall energy demand to achieve low energy consumption.
- d. maximise future energy demand from renewable energy sources, including utilising all rooftop space for photovoltaic arrays. The renewable energy options chosen should be suitable for the location and not cause harm to the amenity of current or future occupiers through noise, vibration, overshadowing or other emissions; and
- e. for non-residential buildings, including conversion and change of use, achieve the following BREEAM ratings:
 - i) 'Very good' – up to 1,000sqm (net) floor space; or
 - ii) 'Excellent' – over 1,000 sqm (net) floor space.

2. Retrofitting existing buildings

When retrofitting existing buildings, measures will be supported where they reduce operational carbon, improve energy efficiency and supply renewable energy to meet a proportion of energy needs. Where proposals involve a heritage asset, measures will need to preserve or enhance the heritage asset.

Water efficiency

Climate change is impacting on water supply, both within the natural environment and on public water supply. Increasing the water efficiency of new dwellings will help to ensure better water quality and conserve water resources whilst allowing for growth. Until The Building Regulations are amended to reflect the need for increased water efficiency for all types of development, we can ensure sustainable water usage is implemented in new buildings.

The Environment Agency's updated report on Water Stressed Areas (2021) includes South West Water (Bournemouth) as an area which is seriously water stressed. This is based on where water resources are

being, or are likely to be, exploited to a point which may result in pressure on the environment or water supplies now and in the future. As the area is classed as seriously water stressed, we can restrict water usage of 110 litres per person per day on new homes, going beyond The Building Regulations.

Policy C3: Water Efficiency

To reduce water consumption, applicants should demonstrate through an Energy and Resources Statement how the proposed development:

1. incorporates water efficiency and consumption measures, which could include measures for rainwater/greywater recycling, green roofs, low flow taps and showers, low flush toilets, rain gardens and water butts in the construction of new buildings;
2. for new homes achieve, as a minimum, the optional requirement set through the Building Regulations Requirement G2: Water Efficiency of no more than 110 litres per person per day, evidenced using a recognised methodology for calculating water efficiency; and
3. for major non-residential development incorporate water efficiency measures that do not exceed 40-50 litres per person per day, evidenced using a recognised methodology for calculating water efficiency.

Renewable Energy Installations

The generation and use of renewable, low carbon energy can help protect customers from rising energy prices and reliance upon other countries for supply (energy security), and will also support reductions in greenhouse gas emissions. There are many ways renewable energy can be generated including solar photovoltaic arrays (PV), wind turbines, hydropower, biomass generators, anaerobic digestion plants and appropriate energy from waste type technologies. The delivery of such technologies requires careful consideration of environmental and technical constraints.

Proposals will require careful consideration of their potential impacts, including cumulative impacts with other similar developments. We are preparing a Local Area Energy Plan which will set out opportunities for renewable energy and also areas that are sensitive and should be avoided. For the Christchurch area the Local Plan is supported by a Landscape Sensitivity Study for Wind and Solar Energy Development [part 1](#) and [part 2](#).

Schemes will need to be accompanied by a landscape sensitivity assessment and should provide an appraisal and rationale for the site selection. Potential impacts must be identified for the landscape and emissions to air, water or soil. Visual impacts should be appraised, and photomontages provided to enable the decision maker to fully assess any new appraisals.

As part of considering applications, the cumulative effect of the proposals with existing renewable energy installations and consented schemes in the vicinity will need to be assessed. The distance over which other schemes should be considered will vary on a case-by-case basis depending on the scale of the scheme, its location and visibility and is likely to be at least 1km, in some cases further, and this should be discussed with the Local Planning Authority at the pre application stage.

For a range of practical reasons some forms of renewable energy systems may need to be located outside of the built-up area, which is Green Belt. The appropriateness of renewable energy proposals in these locations will be assessed against the objectives of the Green Belt set out in the NPPF along with the other local aspects as set out in the policy below.

In the case of energy from waste development, the policy requires that waste is managed in accordance with the waste hierarchy and therefore, applications for such technologies must be compliant with the most up to date national and local waste policies.

Policy C4: Large Scale Renewable Energy Installations

1. To support the transition to a low carbon future, proposals for development of large scale renewable and/or low carbon energy schemes, including ancillary development, will be supported provided it can be demonstrated that:

- a. it is in a suitable location and appropriate to the landscape character of the area;
- b. there will be no harm to ecology and biodiversity, including protected habitats and species;
- c. designated heritage assets and their setting are preserved or enhanced;
- d. the operational impacts where they include noise, odour, vibration, glare/glint, overshadowing, air pollution or other harmful emissions, will not cause harm to the amenities of existing or future occupiers;
- e. the cumulative impacts of the proposal with other existing renewable energy installations and consented schemes in the vicinity of the site have been assessed;
- f. for ground mounted solar development, grazing practices can be maintained and the proposals will not prejudice flood storage areas or surface water flow paths, including natural floodplains;
- g. for energy from waste facilities, the management of waste in line with the waste hierarchy and the BCP and Dorset Waste Plan 2019; and
- h. for geothermal and onshore wind, sensitivity assessments demonstrate that there is no significant adverse effect on the landscape or landscape features, biodiversity or the significance of heritage assets in the short, medium or long term that is not capable of mitigation; and
- i. the proposal avoids the best quality, most valuable Grade 1, 2 and 3a agricultural land.

2. Community-led Energy Schemes

Community-led energy schemes will be supported where evidence of community support can be demonstrated, and administrative and financial structures are in place to manage the project and any income from it.

Coastal Erosion and Seacliff Stability

The National Flood and Coastal Erosion Risk Management (FCERM) Strategy for England (2020) recognises that England has a long history of flooding and coastal change. Climate change means that these events will increase in frequency and as a result, the way we manage the risks will need to change too. Along the coastline, the risks are:

- flooding from tides, storm surges and wave overtopping of defences
- coastal erosion of undefended cliffs exposed to action by waves and tides and the loss of beach sediment in front of seawalls
- coastal instability, where the cliffs are defended at the base from erosion by waves and tides but can still experience landslips and falls due to the impact of drainage and groundwater within the cliff slopes.

Shoreline Management Plans (SMPs)

SMPs are high-level non-statutory planning documents which provide a broad scale assessment of the risk associated with coastal flooding and erosion and presents a long-term policy framework to reduce these risks to people and the developed, historic, and natural environment in a sustainable manner. Whilst SMPs set out the long-term sustainable coastal flood and erosion risk management vision and policy to achieve it, SMPs do not guarantee funding to deliver all policies in all areas.

The BCP area is covered by the Hurst Spit to Durlston Head SMP which is currently under review. The following strategies look in more detail at sub-areas of the SMP and develop the preferred approach to implementing the SMP vision and policies:

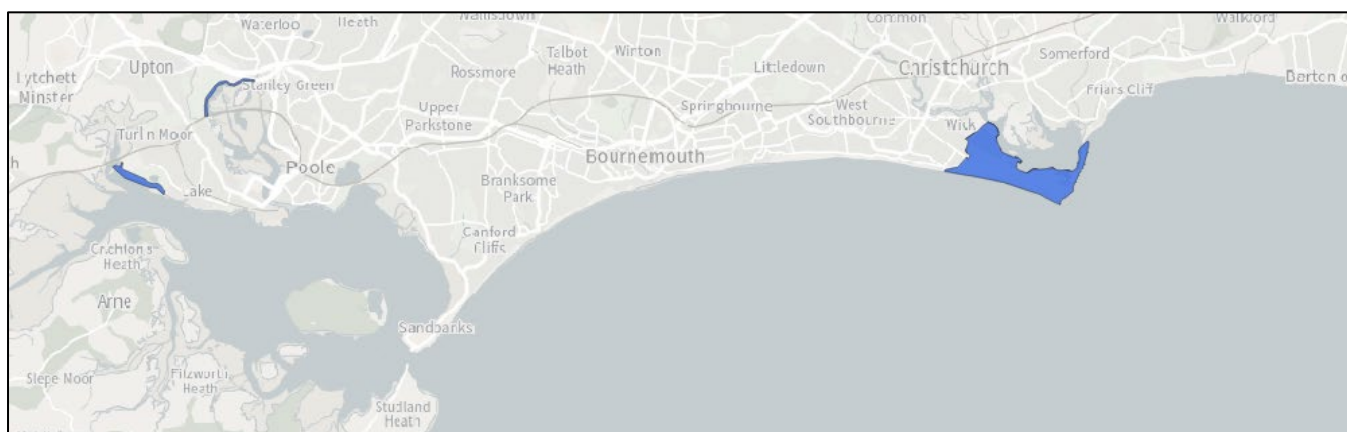
- the Poole Bay, Poole Harbour and Wareham FCERM Strategy (2014) demonstrates how we will manage tidal flood and erosion risks in and around the Bournemouth area and Poole Harbour over the next 100 years with emphasis on the years up to 2030; and
- the emerging Christchurch Bay and Harbour FCERM Strategy is currently under preparation and once developed will set out a strategy for managing flood risk in the Christchurch area.

Coastal Change Management Areas

The planning system has a key role in managing the risks posed by present and future coastal flooding and erosion. The NPPF requires that local plans reduce the risk from coastal change by avoiding inappropriate development in vulnerable areas and not exacerbating the impacts of physical changes to the coast. The local plan can identify a Coastal Change Management Area for an area 'likely to be affected by physical changes to the coast' supported by the NPPF of what development should and should not be permitted within Coastal Change Management Areas.

We have identified 3 Coastal Change Management Areas: Rockley Park, Holes Bay and Hengistbury Head which correspond with the policy areas in the shoreline management plan where managed realignment or no active intervention is proposed during the plan period as shown in Figure 5.1 and on the Policies Map. In accordance with national guidance, our policy resists permanent residential development in the Coastal Change Management Areas as housing would be vulnerable to coastal change over the plan period. Some uses may be permitted where there is less risk to people or they are time limited permissions.

Figure 5.1 – Our Coastal Change Management Areas



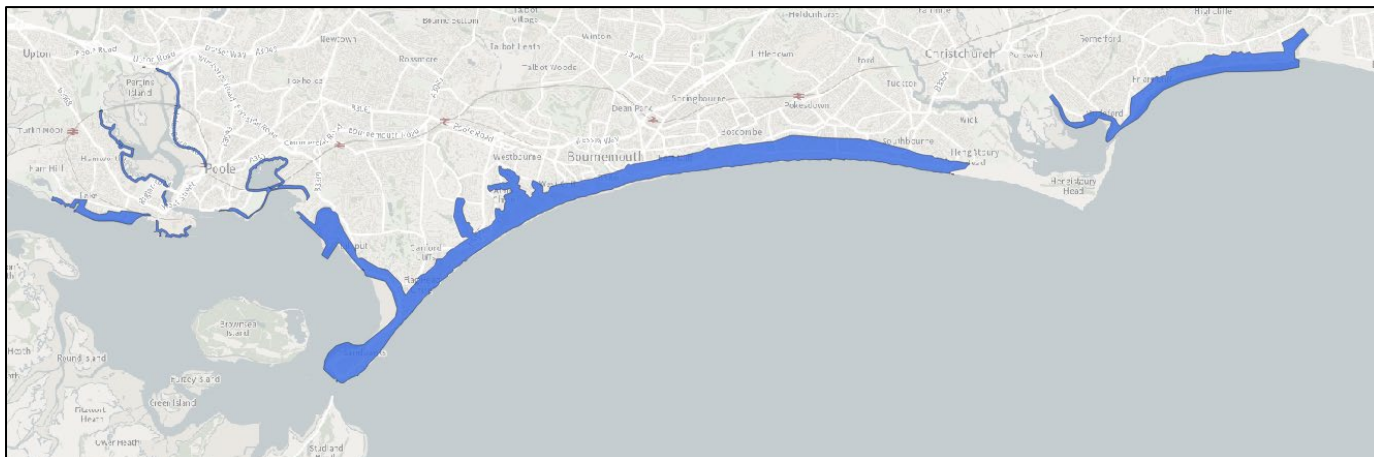
Coastal Vulnerability Zone

Elsewhere along the coastline the SMP policy is to hold the line for the next 100 years. These areas benefit from an approved FCERM Strategy covering the coastline from Hengistbury Head to the west of 'long-groyne' with a further FCERM Strategy for the coastline to the east of the long-groyne in place by 2024. These areas do not therefore need to be classed as Coastal Change Management Areas. Despite this, there are still risks along the coastline from (i) coastal instability in the sea cliffs and chines; (ii) beach narrowing and (iii) future changes in SMP / FCERM strategy brought about by new evidence or funding. This may lead to further Coastal Change Management Areas being defined.

Acknowledging these coastal risks and to ensure that they are considered in future planning and development management decisions, we have defined a Coastal Vulnerability Zone as shown in Figure 5.2 and on the Policies Map. Within this zone the risks from use of soakaways and other infiltration based sustainable drainage systems (SuDS) poses an additional risk in terms of sea cliff and chine stability. Within this zone new development must accord with various strategies for managing change along the coastline to reduce the risk to people in the future. These include the SMP and FCERM strategies. Applicants will be required to prepare a Coastal Vulnerability Assessment to accompany planning applications which propose developments in these areas.

Applicants are encouraged to engage early on in their planning application process with the BCP Council FCERM team to discuss the potential options for managing drainage within this zone so a case-by-case consideration can be made taking into account potential in-combination effects of proposals in adjacent areas etc.

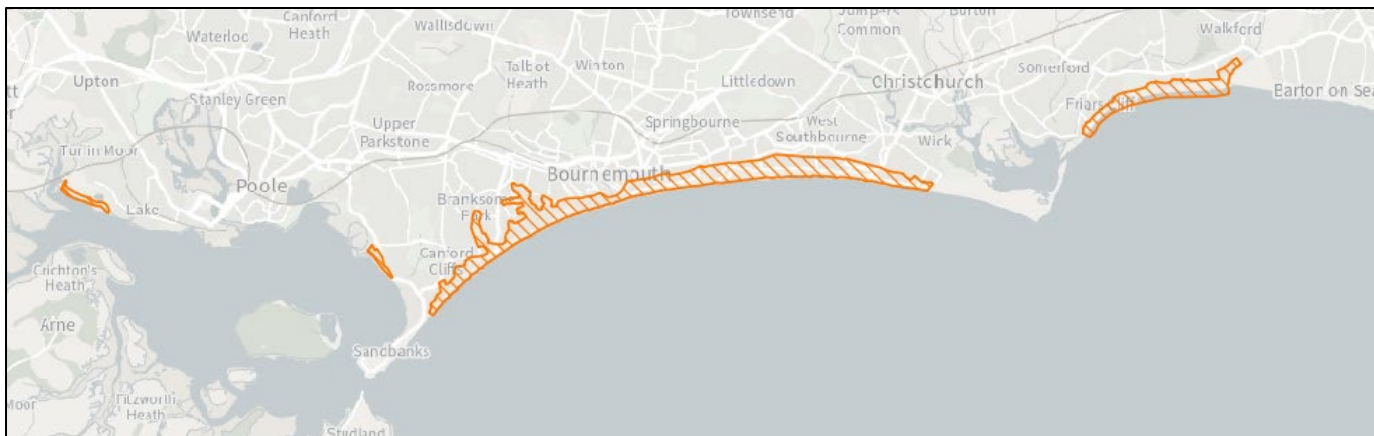
Figure 5.2 – Our Coastal Vulnerability Zone



Cliff and Chine Stability Consultation Zone

We have also defined a Cliff and Chine Stability Consultation Zone as shown in Figure 5.3. This will enable consideration of proposed drainage solutions, both in regard to coastal stability issues and the requirements for SuDS. Developers are encouraged to undertake pre-application discussions with our FCERM team to discuss the potential options for managing drainage within this zone.

Figure 5.3 – The BCP area Cliff and Chine Stability Consultation Zone



Policy C5: Coastal Erosion and Sea Cliff Stability

All proposals within the following three zones will need to provide a Coastal Vulnerability Assessment proportionate to the proposals, in accordance with the BCP Flood and Coastal Erosion Risk Management Guidance.

1. Coastal Change Management Areas

Within the Rockley Park, Holes Bay, and Hengistbury Head Coastal Change Management Areas, as shown on the Policies Map (and any Coastal Change Management Area identified in future updates of the Shoreline Management Plan):

- a. proposals for development will be determined in accordance with national policies and guidance;
- b. proposals for permanent residential development (including replacement dwellings and change of use to residential use) will not be permitted;
- c. extensions to existing residential properties may be appropriate provided that it does not increase the risk of coastal change to other areas of the coast, nor increase risk to life or property.
- d. other development that may potentially be permitted is subject to a time-limited permission; and
- e. essential infrastructure and Ministry of Defence installations that require a coastal location may be permitted provided:
 - i. there are clear plans to manage the impacts of coastal change; and
 - ii. where the installation will have a material impact on coastal processes, it is demonstrated that this will be managed to minimise adverse impacts on other parts of the coast.

2. Coastal Vulnerability Zone

Within the Coastal Vulnerability Zone identified on the Policies Map, it must be demonstrated that development:

- a. is consistent with policy statements and current coastal risk management approach as set out in the current Shoreline Management Plan policy unit(s) and associated FCERM Strategy;
- b. will not impair the ability of communities and the natural environment to adapt sustainably to the impacts of a changing climate;
- c. will be safe through its planned lifetime, without increasing risk to life or property, or requiring new or improved coastal defences;
- d. provides safe access and egress for the site and its users; and
- e. will not affect the natural balance and stability of the coast or exacerbate the rate of shoreline change to the extent that changes to the coast are increased nearby or elsewhere.

3. Cliff and Chine Stability Consultation Zone

Within the Cliff and Chine Stability Consultation Zone identified on the Policies Map, discharge of surface water over or down the face of the cliff will not be permitted unless it is demonstrated in a Coastal Vulnerability Assessment that the proposed drainage method would not adversely affect sea cliff / chine stability.

Flood Risk Management and Mitigation

The effects of climate change, such as increased storm/rainfall intensities and rising sea levels, will increase the risk of flooding across the BCP area during the plan period and beyond.

National policy and guidance seeks to steer development to areas at the lowest risk of flooding from all sources, taking a risk based, sequential approach. The increased focus on all sources of flooding is reflected in updated national guidance. For the BCP area this includes flood risk from the sea, rivers, watercourses, surface water, reservoirs, and groundwater.

Projected sea level rise makes our coastal areas and harbour areas increasingly vulnerable to the risk of tidal flooding, including significant areas of Christchurch Harbour, Sandbanks, Bournemouth seafront,

Poole Town Centre, Hamworthy, Sandbanks and areas around Holes Bay in Poole Harbour. As well as tidal flooding, the Christchurch area is also significantly affected by fluvial flooding given the impacts of two major tidal rivers, the River Stour and the River Avon. This puts a large part of Christchurch town centre, Purewell, Stanpit and some areas to the west of Christchurch at significant flood risk. There are significant areas of surface water flooding across the BCP area.

We have an agreed strategy with the Environment Agency to deliver strategic flood defences in Poole Town Centre to ensure that the old town is protected from flooding and remains sustainable for future generations, with ongoing efforts to secure funding for all parts of this strategy. We are developing a strategy for Christchurch Town Centre Areas.

Over time, and in future local plans, in the face of ongoing climate change, and in accordance with national guidance on flood risk, it will be necessary to consider whether existing development in certain locations will continue to be sustainable in the long term and the potential need for relocation of existing development and habitats.

Strategic Flood Risk Assessment (SFRA)

The Local Plan is supported by the BCP Strategic Flood Risk Assessment (SFRA) which is in two parts. The SFRA Level 1 (2023) assesses the risk from flooding from all sources, both in the present and in the future, including the impacts of climate change across the BCP area. It identifies and categorises flood risk areas as Very High, High, Medium and Low-Medium based on all sources of flooding. It explains how the sequential test has been applied to identify allocations in this local plan and explains how the sequential test will be applied for planning applications.

We are proposing development on some sites where there is flood risk. The emerging Poole SFRA Level 2 will provide a more detailed assessment of flood risk within this area and will sequentially rank sites based on risk, providing recommendations for managing flood risk as required, taking into account the Poole flood defences, where appropriate.

The SFRA will be updated over time, where more recent and verified flood risk data is available which updates and supersedes the SFRA 2023. This should be applied in place of the SFRA 2023, when considering flood risk policies.

The Sequential Test and Exception Test

Policy C6 sets out how we will apply the flood risk sequential test and exception test when considering planning applications. We will apply the sequential test using the Flood Risk Areas as defined in our SFRA Level 1, based on all sources of flooding. A sequential test will be needed for all development, except sites that fall wholly within the 'Low Flood Risk Areas', or sites exempted by Policy C6 and national guidance.

In preparing this local plan we have undertaken a strategic sequential test for (i) the Poole Sequential Test Area; and (ii) the Christchurch Sequential Test Area. These areas are shown on the Policies Map. We have demonstrated the need for development in these areas and the sequential test has been passed.

Therefore, applications for residential and commercial development in these areas will not have to undertake a further sequential test but will still need to pass the exception test (where required by national policy). Further detail for each area is set out in the relevant ward policies for Poole Town, Hamworthy and Christchurch Town. The strategic sites identified for Christchurch (policy P10) cannot be brought forward in advance of adoption of the Christchurch Bay and Harbour flood FCERM Strategy (and agreed funding strategy), and the completion of the Christchurch Level 2 SFRA.

Some of the existing industrial areas shown on the Policies Map, have varying levels of flood risk. Proposals on these employment sites that have flood risk will need to apply the sequential test and where appropriate the exception test in accordance with policy C6, national policy and our flood risk guidance note.

Our flood risk guidance note will provide further information on requirements for the application of the sequential test. The council will apply a disaggregated approach as set out in national guidance i.e. when

considering alternative sites this should consider delivery on a series of smaller sites and/or part of a larger site.

We also have a specific flood risk policy for Sandbanks Peninsula set out in the Canford Cliffs ward policy.

Policy C6: Flood Risk

1. Sequential Test and Exception Test

The sequential test and exception test will be applied in accordance with national policy, the SFRA Level 1, and our flood risk guidance note.

The sequential test will not be required if any of the following instances apply:

- a. the development is located entirely within a Low or Low-Medium Flood Risk Areas;
- b. the development is exempt from the sequential test, as set out in national policy;
- c. the site is within the Christchurch Sequential Test Area or the Poole Sequential Test Area as defined on the Policies Map;
- d. the development is a replacement dwelling where a sequential approach is taken within the site and appropriate measures to improve flood resilience and resistance are incorporated;
- e. where only part of the application site lies within the Medium, High or Very High Flood Risk Areas, and taking a sequential approach, the part of the site which is at flood risk will remain free from development (other than essential infrastructure and water compatible development); or
- f. it is for essential infrastructure and water compatible development.

2. Flood Risk Management & Mitigation

- a. For development proposed in our Low-Medium, Medium, High or Very High Flood Risk Areas as set out in the BCP SFRA Level 1, or where further evidence of flooding is demonstrated, a site-specific flood risk assessment will be required.
- b. For proposals where the sequential test has been passed or is not needed, the site-specific flood risk assessment will need to demonstrate that the proposed development will:
 - i. incorporate any necessary site-specific flood measures appropriate to the character and biodiversity of the area, to ensure the development is appropriately flood resistant and resilient;
 - ii. not increase flooding elsewhere; and
 - iii. maximise opportunities to reduce overall flood risk.
- c. Where flood risk cannot be adequately mitigated on site, including unaided access and egress to the site, a flood management strategy and delivery plan will need to be agreed with the council before planning permission can be granted. This will need to identify:
 - i. measures required to reduce flood risk and surface water run-off at the site for the duration of its design life, making it safe (including unaided access/egress during flood events) and ensuring that flood risk does not increase elsewhere as a result;
 - ii. the level and source of funding required for such measures;
 - iii. a legal framework which demonstrates how the measures can be lawfully and successfully delivered; and
 - iv. a realistic and achievable timetable for implementation.

- d. The council will work with existing highly vulnerable development that is at risk of flooding to secure a more suitable location at lower risk of flooding.
- e. The council will publish update SFRA Level 2 studies for Poole and for Christchurch, which will inform the applicants' flood risk assessments.

3. Flood Defences

- a. Proposals for flood defences or measures will be supported which:
 - i. accord with an agreed FCERM strategy; or
 - ii. are accepted by the Environment Agency and the Council.
- b. Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of flood alleviation infrastructure.
- c. Where applicants propose to alter or work on existing flood mitigation infrastructure, they must do so in accordance with (i) the relevant flood risk management authority's requirements and (ii) must demonstrate that the works can be achieved lawfully, i.e. that ownership, easements, permissions, etc. have been secured or relevant legal powers can be used to achieve the applicant's proposals.
- d. Where applicants propose to deliver their own defences, the applicant must demonstrate how the defences meet the council's requirements regarding:
 - i. standard of protection;
 - ii. construction specification;
 - iii. appearance;
 - iv. amenity and accessibility;
 - v. demonstration of how their proposals will connect to future and existing infrastructure maintenance for the life of the development; and
 - vi. compatibility with wider flood defences or drainage improvement schemes.
- e. A buffer around all existing and planned defences should be left free from development to allow for maintenance and potential future upgrades.
- f. Where defences are required to ensure a development is safe for its lifetime, the council, will assess the likelihood of delivery and subsequent future maintenance of the defences. Where there is no certainty that defences will be delivered and maintained during the lifetime of the development, applications should be refused.
- g. Where proposals at tidal risk (including replacement development) rely on defences outlined in an agreed FCERM strategy (having passed or not requiring the sequential test); and come forward before commencement or completion of these measures, applicants will need to either:
 - i. provide their own flood defence(s), which demonstrate how the development (including access & egress) can be made safe and defended for its lifetime, and how the site and its inhabitants will be managed in an emergency; or
 - ii. if supported by the Environment Agency, propose sufficient flood mitigation measures to deal with present day flood risk and provide an equivalent financial contribution towards future defences on which the site will rely; or
 - iii. propose a combination of the above.

Sustainable Drainage (SuDS)

The urban area has experienced significant growth over the last century, with increasing areas of impermeable surfaces such as roofs and roads, etc. needing to be drained. However, much of the drainage system was historically designed and built when there was much less development. The drainage system struggles to cope at times, and flooding occurs. While these events have been relatively localised, we have seen significant numbers of homes and businesses flooded, often repeatedly. This will only increase in the face of climate change with an increasing number and intensity of high rainfall events.

There are some areas within the conurbation where there is still an older combined sewerage system where excess heavy rainfall can lead to foul sewage overflows. Unless action is taken, flooding will get worse especially surface water flooding. It is vital that new developments do not increase the load on the piped drainage system.

Expanding the existing drainage system to cope would be costly and simply not realistic. National policy therefore focuses on Sustainable Drainage (SuDS) techniques which seek to mimic nature to allow rainfall to infiltrate into the ground to reduce the discharge of water into the piped drainage and better manage surface water. Natural SuDS can include green space, trees and planting, ponds and wildlife habitats, which take up the water. These have much wider benefits than just reducing flooding, such as increasing biodiversity, reducing pollution, helping to cool / shade the environment and helping restore ground water levels. The SuDS can be considered as part of urban greening score in Policy NE4.

We need to incorporate SuDS techniques into all new developments. It is important that drainage is considered at the initial design stage. Ideally anything that could be producing run off to the piped drainage system, no matter how small, should now be drained sustainably.

Policy C7: Sustainable Drainage (SuDS)

Planning applications must be supported by a site-specific drainage strategy, proportionate to the proposal, in accordance with our SuDS guidance and must demonstrate compliance with the following:

1. SuDS & Discharge Hierarchy:

Unless demonstrably unachievable, infiltration or other techniques are to be used to prevent discharge of rainfall generated surface water runoff, from any new development to any receiving watercourse, drain or pipe for all rainfall events up to and including a 1 in 100 year storm (i.e., an annual exceedance probability of 1%). Applicants will be expected to consider the options below (either singly or in combination) and in the order below. Where measures are considered inappropriate, applicants must submit evidence to demonstrate this as part of their Drainage Strategy.

- a. rainwater harvesting (informed by Wessex Water's guidance);
- b. green roofs;
- c. other landscape features e.g., rain gardens, swales, trees (using extra capacity in tree pits), infiltration basins etc.;
- d. infiltration to the ground by more traditional processes (e.g. soakaways, permeable paving etc.);
- e. discharging to a watercourse or sea (which may require a limited discharge and on-site attenuation);
- f. discharge to surface water sewers (which will require a limited discharge and on-site attenuation);
- g. discharge to a highway drain (however, no connection or discharge to any highway drain or ditch will be permitted unless agreed with the relevant Highway Authority); and

- h. as a last resort, discharge to the foul / combined sewerage network (which if proposed, will require consultation with the relevant sewerage undertaker).

2. Maintenance:

Applicants must make clear maintenance arrangements and schedules for the lifetime of the drainage infrastructure proposed. This must include details pertaining to physical & lawful access, health & safety, operability, frequency of maintenance and legal ownership.

3. Design:

Design must be in accordance with our SuDS guidance.

4. Pumped Systems

- a. Use of pumps to facilitate surface water drainage will not be permitted unless all other options have been considered and demonstrated as unachievable to the satisfaction of the council. Where they are permitted, they must accord with our SuDS guidance.

6. Our natural environment

The high-quality natural environment in the BCP area helps to mitigate the impact of climate change and improve the health and wellbeing of residents. This Local Plan has an important role to play in protecting habitats and species, increasing biodiversity and enhancing the network of green infrastructure in our area for future generations.

The UK is one of the most nature depleted countries in the world and we have a legal duty to have regard to conserving biodiversity as part of our policy and decision making. The policies in this chapter set out how we will preserve and enhance the natural environment.

Strategic Policy NE1: Natural Environment

The Local Plan supports the conservation and enhancement of the natural environment. Development proposals will be required to demonstrate a positive impact on the natural environment by:

- a. conserving and enhancing the coastline and landscapes;
- b. protecting and enhancing the extent and quality of green infrastructure and ecological networks;
- c. delivering urban greening within new development;
- d. protecting trees and increasing the urban tree canopy cover;
- e. conserving and enhancing protected habitats and species; and
- f. ensuring all development achieves a measurable biodiversity net gain.

Protecting habitats sites

In the BCP area we have many habitats and species that form part of a network of sites across the UK that are protected by law. These areas are valuable in their own right as well as for the role they play in attracting people to live, work and visit the area. As the population grows, additional urbanising impacts have the potential to cause an adverse effect on these habitats and species.

Under the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019 known as the 'Habitats Regulations', the decision maker known as the 'competent authority' (e.g. the council) must consider whether it is possible that a plan or project (e.g. a planning application) could have a likely significant effect, either alone or in combination with other plans or projects, on a protected site which forms part of the UK National Site Network (Special Areas of Conservation (SAC) and Special Protection Areas (SPA)), or on any site to which the same protection is applied as a matter of policy (e.g. Ramsar Sites).

The term 'habitats sites' is used to refer collectively to such sites. There are 22 habitat sites within 15km of the BCP area including six SPAs, five of which also incorporate Ramsar sites and 11 SACs as shown in Figure 6.1.

Figure 6.1 – Habitats Sites within 15km of the BCP area

Special Areas of Conservation (SAC)	
River Avon SAC	Dorset heaths SAC
Dorset heaths (Purbeck and Wareham) & Studland Dunes SAC	Isle of Portland to Studland Cliffs SAC
St Albans Head to Durlston Head SAC	Isle of Wight Downs SAC
New Forest SAC	Solent Maritime SAC
South Wight Maritime SAC	Studland to Portland SAC
Solent and Isle of Wight Lagoons SAC	
Special Protection Area (SPA) (and Ramsar Site (* where both apply))	
Avon Valley SPA and Ramsar*	Dorset heathlands SPA and Ramsar*
New Forest SPA and Ramsar*	Poole harbour SPA and Ramsar*
Solent and Dorset Coast SPA	Solent and Southampton Water SPA and Ramsar*

Source: HRA Stage 1, WSP, January 2022

A Habitats Regulations Assessment (HRA) accompanies this version of the Plan and has informed the content of the Local Plan. The HRA assessed the impacts of the Local Plan proposals and policies on the habitat sites listed above. Where adverse impacts upon habitats sites are unavoidable, we must ensure that mitigation measures are put in place. We have five mitigation strategies as set out in Policy NE2 that with the advice of Natural England allow us to grant planning permission for new homes and other development as discussed below.

Dorset Heathlands

Urbanising effects

The BCP area benefits from large areas of protected heathland. The Dorset Heathlands is a collective term for the Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) & Studland Dunes SAC, Dorset Heathlands SPA and Dorset Heathlands Ramsar. Evidence shows that the Dorset Heathlands are under significant pressure from urban development such as recreational disturbance of nesting birds, predation from cats, fires and air pollution.

The Dorset Heathlands mitigation strategy, established in 2007, is currently set out in the Dorset Heathlands Planning Framework 2020-2025 SPD (2020) and is due for review in 2025. We work closely with Dorset Council and Natural England to implement the strategy which has two parts.

Firstly, new homes are not allowed within 400 metres of a designated heathland due to the adverse effects caused by predation by cats and recreational disturbance. We use a 400 metre consultation area around heathland sites as shown on the Policies map. Clarification on what types of development are allowed within 400 metre consultation area boundary, or right on the boundary, are set out in SPD. There are some exceptions which are set out in the SPD, e.g. dementia care homes where residents are unable to freely leave to walk on the heath or keep pets.

Secondly, we require new homes and tourism accommodation planned between 400 metres and 5km of heathland to provide mitigation measures. The mitigation comprises Heathland Infrastructure Projects (HIPs) and Strategic Access, Management and Monitoring (SAMMs).

HIPs are new or improved open spaces that provide an alternative choice to visiting heathland. HIPs include Suitable Alternative Natural Greenspaces (SANGs). We now have strategic SANGs around the BCP area at Upton Country Park, Stour Valley River Meadows, Canford and Two Rivers Meet, with further strategic SANGs planned for Roeshot and Merley. HIPs are funded by CIL from all development, the exception are strategic sites released from the Green Belt that must provide HIPs alongside the new homes.

SAMMs focus on behaviour change through education. We collect financial contributions from developers for SAMM. This is spent on initiatives such as the Urban Heaths Partnership, Dorset Dogs and Firewise to raise awareness of the impacts of disturbance and wildfires on protected species. The funding includes heathland wardens and specialist teachers visiting local schools. SAMMs also include monitoring which is produced in an annual report. We recently completed the Dorset Heaths: Long term analysis and evidence base review ([2022](#)) that demonstrates that the mitigation strategy is effective.

Air pollution

Air pollution is also affecting the Dorset Heathlands. Airborne nitrogen-based pollutants from multiple sources including agriculture and vehicle emissions settle on heathlands, enriching the soil. This favours common and widespread plant species which inhibit the recovery of the sensitive heathland habitats. With Dorset Council we are implementing measures set out in the Dorset Heathlands Interim Air Quality Strategy (2021) to address this issue using CIL.

Poole Harbour

There are two particular pressures on Poole Harbour for the planning system to address; (i) nutrient pollution and (ii) recreational issues that each have a significant adverse effect on the site's integrity.

Nutrients

Nitrates and phosphates in water causes the growth of algal mats that restrict invertebrate food available for protected birds. Most nutrients are generated by agriculture within the Poole Harbour catchment, but around 15% is generated from wastewater discharge. In planning for population growth, we must ensure that additional nutrient pollution from new housing development in the catchment of Poole Harbour is mitigated. Mitigation can be (i) 'direct' measures through upgrading sewage treatment works; or (ii) 'indirect' measures whereby the nutrients generated by a development are offset by removing the equivalent amount of nutrients generated by other uses from entering the harbour (e.g. by reducing the amount of fertiliser used on agricultural land).

The Levelling Up and Regeneration Act (November 2023) introduced a legal requirement for certain wastewater treatment works to be upgraded to achieve the nutrient pollution standard. Secondary legislation is due within the next 3 months to name the specific wastewater treatment works. It is expected that sufficient wastewater treatment works within the Poole harbour catchment to achieve a threshold level, thereby removing the need for development specific phosphorus mitigation. Whilst we wait for the secondary legislation there remains some uncertainty around the future need for phosphorus mitigation, but this should be resolved before the local plan is adopted.

Applicants seeking planning permission that would result in an increase in nutrient loading within the Poole Harbour Nutrient Catchment as shown on the Policies map, will need to demonstrate that the development is nitrogen neutral. Nutrient loading will come from each additional new home and unit of tourist accommodation. A nutrient budget for the development can be calculated using the Poole Harbour nutrient calculator.

Where nutrient mitigation is required, this must be secured before we can validate the planning application. This new approach will replace the established strategy set out in the Nitrogen Reduction in Poole Harbour SPD (2017). Whilst this local strategy continues to be effective, a national approach has been established, whereby the offsetting is carried out through the purchase of credits from a nutrient mitigation scheme within the Poole Harbour catchment. We are adapting our mitigation strategy to align with the new standard to ensure continuity for developers and to enable us to seek government funding to aid investment in mitigation schemes that generate nutrient credits. Once the approach is agreed, nutrient credits can be secured on the private market or from the council's scheme.

Recreational disturbance

Recreational pressures are also having an adverse effect upon the birds of Poole Harbour. More activity within the Harbour (e.g. boats) and on the shoreline (e.g. dog walkers, bait digging) can disturb protected birds. Many of these birds will be recovering from long distance migratory flights and repeated flushing of birds reduces their ability to feed properly. New residential and tourism development within the Poole Harbour Recreation Zone must provide mitigation to ensure additional visitors to Poole Harbour can be managed without causing additional harm to protected wildlife.

With Dorset Council we established a mitigation strategy in 2019 known as the Recreation in Poole Harbour SPD. It is branded as Birds and Recreation Initiative (BARI) to raise awareness. We work closely with Dorset Council and Natural England to implement the strategy which is due an update in 2025.

The mitigation strategy is two part and consists of:

- Part 1: Strategic Access Management and Monitoring (SAMM); and
- Part 2: Poole Harbour Infrastructure Projects (PHIPs).

SAMMs pay for the day-to-day costs of raising awareness of the issues, which includes employing a project coordinator and a warden to manage visitor pressures on the Poole Harbour SPA and provide information. SAMMs also pay for ongoing monitoring of the effects of new development and crucially whether this strategy is effective. To enable the councils to grant planning permission for proposals for a net increase in dwellings within the Poole Harbour Recreation Zone, the applicant is required to pay SAMMs in accordance with the rates on our website.

PHIPs are physical infrastructure works, such as the provision of better marked routes around the Harbour edge or planting to provide protection to vulnerable birds. PHIPs costs vary from project to project and are funded from CIL.

River Avon

The River Avon is a chalk river designated as an SAC for its sensitive habitats and species. Elevated concentrations of phosphorus in freshwater can have a detrimental effect on the ecology and biodiversity of a river system, by increasing the growth rate and abundance of algae. Changes in the competitive balance of plant communities have potential knock-on effects for the associated animal life populations, as well as altering oxygen and light levels with the river. Currently phosphorus concentrations exceed the appropriate targets required in the conservation objectives and limit the growth of plant species necessary to restore and protect the characteristic biodiversity.

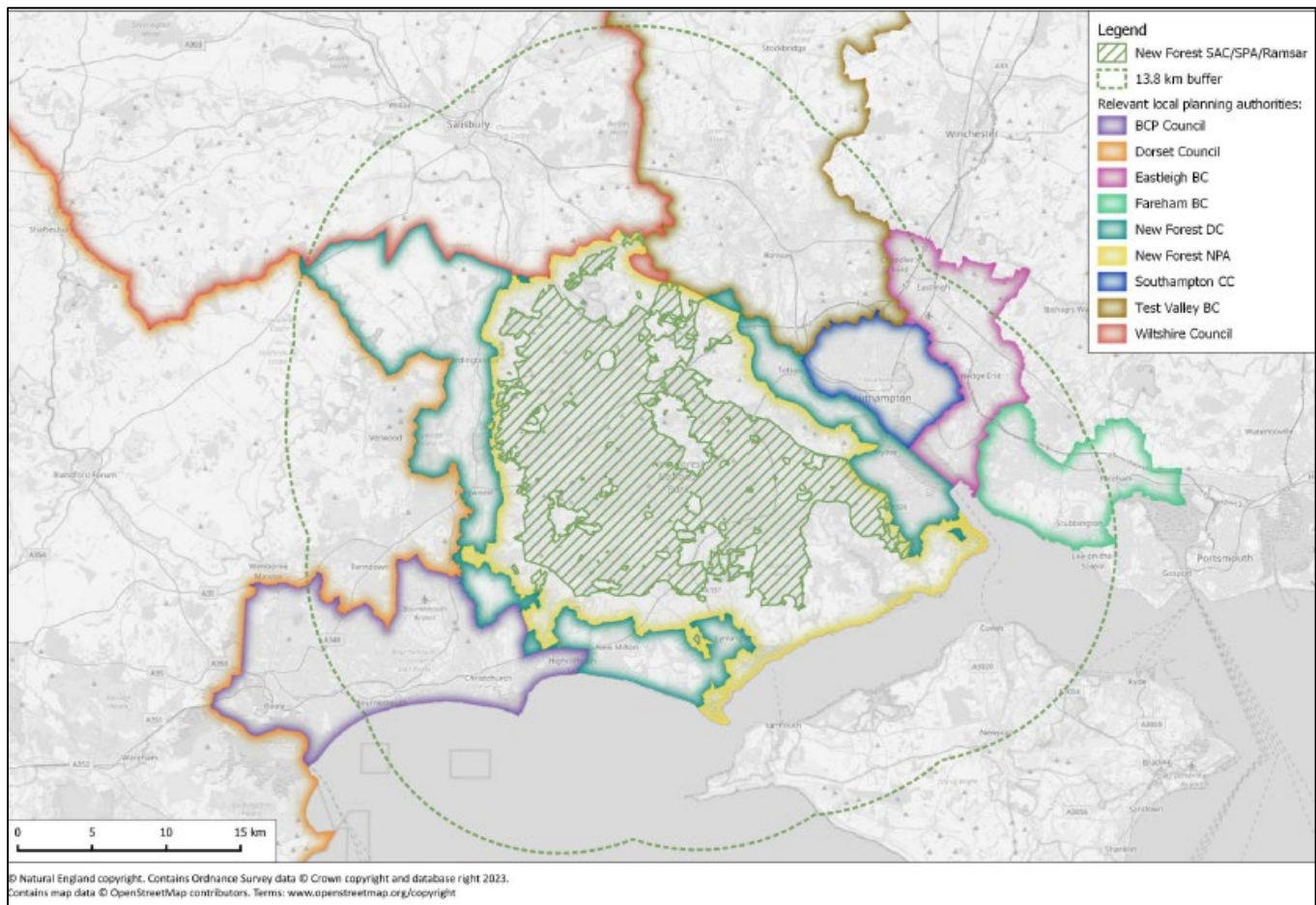
To achieve the conservation objectives and return the river to favourable conservation status, new development must be phosphorus neutral. As Christchurch is at the bottom end of the river, the opportunity to implement mitigation measures is limited. Instead, applicants will need to secure phosphate credits to mitigate the impact of the development as described above for Poole Harbour.

New Forest

The New Forest is one of the largest tracts of semi-natural vegetation in the country, and as such is one of our most important wildlife sites. The New Forest is classified as an SPA for its breeding and overwintering of protected bird species, SAC for its habitats and species, and a Ramsar site for its wetlands.

Similar to the Dorset Heathlands the adverse effect is largely recreational disturbance of nesting birds. Recent evidence recommends that new development within a 13.8km zone of influence as shown in figure 6.2, can increase visitor pressure on the New Forest and requires mitigation. This covers all of the Bournemouth and Christchurch areas.

Figure 6.2 The 13.8km zone of influence around the New Forest



Source: New Forest SAMMs 2023 (Footprint Ecology)

To enable the councils to grant planning permission for proposals for a net increase in dwellings within the New Forest zone of influence, applicants are required to pay SAMMs in accordance with the rates on our website. The mitigation will be spent on measures outside of the BCP boundary, with partners Dorset Council, Eastleigh Borough Council, Fareham Borough Council, Forestry England, Natural England, New Forest District Council, New Forest National Park Authority, Southampton City Council, Test Valley Borough Council and Wiltshire Council.

Local wildlife sites

Species and habitats of local importance are also recognised and designated Sites of Nature Conservation Interest (SNCI) or Local Nature Reserves (LNRs). There are further protections afforded to habitats and species of principal importance to biodiversity, including ancient woodland, veteran trees, watercourses and wetland.

Species of national importance are set out on the Section 41 List of Species of Principal Importance. These include bats where we need to protect bat habitats, often in roof spaces and feeding areas that can be adversely affected by light pollution.

Policy NE2: Habitats sites and local wildlife sites

A. Habitat sites

The council as competent authority under the Habitats Regulations will only grant planning permission for new development where it would not lead to any adverse effects upon the integrity of habitats sites, either alone or in combination with other plans and projects. Where adverse impacts are identified, measures must be put in place to avoid or mitigate these impacts through measures set out in the council's mitigation strategies and any subsequent updates:

- Dorset Heathlands Planning Framework 2020-2025 SPD (2020);
- Dorset Heathlands Interim Air Quality Strategy 2020-2025 (2021);
- Nitrogen Reduction in Poole Harbour SPD (2017);
- Poole Harbour Recreation 2019-2024 SPD (2020); and
- New Forest SAMM Strategy (2023).

1. Dorset Heathlands

a. Urban development pressures

To avoid/mitigate harm to heathland sites, proposed developments involving a net increase in residential dwellings or other uses such as tourist accommodation:

- i. will not be permitted within the 400-metre heathland consultation area as shown on the policies map, unless it can be demonstrated that the development would not have an adverse effect upon the integrity of the habitat site; and
- ii. will be permitted between 400 metres and 5 km of a heathland if mitigation is provided in accordance with the advice set out in the Dorset Heathlands Planning Framework SPD.

In instances where a development site lies partly within the 400-metre consultation area, the issue of the development proposal's potential adverse effect will be considered in light of the individual consultation response from Natural England and taking into account the advice given in the Dorset Heathlands Planning Framework SPD.

b. Air Quality

Proposed developments involving a net increase in residential dwellings within 5km of heathland as shown on the Policies map will provide mitigation in accordance with the measures in the Dorset Heathlands Interim Air Quality Strategy.

2. Poole Harbour

a. Nutrient neutrality

Development proposals that would result in an increase in nutrient loading within the Poole Harbour catchment will need to demonstrate compliance with the Habitats Regulations. If required, this may include the provision of appropriate avoidance/mitigation measures to ensure development is 'nutrient neutral' and that the development would not have an adverse effect on the integrity of the Poole Harbour SPA, SSSI and Ramsar site due to increased nutrient loading.

b. Recreational Pressures

Development proposals for any net increase in residential dwellings or tourist accommodation within the Poole Harbour Recreation Zone as shown on the Policies map will need to make provision for avoidance/mitigation measures to ensure that additional effects arising from

recreational activity do not have an adverse effect on the integrity of the site, as set out in the Poole Harbour Recreation SPD.

c. Other adverse effects

The impacts of other development proposals on Poole Harbour will be considered on a site-by-site basis and be subject to appropriate assessment in line with national legislation and the Habitats Regulations. Development proposals should, therefore, be accompanied by information reasonably required to undertake an appropriate assessment, and full details of any proposed site-specific mitigation.

3. River Avon

Development proposals for any net increase in residential dwellings, tourist accommodation or a tourist attraction, will provide mitigation in accordance with the River Avon Nutrients Strategy where the development will be connected to Christchurch Waste Water Treatment Works or within the catchment of the River Avon.

4. New Forest

Development proposals resulting in a net increase in residential dwellings or tourism accommodation within the 13.8km New Forest Recreation Zone as shown on the Policies map will provide mitigation in accordance with New Forest SAMMs.

5. Provision of Mitigation

- a. Nutrient mitigation to offset nutrient impacts upon Poole Harbour and the River Avon must be secured by the applicant prior to occupation. The applicant must demonstrate that the required amount of nutrients can be secured through a nutrient credit scheme before the council can complete the habitats regulations assessment and conclude no adverse effect.
- b. SAMMs must be paid to the council prior to occupation. SAMMs will be secured by Section 106 Agreement to enable the council to conclude no adverse effect when undertaking the habitats regulations assessment.
- c. The council will use CIL to deliver mitigation measures for HIPs, PHIPs and air quality. If the development is CIL liable, the council is able to conclude no adverse effect when undertaking the habitats regulations assessment. The applicant will pay CIL upon commencement enabling the Council to secure mitigation measures prior to occupation.
- d. For developments exempted from CIL such as Prior Approvals and or there is no net increase in floorspace the applicant can secure mitigation via a contribution payment form prior to occupation.
- e. Some developments will also be required to implement other mitigation measures, determined on a case-by-case basis with advice from Natural England.
- f. The council will work with neighbouring councils, statutory bodies and landowners to implement the mitigation measures and secure them in perpetuity.

B. Local wildlife sites

1. Proposals for development that affects biodiversity, and any sites containing species and habitats of local importance, including Sites of Nature Conservation Interest (SNCI), Local Nature Reserves (LNR), ancient woodland, veteran trees and species and habitats of principal importance must:
 - a. demonstrate how any features of nature conservation and biodiversity interest are to be protected and managed to prevent any adverse impact;
 - b. incorporate measures to avoid, reduce or mitigate disturbance of sensitive wildlife habitats throughout the lifetime of the development; and
 - c. seek opportunities to enhance biodiversity through the restoration, improvement or creation of habitats and/or ecological networks.

2. Removal or damage of features of nature conservation/biodiversity interest will only be acceptable in exceptional circumstances. Where relevant, new development should seek to incorporate ecologically sensitive design features to secure a net gain in biodiversity as appropriate.
3. The effects and impacts of light pollution from development shall be mitigated to ensure there is no adverse effect on species or habitats, in particular bats and near sensitive wildlife conservation areas.

Local Nature Recovery Strategy

The government's 25 Year Environmental Plan, enacted by the Environment Act 2021, identifies the need for a Nature Recovery Network which will set out a national network of wildlife rich places across England. The network will include already designated sites for nature conservation, as well as identifying opportunities to enhance existing wildlife sites, create new wildlife rich habitats and connections to the existing ecological network. The improvements for biodiversity will also provide benefits in terms of improving landscapes, providing natural solutions to counter climate change, reduce carbon and flood risk and improve health and well-being through better opportunities to connect with nature.

The Dorset Local Nature Partnership has published maps showing the existing and potential ecological network, and these form part of the evidence base for this plan. The existing Dorset ecological network includes all internationally, nationally and locally designated wildlife sites, and other areas of important green space within Dorset. It also includes a number of much smaller sites which provide important stepping stones and corridors to the larger sites.

In addition, a higher potential ecological network has been identified. This includes buffer sites around existing larger ecological network sites and smaller sites which currently score lower for biodiversity, but that could be enhanced to support and strengthen the existing network. Full details of the ecological network maps can be viewed on the Dorset Local Nature Partnership website [Ecological-Networks-Guidance-2020.pdf \(dorsetlnp.org.uk\)](https://www.dorsetlnp.org.uk/Ecological-Networks-Guidance-2020.pdf). It is important to note that some areas of valuable habitat, such as species-rich hedgerows, road verges, ponds and veteran trees, may be too small to be shown on the maps, but contribute to the ecological network and should be considered as such, even if they are not recorded on these maps.

A Local Nature Recovery Strategy (LNRS) is also being worked on in collaboration with Dorset Council. The LNRS will identify the priority habitats and those locations considered important for nature recovery. This will help to guide the type and location of habitat creation and other green infrastructure included in developments, to ensure they make a positive contribution to the objectives of the strategy. The LNRS when complete, will also help to direct off-site biodiversity net gain to those areas of strategic importance.

Biodiversity Net Gain

New development has the potential to impact on biodiversity. Consequently, the Environment Act 2021 has introduced a mandatory requirement for all new development (with some exemptions) to achieve at least 10% biodiversity net gain. It is expected that the net gain is achieved on the development site, unless it can be demonstrated that this would not be possible or beneficial to wildlife whereby an off-site solution will be required.

Once finalised, the LNRS will provide guidance on areas identified as being of strategic importance to consider for off-site biodiversity net gain, and in the interim, whilst the LNRS is being completed, Dorset's Ecological Network Maps should be used to identify priority areas for habitat creation, and these can be viewed via the council's Biodiversity Net Gain webpage [insert link].

Any sites used for off-site habitat creation or enhancement must be properly registered on the National Register for Off-site Biodiversity Net Gain, prior to the submission of the planning application. The use of such sites must be agreed with the Local Planning Authority as providing appropriate compensation for the

habitat that would be lost as a result of the development. All habitats created or enhanced to meet the requirements of biodiversity net gain will need to be legally secured and maintained for a minimum period of 30 years. A Habitat Management and Monitoring Plan will need to be agreed with the local planning authority.

The Environment Act exempts the following applications from the mandatory biodiversity net gain requirements:

- development impacting habitat of an area below a 'de minimis' threshold of 25 metres squared, or 5m for linear habitats such as hedgerows and watercourses;
- householder applications;
- biodiversity gain sites (where habitats are being enhanced for wildlife); and
- small scale self-build and custom housebuilding.

These applications will still be expected to show a measurable net gain in biodiversity through the provision of on-site habitat enhancement and/or species-based enhancements in accordance with our [Biodiversity Guidance](#).

Policy NE3: Biodiversity Net Gain

Development proposals must demonstrate how they are making a positive contribution to biodiversity. Development should look to deliver this on site wherever possible.

1. For development proposals subject to mandatory Biodiversity Net Gain:

- a. On site habitat creation and enhancement should:
 - i. be of suitable size and design for its intended function and to achieve proposed outcomes for biodiversity;
 - ii. seek to link into the existing ecological network where appropriate and take opportunities to expand and connect with existing wildlife sites; and
 - iii. include a suitable long-term management and maintenance plan.
- b. Where it can be demonstrated that suitable on-site biodiversity net gain is not practicable, off-site habitat creation or enhancement may be acceptable and should seek to:
 - i. be local to the development site;
 - ii. consider sites identified within the Local Nature Recovery Strategy as 'strategically significant';
 - iii. provide those habitats identified within the Local Nature Recovery Strategy as 'priority habitats';
 - iv. take opportunities for expanding or connecting existing wildlife sites; and
 - v. include a suitable long-term management and maintenance plan.

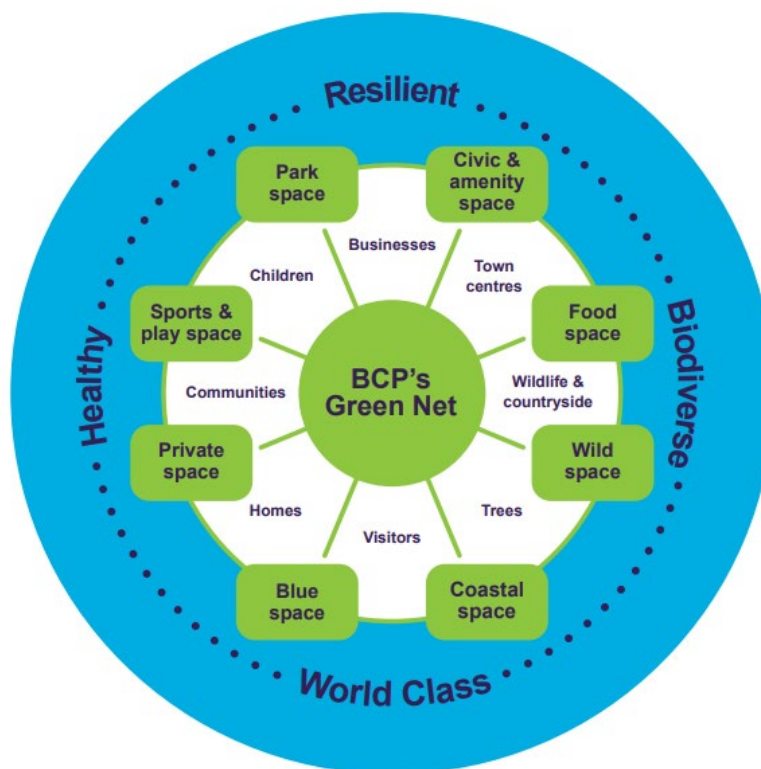
2. Development proposals on sites exempt from Biodiversity Net Gain, or where the biodiversity baseline is zero, should provide habitats and species enhancements in accordance with the BNG guidance note.

Green infrastructure

Green infrastructure is a descriptive term encompassing a wide range of multi-functional green and blue spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits for nature, climate resilience, and communities. Green infrastructure includes among other assets, open spaces, parks, fields, beaches, woodlands, rivers, trees and other water bodies. Green infrastructure has a positive impact on health and wellbeing by enabling contact with nature, space for physical activity, supporting mental health.

The council has adopted a Green Infrastructure Strategy which sets out the council's ambitions for investing in green infrastructure across the conurbation, to reverse biodiversity loss, support high quality placemaking, improve health and wellbeing and strengthen our resilience to climate change. The aim is to create a multi-functional green infrastructure network for Bournemouth, Christchurch and Poole, called the 'Green Net'. The Green Net provides a natural health service and life support system for our communities and provides the backdrop to people's everyday lives as shown in Figure 6.3.

Figure 6.3 The BCP Green Net



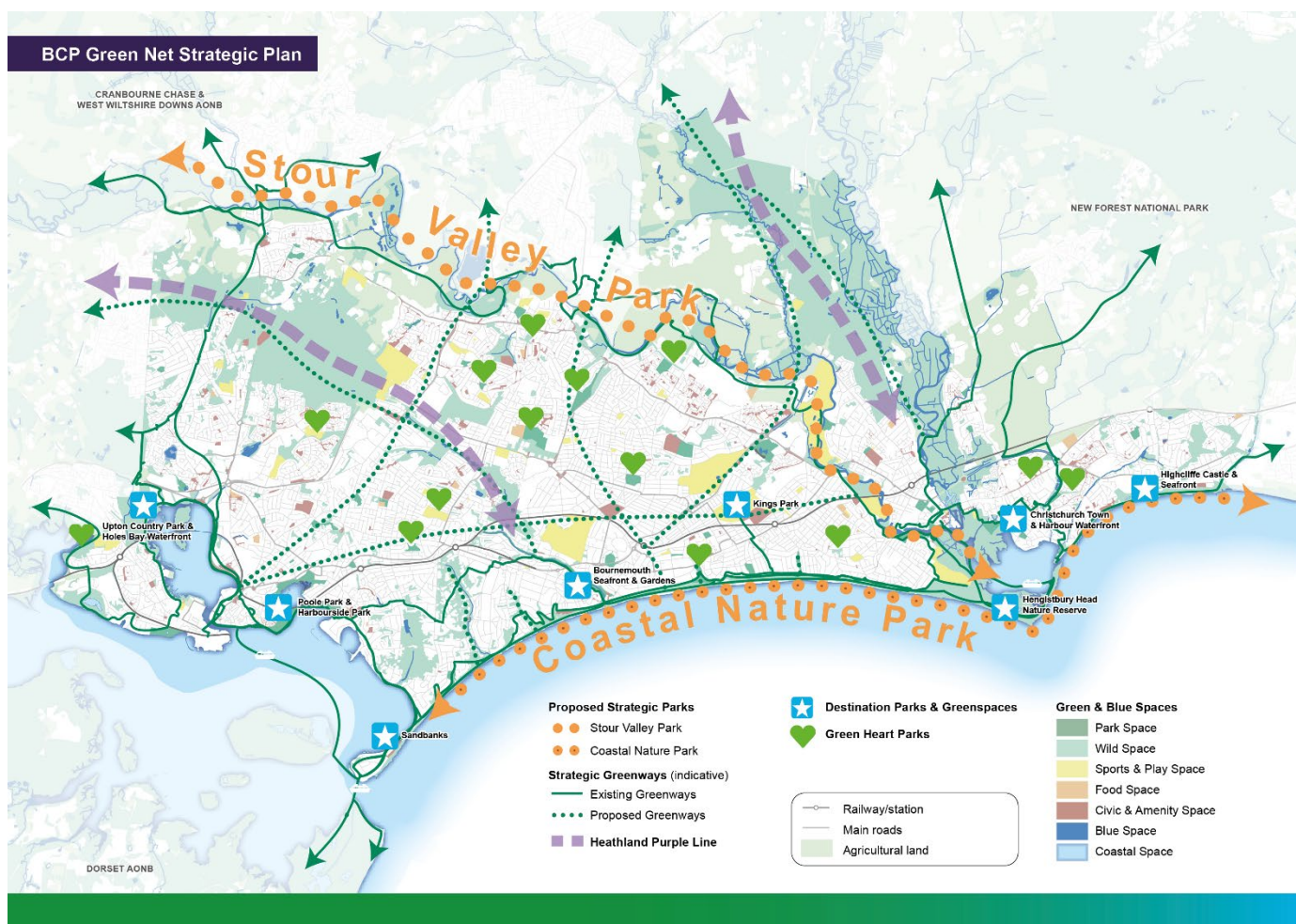
Through the Green Infrastructure Strategy the council will seek to safeguard the existing Green Net by maintaining and enhancing existing green infrastructure, and by identifying opportunities to deliver improvements to it. For example, there may be gaps in the Green Net or areas devoid of greenery where development sites can provide trees and/or landscaping to add to the network.

The 'BCP Green Net Strategic Plan' identifies the existing network and key priorities for improvement and delivery as shown in Figure 6.4.

Some of these can be directly influenced by development or implemented through the spending of developer contributions. The key priorities are:

- developing landscape scale green spaces and connections;
- sustaining our destination parks;
- breathing new life into our community parks to improve the quality of facilities and making them inclusive and accessible to all;
- delivering urban greening, wildlife corridors, tree planting and pocket parks in our urban areas; and
- protecting the Dorset Heathlands and mitigating the impact of recreational disturbance through the provision of Heathland Infrastructure Projects

Figure 6.4 The BCP Green Net Strategic Plan



A detailed map of the existing 'Green Net' which includes the existing ecological network, parks and green spaces, can be found on the council's Green Infrastructure webpage [insert link] which can be used to see how a site relates to the existing green infrastructure network.

Urban greening

Our Green Infrastructure Strategy recommends incorporating urban greening into development as part of the site and building design. Urban greening is particularly important for helping us to adapt to climate change and to promote healthy living. This can be achieved by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage.

The Urban Greening Design Guide explains how we expect all development to provide urban greening on site and use the Urban Greening Factor to inform and evaluate the quality and quantity of urban greening in new development. For major developments we will expect proposals to achieve a score based on the Natural England Urban Greening Factor planning tool of 0.4 for residential development, 0.3 for commercial development. Guidance on calculating these scores is provided in the Urban Greening Design Guide.

The council's 'Green Infrastructure Focus Map' can be viewed on the Green Infrastructure webpage and provides an evidence base which includes details of existing tree canopy cover, air quality levels, surface water flooding and heat mapping. The information can be used to identify where green infrastructure improvements are most needed and also the type of green infrastructure that might be the most useful.

Urban greening should, in conjunction with the requirements for biodiversity net gain and tree canopy cover which are discussed below, take a complementary approach that delivers on all requirements.

Trees woodland and hedgerows

Trees play an important part in the health and wellbeing of the community by improving air quality, combatting flooding and providing shade, as well as making a significant contribution to biodiversity. The Urban Forest Strategy (2023) concludes that our overall tree canopy cover is good, but there are inequalities across the BCP area, with concerns over an ageing tree stock and ongoing loss of trees as the result of development, losses from private gardens and failure to restock trees in parks and streets. The strategy aims to reverse this trend by increasing the extent of the overall canopy cover across the BCP area, by reducing neighbourhood disparities, and nurturing a healthy, diverse and climate-resilient local tree population.

Trees, woodlands and hedgerows take decades to mature and realise their full benefits, therefore in the first instance every effort should be made to retain and enhance trees, woodlands and hedgerows as part of development proposals. While some trees and woodlands are protected by Tree Preservation Orders there are some non-protected trees and woodlands that make a positive contribution to the visual amenity of an area or have significant canopy cover. This may be due to their size or appearance, either individually or as a group. We will resist the loss of semi-mature trees unless the loss can be justified by other benefits. Semi-mature trees are defined by the British Standards Institution and Horticultural Trades Association as trees with an overall height in excess of 4 metres and or a stem girth measurement (circumference) of 20 centimetres or larger.

The strategy recommends that tree canopy cover is increased as part of new development, and we will therefore expect proposals for development to retain and enhance tree canopy cover wherever possible and contribute to targets to increase canopy cover. Major development proposals will need to undertake a Tree Canopy Assessment in line with our guidance. The provision of tree canopy cover can form part of the urban greening calculation and is likely to contribute towards biodiversity net gain.

There may be some limited situations where the provision of increased tree cover is more challenging. If there are sound reasons why this cannot be achieved, then alternative forms of urban greening should be provided.

Food growing

Allotments, orchards, community gardens and growing spaces play an important role in enabling small-scale local food production and supporting community cohesion, as well as having educational and biodiversity benefits. By providing outdoor food growing opportunities they can also help to improve health and reduce health inequalities. Major developments should therefore aim to provide community gardens, community orchards, allotments and/or growing spaces within communal areas.

Policy NE4: Green infrastructure

1. Applicants must demonstrate how proposals will incorporate green infrastructure into new development via their Design and Access statement, showing how the following have been considered:

- a. The BCP Green Infrastructure Strategy;
- b. Existing ecological network;
- c. The BCP Urban Greening Design Guide, including the urban greening factor score;
- d. The BCP Tree and Woodland Strategy;
- e. Food growing; and
- f. Biodiversity Net Gain.

2. Existing Ecological Network

The existing ecological network as shown on the Policies map will be protected for wildlife movement and where appropriate public enjoyment. Development proposals on land within or adjacent to the existing ecological network must respect its function and integrity.

3. Green Infrastructure

Development proposals that contribute to the delivery of a high quality and multi-functional green infrastructure network will be supported. Proposals should:

- a. retain and enhance the quality and connectivity of existing green infrastructure where this can be incorporated into the development proposal;
- b. identify and incorporate opportunities for the creation of new green infrastructure, including green infrastructure that creates connections beyond the site boundary; and
- c. secure appropriate long-term management, maintenance and funding of any green infrastructure on site or directly related to the development.

3. Urban Greening

Development proposals must include urban greening as part of the site and building design in accordance with the BCP Urban Greening Design Guide. Urban greening can include green roofs, trees in streets and public realm, and nature-based sustainable drainage.

- a. On major developments urban greening must be provided on site and should show how design development has carefully considered the potential to achieve an Urban Greening Factor score of 0.4 for predominantly residential development and 0.3 for predominantly commercial development; and
- b. For all other development the applicant must demonstrate how urban greening has been considered and incorporated in the design.

4. Trees

Development proposals must ensure that existing trees of value are retained and incorporated into the design, following the guidance in the Urban Forest Strategy.

For major development:

- a. A Tree Canopy Cover Assessment must be provided that demonstrates how the development will incorporate trees on-site, and:
 - i. where there is no existing tree canopy cover, provide a minimum of 10% tree canopy cover (upon maturity) across the whole site area; or
 - ii. where there is existing tree canopy cover, provide a minimum increase of 10% tree canopy cover (upon maturity over the existing onsite tree canopy cover); or
 - iii. where there are existing ecological, historical, landscape or operational reasons that justify not meeting the canopy requirements of a.i. or a.ii. (as applicable), provide evidence to support this and agree an alternative percentage of canopy cover with the council; and
- b. Where new streets form part of the proposal, tree lined streets must be integrated into the design where appropriate and acceptable in highway terms.

5. Food growing

Major new residential developments should seek to enhance local food growing opportunities by providing community gardens, community orchards, allotments and/or growing spaces within communal areas.

Our Coastline

The coastal areas within Bournemouth, Christchurch and Poole makes a valuable contribution to the character and identity of the local area. It is also an asset for tourism, employment and the quality of life of our residents. It is symbolic of the BCP area.

The features that contribute to the character and appearance of our coast are varied. The cliffs and chines fronting Poole Bay have a largely natural appearance in some areas, with artificially maintained sandy beaches backed by relatively steep cliffs. In places, promenades, beach huts and seafront facilities add to the vibrancy of the seafront. The sheltered shallow waters of Poole and Christchurch Harbour comprise a mosaic of mudflats, sandflats, saltmarshes and reed beds. The western edge of Poole Harbour falls within the Dorset Area of Outstanding Natural Beauty (AONB) where protection is extended to include the need to ensure quiet enjoyment of the area. The interface of the built-up area with the coast contains a mixture of open space, commercial, residential and marine activities, the character of which varies in different parts of the coast.

The BCP Seafront Strategy (2022) sets out the different shoreline characters and identifies opportunities for enhancement in different areas. It includes a range of initiatives which are aimed at conserving the natural environment; improving the range of facilities to encourage visitors all year round; and investing in ageing infrastructure to preserve core services. Possible facilities range from cafés to sporting facilities, kiosks and additional beach huts.

Our Coastal Nature Park aims to create a joined-up network of trails and access to and between Poole and Christchurch Harbours with wayfinding, interpretation, wildlife engagement opportunities and specific enhancements of information gateways such as Steamer Point, Stanpit Marsh, Lake Pier, the cliffs and chines. We aim to improve access points at Shelley Park to Boscombe Cliff.

The Sandbanks peninsula has an iconic beachline which is an important recreational amenity and a popular tourist destination. However, due to the economic land value, opportunities for re-development within Sandbanks are also highly sought after. The policy therefore aims to protect the beach from development by only permitting minor ancillary structures such as single storey boathouses, shelters, slipways, groins and beach nourishment works, within 25m of the landward edge of the beach.

Sand dunes around the coastline, including the Sandbanks peninsula, Hengistbury Head and Mudeford Spit will be protected as they provide important habitat for protected species including sand lizards. We will need to balance the management of this habitat with measures needed to address the risks of flooding, coastal erosion and landslides.

Boating, mooring and jetties

A range of boating activities take place both for recreation and commercial purposes. To support these activities, it is necessary to have boatyard facilities to provide for both storage and repair. There is little opportunity to establish new boat yard facilities in the area and therefore the policy seeks to retain existing boatyards and storage facilities.

The scope for new mooring points and jetties varies in different parts of the shoreline. In some areas the development of jetties, slipways and other similar structures will be prohibited as they can have an adverse effect on habitat sites. In less sensitive locations the shared use of existing jetties or slipways is preferable but if new structures are proposed they will only be permitted where they are designed in an environmentally sensitive manner and made of suitable materials.

Geodiversity

Geodiversity is the range of rocks, fossils, minerals, soils, landforms and natural processes that go to make up the Earth's landscape and structure. Geodiversity can be important for its intrinsic, scientific, heritage

and/or educational value. The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of geology, provide guidance and increase the appreciation and understanding of the geological heritage of the area. Across the BCP area there is only one Regionally Important Geological Site, the old sea cliff at Whitecliff recreation ground, Poole. Development should not adversely affect this site.

Policy NE5: Coastline

Coastline

1. Development along our coastline will be permitted where it:
 - a. preserves and enhances the existing shoreline character;
 - b. is in accordance with the Seafront Strategy, Marine Plan and Policy C5: Coastal Erosion and Sea Cliff Stability;
 - c. protects the undeveloped nature of the Sandbanks beachline, with only minor, ancillary structures permitted within 25 metres of the landward edge of the beachline; and
 - d. proposals do not prejudice coastal protection works.

Beaches

2. Proposals for new structures and alterations to, or redevelopment of, existing structures (such as beach huts, kiosks, cafes and hotels etc.) will be permitted provided that:
 - a. the siting and position, height and number of structures would not detract from views to and from the cliffs, the sea, the beach or chines;
 - b. the ground conditions in relation to ground stability and drainage are suitable;
 - c. public access to the beach and use of the promenade is retained and wherever possible, is improved;
 - d. the proposal is in accordance with the FCERM guidance note; and
 - e. flood risk has been considered in accordance with Policy C6.

Boating, mooring and jetties

3. Any proposal for additional marina, jetty, slipway, boatyard or other boating or mooring facilities will be permitted provided that it does not:
 - a. fall within one of the Poole Harbour edge protection zones as shown on the Policies map;
 - b. visually detract from the shoreline character; or
 - c. cause harm to National Network Sites unless this can be satisfactory mitigated.

The loss of any existing boat yards and boat storage will not be permitted.

The countryside

The Dorset Landscape Character Area Assessment provides a detailed assessment of the landscape character areas that wrap around the edge of the conurbation [Landscape Character Assessment Map - Dorset Council](#). It identifies different areas of landscape character including lowland heath, river terrace, valley pasture and heathland/farmland. The areas covered by the study are all within the Green Belt and any proposals within these areas would need to meet the requirements of Green Belt policy set out in the NPPF. Where development is suitable within the Green Belt it should be mindful of the defining features of these landscape characteristics identified in the assessment.

The lowland heath areas, particularly those located on higher or open ground at Canford Heath, Corfe Hills, Hengistbury Head and St Catherine's Hill, and the countryside north of Christchurch, provide a strong landscaped setting to the town. The natural high points combined with wooded slopes, tree lined ridges and the abundance of trees that form part of the built-up area create a strong natural backdrop to the area in longer views where, with the exception of some buildings within the town centres, buildings are typically viewed as nestled amongst the trees.

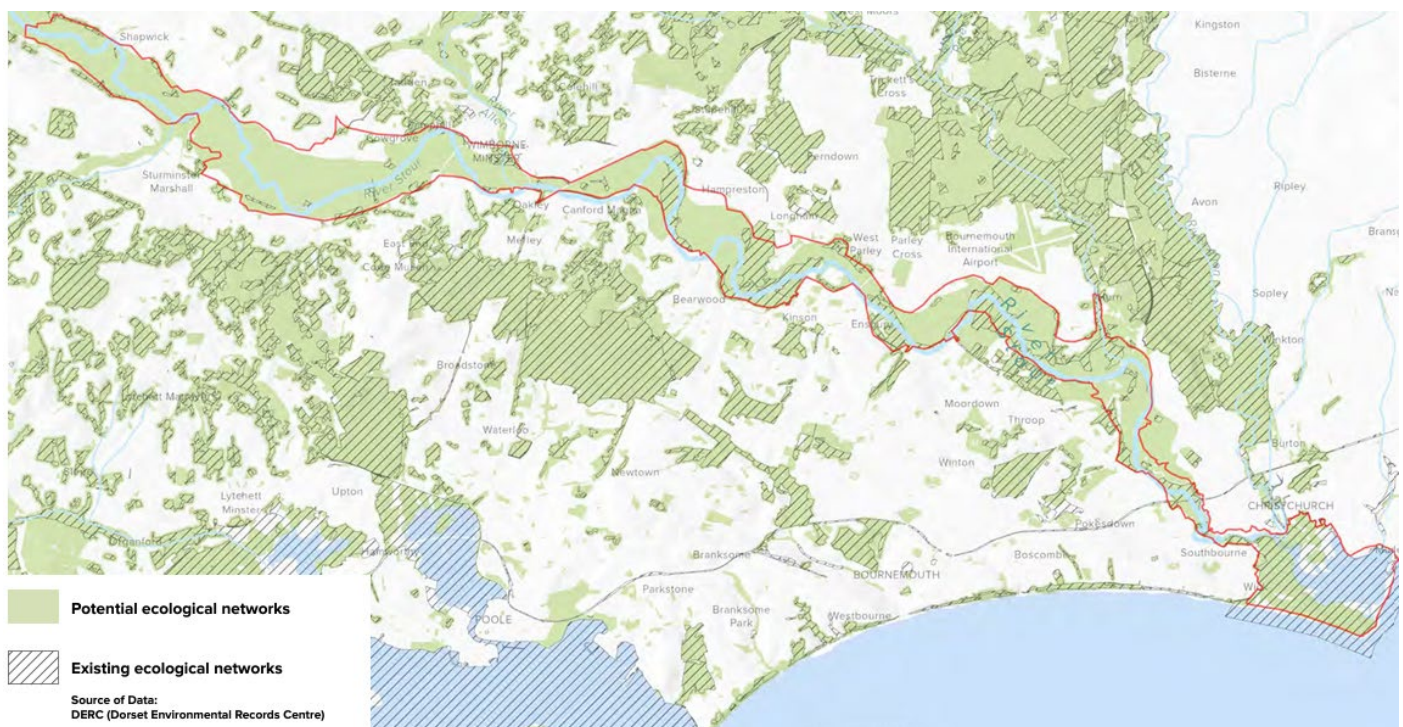
The Stour Valley

The lower Stour Valley river corridor runs from west of Wimborne in Dorset, across the north of Poole and Bournemouth and into Christchurch Harbour as shown in red in Figure 6.5. The area has potential for a significant recreation and habitat resource and is identified as a key strategic project within the Green Infrastructure Strategy. Fragmented sections of the valley are already publicly accessible, with the Stour Valley Way linking open spaces adjacent to the river. However, more extensive and coherent cycling and walking access through the valley and increased provision for environmentally friendly activities will greatly enhance opportunities for outdoor recreation.

As shown on the map, the Stour Valley will provide an important ecological corridor and link to existing ecological corridors. There is also potential to provide SANGs, thereby deflecting recreation pressure from sensitive heathland habitats. The Stour Valley would benefit from sensitive habitat and landscape enhancement including sustainable land management such as traditional grazing, natural flood attenuation and local food production.

The council is a partner in delivering the Stour Valley strategy and business plan. To provide for better access to the valley, and to act as focal points, gateways are proposed. Where feasible these gateways should provide for visitor centres, educational activities, interpretation and public facilities similar to those at Hengistbury Head and Kingfisher Barn.

Figure 6.5 Stour Valley river corridor project



Source: The Stour Valley Park Strategy, The Stour Valley Park Partnership, 2022

Policy NE6: Countryside

1. Landscape character

Proposals should have regard to the landscape setting of the BCP area by:

- a. integrating with the defining elements of character identified in the Dorset Landscape Character Area Assessment;
- b. preserving the open character of the Dorset Heathlands;
- c. preserving or enhancing the prominent tree covered slopes, ridges and chines; and
- d. preserving or enhancing the setting of the Dorset AONB, Cranborne Chase AONB and the New Forest National Park.

2. The Stour Valley

The Lower Stour Valley river corridor will provide a significant recreation and habitat resource to the north of the BCP area. Proposals should have a natural rather than urban character and accord with the Stour Valley Strategy which seeks to:

- a. promote sustainable public access to and within the Stour Valley;
- b. create a continuous walking, cycling and bridleway route through the valley, including links across the River Stour;
- c. provide gateways into the valley offering education, interpretation and other public facilities;
- d. enhance biodiversity and restore habitat including floodplain, grazing marsh, reed beds, wet woodland and in-stream corridor habitats; and
- e. create flood water attenuation and storage.

Open space

The provision of attractive, accessible and multi-functional open space adds significantly to the environmental quality of our area and helps to support physical activity and social wellbeing. Public open space includes all unrestricted publicly accessible parks, amenity areas, play areas, recreation grounds, woodland, the beaches and heathland. These are shown on the Policies map. It is important to safeguard existing areas and their facilities and to provide new facilities/or improve the quality of existing facilities as an integral element of new development, this should include high quality signage and welcome information.

To ensure sufficient open space is provided for future residents, all existing areas of open spaces will be retained unless new development is ancillary to the main use of the space and enhances the overall function and attractiveness of the open space. Examples include changing rooms, play provision and cafés.

The majority of new residential development across our area will not need to provide additional public open space on site, either due to their small scale or their location. These developments will need to provide private outdoor amenity space alongside specific urban greening or biodiversity net gain on site. The council will continue to enhance public open spaces through the use of CIL.

There will be some large sites, such as the strategic urban extensions, which will need to incorporate new public open for future residents. Where these sites are known, the public open space requirements are set out within the site allocation policy. If large sites come forward as windfall development, the need to provide public open space on site will be assessed on a case by case basis with regard to the council's open space standards in figure 6.6 and the BCP Green Space Play and Wheeled Activity Strategy & Design Guide.

Figure 6.6 – Our open space standards

Type of space	Quantity: Ha per 1000 population	Accessibility: Walking distance
Local Park / recreation grounds / amenity space	1	400m (5 mins)
Children and young people (play)	0.2	400-600m (5-8 mins)
Outdoor sports facilities	Needs derived through detailed Playing Pitch Needs Assessment	

Provision of public open space across the BCP area should seek to meet the minimum size and maximum journey distances as set out in figure 6.7, enabling all residents to have accessibility to high quality and multi-functional greenspaces.

Allotments are valuable open spaces that provide people with the opportunity to enjoy regular physical exercise, meet new people and benefit from a healthier diet. There are many legal safeguards in place to protect allotments. The existing allotments will therefore be retained unless replacement allotment space is provided or it can be demonstrated that the existing space is surplus to requirements. In assessing, if allotment space is surplus to requirements, consideration will be given to the number of existing plot holders, the number of people on the waiting list for that site and if the availability of plots has been actively promoted and publicised.

Figure 6.7 Natural England's accessible greenspace standards



Source Green Infrastructure Standards for England - Summary Green Infrastructure Framework - Principles and Standards for England (2023)

Policy NE7: Public open space

1. Existing public open space

Existing open space including recreational land and school playing fields, will be protected from development unless:

- replacement provision of equivalent or greater area and quality is provided in a suitable location to meet the needs of the community;
- it can be demonstrated that the land is surplus to requirements through a robust and up to date needs assessment

- c. the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or
- d. the development is ancillary to the use of the space and retains or enhances its recreational function.

2. Public open space as part of new development

In accordance the BCP Green Infrastructure Strategy:

- a. new development should, where appropriate, contribute to the provision of a high quality network of public open space; and
- b. provide new public open space in accordance with specific site allocations and BCP's Open Space Standards that is well designed to accommodate the needs of a range of different users.

Proposers of large windfall sites should discuss public open space requirements with the Local Planning Authority as part of the pre application process. The requirement will have regards to the council's open space standards, the proximity and size of any existing open spaces, the overall amount of open space in the ward and the size and type of the development.

7. Our built environment

Our built environment plays a critical role in the attractiveness of the area, and it is crucial that the design of new development enhances the positive characteristics of our distinctive towns and communities. This section sets out our vision, strategy and policies for the design of development, effective placemaking and our historic environment.

Design and high quality places

The NPPF states that “the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve”. The government has prepared a National Design Guide which identifies that, at the highest level, well-designed development is that which is “fit for purpose; durable; and brings delight”. The National Design Guide goes on to identify well-designed places:

- enhance their surroundings;
- are attractive and distinctive;
- feature a coherent pattern of development;
- are accessible and easy to move around;
- enhance and optimise nature;
- feature public spaces that are safe, social and inclusive;
- feature mixed and integrated uses;
- feature buildings that are functional, healthy and sustainable;
- are efficient and resilient, and;
- are made to last.

While there are parts of the BCP area that exhibit the qualities of well-designed places, there are examples of poor quality places and mediocre design that has failed to integrate successfully with our distinctive towns and communities. Some of this development has failed to create sustainable communities, resulting in large single use, low density residential areas where people are more likely to have to use private vehicles to access facilities and services they need.

We are strengthening our design and placemaking policies and strategy to ensure new development supports the creation of well-designed places that integrate with and contribute positively to the distinctiveness of our communities and support more sustainable lifestyles.

Our design vision

Our design vision is to improve design quality in Bournemouth, Christchurch and Poole, facilitating the creation of sustainable communities that celebrate local distinctiveness by enhancing the character and appearance of the area, and to better involve the community in shaping the character and appearance of where they live.

To achieve this, new developments need to be carefully planned and designed to ensure they function well, are sustainable, make efficient use of land, respect surrounding uses and respond positively to valuable townscape and landscape characteristics. This includes preserving, enhancing or better revealing the special interest of heritage assets as part of development while supporting appropriate innovation.

Along with the policies in this chapter, the requirements of new development to address the climate and ecological emergency are also set out in other chapters; expectations requiring sustainable standards of construction are set out in chapter 5.

Design codes and SPDs

Design codes provide clear and detailed parameters and requirements for the design of development within specified areas. They are highly beneficial in locations where higher levels of development are expected to come forward or enhancements to the existing built environment are desirable. They can provide a platform for local communities to get involved in shaping where they live and provide developers with increased certainty in terms of expectations for development.

We will prepare design codes for parts of the BCP area and these will be taken forward as SPDs. Communities can also prepare their own design codes, typically as part of neighbourhood plans, and where these are prepared, they must be consistent with development plan policies. All design codes should be prepared through engagement with local communities.

Independent design review

Independent design review involves the assessment of proposals by an impartial panel of built environment experts. Proposals that are either strategic in nature due to their scale or have public significance are expected to be informed by an independent design review. The requirements will be discussed with applicants at the pre application stage.

Making effective use of land

The land available for development within the BCP area is limited; making effective use of land is therefore essential. This can be achieved by ensuring the design of development realises the full potential of the site in a manner that is appropriate to its context. A balance needs to be struck to maximise the potential of a site without resulting in overdevelopment that is detrimental to the living conditions of existing and future residents or the positive characteristics of the area.

Particular attention should be given to the use of upper floors of commercial development, and single storey, single use retail development should provide residential or employment space on upper floors. In a similar vein, large areas of surface car parks should be minimised. Expanses of unused roof space should also be avoided in favour of uses such as roof gardens, green roofs and solar PV panels.

To ensure efficient use of land, development should be planned for in a comprehensive manner, this may require the assembly of a number of sites to achieve the effective use of land and better design outcomes.

Strategic Policy BE1: Design and high quality places

1. All development should support our design vision and be well designed in terms of function, character and appearance. Development must:
 - a. function well for its intended purposes and be easily adaptable, so it could be used for alternative purposes in the future;
 - b. relate to, complement and improve the overall functionality, beauty and distinctiveness of its context;
 - c. make and support effective use of land whilst taking account of the local context and constraints and opportunities of the site;
 - d. be compatible with surrounding uses and not result in an unacceptable impact upon the amenity of the public, or living conditions of current occupiers or future occupiers;
 - e. be efficient, sustainable and made to last;
 - f. feature a coherent pattern of development that is safe and easy for pedestrians and cyclists to move around;
 - g. optimise nature, trees and soft landscaping; and
 - h. preserve or enhance heritage assets and their settings.
2. Development is to be in compliance with any relevant adopted design codes or supplementary planning documents.

3. Strategic development and development with public significance is expected to be informed by an independent design review.

Townscape

The BCP area benefits from some highly distinctive built environments due to their differing origins and historical development, from our ancient harbours and vibrant town centres to sylvan garden suburbs. Our historic town centres and high streets play a particularly important role in the overall distinctiveness of the three towns as well as the sense of place within individual neighbourhoods.

Character and context

Taking into account past development trends and the future needs for housing, it is inevitable that the area will need to adapt to further change. To ensure new development is accommodated successfully it should relate to, complement and aim to improve the overall function, beauty, and distinctiveness of its context. To achieve this, the context and its positive features of existing local character need to be understood and reflected in the design response.

The National Design Guide identifies the following elements that form part of a development's context that need to be understood to inform development:

- local heritage and character, including the prevailing building heights, massing, layout, architectural style and use of materials;
- landform, topography, geography, skyline and views;
- landscape character, waterways, drainage and flood risk, biodiversity and ecology;
- access, movement and accessibility;
- environment, including landscape and visual impact, microclimate, orientation, flood risk, noise, air and water quality;
- the pattern of uses and activities, including community facilities and local services;
- social characteristics, including demographics;
- economic factors; and
- the aspirations, concerns and perceptions of local communities.

Proposals do not need to replicate every aspect of existing character and should be informed by the positive and defining qualities of the surrounding townscape character. These will vary from place to place across the BCP area. In some places there is a high degree of consistency where characteristics such as a clear building line, regular spacing between buildings and a consistent built form, scale and appearance are defining qualities of the townscape. In other areas the variety of architectural styles or the informality of building layout are positive features of the townscape. There are also some areas where the townscape is of lower quality and there is potential for development to enhance the character of the area for example, through introducing overlooking to public spaces, providing soft landscaping in areas dominated by hard surfacing or improving architectural quality. If development does seek to replicate traditional architectural styles it should be well executed ensuring the proportions, built form and massing, materials and detailing are true to the style it is trying to replicate.

The BCP Townscape Character Study (2024) identifies a range of different character types across the BCP area and highlights features that form an integral part of their character. Design Codes will be prepared to expand upon this work and help to inform appropriate development solutions.

On larger sites, particularly strategically significant sites, there may be opportunities for development to create its own character and explore the use of different housing typologies. These schemes still need to be mindful of the wider context and its positive features, but may have more scope for innovative design

solutions and have scope to be particularly innovative in their approach to integrating renewable forms of energy generation. These schemes should be discussed early in formulating proposals as part of the pre-application process.

Some locations within the BCP area benefit from varied topography, providing a dynamic townscape quality. Well-designed development responds positively to local topography, by ensuring views into, within and out of the site are enhanced, and sitting comfortably on sloping sites. The latter can be achieved by development following contours and stepping up slopes gradually.

Layout

The overall layout of a development through the positioning of buildings and spaces is critical to its success. The appropriate layout will depend on the size and location of the scheme. Development should always create an accessible, safe environment that minimises crime and fear of crime through ensuring buildings have public fronts and private backs and the positioning of doors and windows on elevations that face onto public or shared areas.

In larger, strategic schemes and estate regeneration projects, development should provide an adaptable and permeable street layout that is well integrated into the surrounding area and easy for pedestrians and cyclists to navigate, reducing the reliance on the private car. Layouts should avoid creating gated communities and any use of cul-de-sacs should ensure safe pedestrian and cycle permeability.

The majority of development within the BCP area is windfall development that either consists of the subdivision of existing plots or the replacement of an existing building with flats and/or houses. Where a proposal is replacing a property in an existing streetscene, it should reflect positive features of local character. The subdivision of an existing plot to create additional plots to the rear needs to be planned comprehensively to avoid tandem backland proposals and should not compromise future development potential on adjoining plots. Overlooking of existing properties can be a particular issue in these developments and designing new buildings to be of a lower scale to the frontage buildings can be one way to minimise potential impacts. Subdivision of plots affecting heritage assets are rarely acceptable and proposals impacting heritage assets need careful consideration in accordance with the relevant heritage policies and legislation. Further guidance will be prepared to provide further information on how to successfully design these types of schemes.

Visually interesting, beautiful and attractive development

All development should be visually interesting, beautiful and bring delight. Within the BCP area beautiful or attractive development can be achieved through:

- ensuring buildings are well articulated, with harmonious proportions and depth;
- the provision of clear and welcoming entrances;
- visually breaking up large elevations through careful composition of massing, hierarchy and rhythm;
- paying due regard to how buildings will be experienced when on foot;
- high quality detailing, in some cases this will involve incorporating decoration and ornamentation into the design either to complement the proposed architectural style or enhance the attractiveness of the proposal;
- the use of high quality, sustainable materials that are designed to age well, retaining their quality and finish;
- careful consideration of the positioning of services, utilities and pipes to avoid a cluttered appearance or the removal of soft landscaping;
- providing public art as appropriate; and
- considering the visual appearance of a site during building works or while in temporary use, for example by providing decorative hoardings.

Materials should be durable and capable of withstanding the maritime climate, which can cause rapid deterioration of some finishes such as render if they are poorly positioned or maintained.

Materials and finishes should generally reflect those in the local area, but in some areas there may be scope for these to be interpreted in a contemporary and innovative way.

Landscaping and external areas

Trees and soft landscape can positively contribute to the character and appearance of a place, and provide biodiversity and climate adaption benefits. The BCP area contains a significant number of trees and has one of the largest urban tree canopies in southern England. Some trees and groups of trees are protected by Tree Preservation Orders. In many longer views of the area, the majority of development appears nestled within treed slopes, and trees are a key defining feature of many parts of the BCP area, although the extent of tree cover varies significantly between neighbourhoods.

The incorporation of new trees and soft landscape within new development is encouraged and specific requirements are set out in the Natural Environment chapter. These features should maximise visual interest and biodiversity benefits, while enhancing the existing character of the area. The incorporation of such features can form part of new streets, open spaces and garden areas. Careful consideration should be given to the location, type and management of new trees and soft landscaping to ensure they are appropriate and can be easily maintained.

Where hard surfacing is required, attractive, hardwearing and permeable surfaces should be used, with consideration given to the management arrangements, lifetime costs, sustainability and availability of materials. Well-designed signage and street furniture will be required in some developments, this can help improve the functionality and attractiveness of scheme but should be carefully located to minimise clutter. Attaching street lighting and mounting signs to buildings will be preferable in some locations to enhance the visual appearance of the public realm.

Any parking provision should be functional, and designed and located to minimise adverse visual impacts so that parking does not dominate sites or the street scene, or result in inappropriate parking on footways or open spaces. Basement parking will generally be the preferred option where it is feasible and suitable to its context, while provision of expanses of forecourt parking should be avoided as it increases the dominance of parked cars. Where it is required, surface level car parking should be overlooked to promote security, and should feature soft landscaping and planting to reduce adverse visual impacts. All parking should be designed to ensure it is able to support electric car charging points and these are designed in from the outset.

Many developments will require bin and/or cycle storage. Well-designed developments consider the provision of these facilities at the outset so they can be incorporated into the design of the scheme. In order to protect the appearance of the street scene these features are best incorporated into the building envelope. Where this cannot be achieved they should be positioned where they will not have a negative impact on the street scene as well as being attractive and properly screened. All bin and storage areas should be in convenient and easily accessible locations for residents. Some developments are considering underground bin store solutions, these are not appropriate on classified roads or in locations where roads/pavements would be blocked at collection and need to be serviced on-site.

Assessing design quality

Proposals will need to be accompanied by appropriate information to demonstrate policy compliance, including a design and access statement where this is required by our validation checklist. The design and access statement should demonstrate that an analysis of the constraints and opportunities of the site and its surroundings has been undertaken, set out how the detailed design responds positively to its context. Where appropriate, a scheme should be supported by visualisations of the development from agreed viewpoints.

Policy BE2: Townscape

A high standard of design is required in all new developments, including extensions, alterations, and changes of use of existing buildings. All development needs to relate to, complement and wherever possible improve the function, attractiveness and distinctiveness of its context. To achieve this, development must,:

1. Character and context

- a. respond positively to, integrate with and improve the existing context considering the characteristic layout, building line, urban grain, scale, bulk, mass, built form, skyline and height of surrounding buildings;
- b. have a positive visual impact, being visually coherent, interesting and attractive;
- c. respond positively to local topography, by using built form and areas of soft landscaping to step gradually up slopes;
- d. assemble sufficient land to deliver comprehensive development that does not prejudice the future development of adjoining sites; and
- e. in the case of extensions, ensure that the positioning, scale and design is in keeping with the character of the host building and its surroundings.

2. Architectural quality

- a. take design cues from well-designed buildings in the vicinity;
- b. ensure buildings are well articulated, with harmonious proportions and clear, welcoming entrances;
- c. use careful composition of massing, hierarchy and rhythm to break up large elevations and avoid expanses of blank or monotonous facade;
- d. ensure buildings address the street and provide a suitable level of enclosure to surrounding streets and spaces
- e. use high quality, durable materials and finishes for buildings and external spaces, which are suitable for the location and function of the development;
- f. incorporate detailing and decoration where appropriate; and
- g. give special consideration to the design of buildings which terminate vistas or mark corners.

3. Natural features, landscaping and surfacing

- a. retain trees and natural features that contribute positively to the character and appearance of the site and area;
- b. incorporate trees and soft landscaping that would maximise visual interest and biodiversity benefits; and
- c. use attractive and permeable surfacing that incorporates varied planting and landscaping.

4. Public realm

- a. ensure streets, paths and other public and shared areas are overlooked and activated by windows and doors;
- b. provide a well-connected, legible, safe and permeable street and path layout;
- c. minimise clutter by carefully locating well designed signage and street furniture; and
- d. create tree lined streets and incorporate trees, gardens and public spaces.

5. External areas

- a. ensure car parking does not dominate the site frontage;
- b. provide a front boundary treatment characteristic of the streetscene;
- c. ensure access routes, driveways and car parking areas are not located adjacent to the windows of ground floor habitable rooms or living spaces;

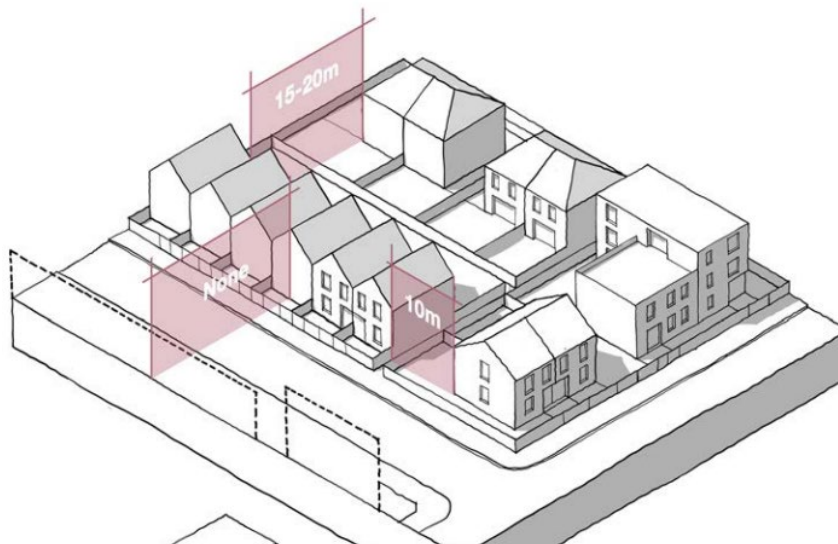
- d. provide bin and cycle stores within the building envelope that are attractive and easily accessible to residents and bin operatives, and where this cannot be achieved they should be attractive, easily accessible and located not to dominate street frontages;
- e. provide clear distinction between public and private spaces;
- f. provide attractive boundary treatments;
- g. ensure public and/or communal spaces are convenient, attractive and functional, with arrangements in place for their management; and
- h. avoid open undercroft car parking.

Living conditions

New development should be designed in a manner which protects the living conditions, or amenities of current or future individuals that adjoin a development site or would occupy a development once complete. Developments that do not preserve an acceptable standard of living conditions are indicative of poor design, overdevelopment, an unsuitable location, or a combination of these factors. Living conditions covers visual and environmental impacts. These consist of, but are not limited to, privacy, outlook/overlooking, levels of daylight and sunlight, noise, internal and external space, enclosure, wind/downdraught, shading, contamination, and pollutions in the form of light, heat, noise, air and odour. In considering a planning application, supporting information and further reports may be necessary to evidence no demonstrable harm would be caused.

The distance needed between properties to ensure appropriate privacy, in particular between the windows of habitable rooms will vary in different parts of the BCP area. In suburban settings the minimum distance back-to-back between two storey properties is 20 metres. In more urban settings such as the town centres and district centres, or dense urban neighbourhoods shorter privacy distances of 15 metres might be acceptable. The minimum side to back distance between two storey buildings is 10 metres and may need to be greater if the side and/or back of one of the buildings contains the only habitable rooms of the property. See figure 7.1.

Figure 7.1 – minimum distances between buildings



Development should also be compatible with surrounding uses, thereby not compromising the ability for existing or allocated uses to be used as intended in the present day or in future, unless a change of use has been approved and the approved use would not be compromised. For example, new residential development should not compromise the ability for a music venue to function as established.

Policy BE3: Living conditions

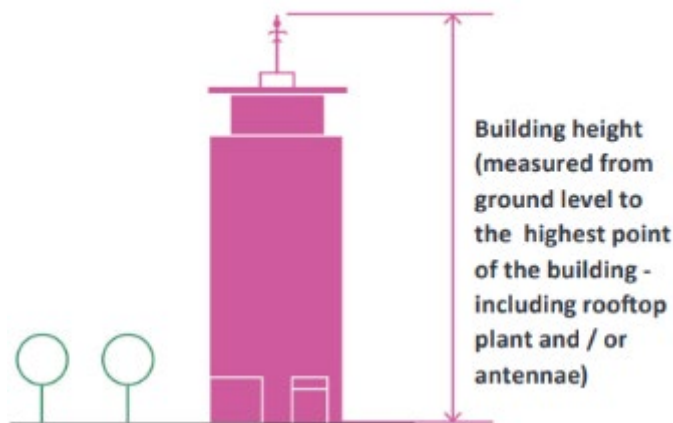
New development must;

- a. be compatible with surrounding uses and would not cause existing uses in the vicinity to curtail their activities;
- b. not result in an unacceptable impact upon public amenity or the living conditions of current or future occupiers considering overlooking, overshadowing, privacy, noise and vibration, emissions and air quality, odour, wind/downdraught, artificial light intrusion, levels of sunlight and daylight and whether the development is overbearing or oppressive; and
- c. meet the day to day needs of future occupiers.

Building heights

Building heights are one of several factors of development that can strongly influence the character of a place. We are taking a more proactive approach to managing heights. The height of a building is measured from the highest point of the building to where it meets the ground, at the main pedestrian entrance, figure 7.2.

Figure 7.2 The height of a building



High land values cause pressure for taller buildings in order for development to be viable, particularly in Bournemouth and Poole town centres. Well designed taller buildings can be appropriate, and can have a positive impact on places while helping to meet needs for new homes and employment space. However, they can have a detrimental impact on townscape character and the historic environment. They can also result in negative impacts on amenity, such as through increased downdraughts.

The Bournemouth and Poole Buildings Heights Study (2023) examined the prevailing height of existing buildings across the BCP area, sets out principles for taller buildings and considers locations within town centres where taller buildings may be appropriate. The Lansdowne area in Bournemouth town centre and the Poole town centre north are identified as being suitable locations for taller buildings.

Outside the town centres the prevailing building heights are lower and in most cases the height of new development should be consistent with other development in the immediate vicinity. There are some locations where gentle increases in height, no more than one storey taller than the prevailing building heights would not only help meet developments needs in sustainable locations but would also improve townscape quality. These locations are set out as site allocations, Local Opportunity Areas and Local Opportunity Streets in Part 2. Further locations that are suitable for gentle increases in height may be identified within Design Codes.

All development involving proposals for taller buildings needs to be designed with care to ensure adverse impacts that can arise from this form of development are avoided. In all cases proposals for taller buildings should demonstrate they are in a suitable sustainable location in relation to railway stations, high frequency bus services and close proximity to a range of facilities, services and public open space. Proposals must also consider potential impacts on heritage assets, views, townscape character and green infrastructure.

Where consideration of the suitability and sensitivity of a site suggests that a taller building may be justified, proposals will need to demonstrate how they will deliver outstanding design quality (making use of design review), high quality living environments and public benefits. Proposals should be able to demonstrate that the public benefits clearly exceed those that could be achieved for a building that would be lower than the prevailing height for the area. These benefits should include but may not be limited to enhanced provision of affordable housing, public transport, cycling and walking infrastructure, social infrastructure or improved public realm.

The Building Heights Study has identified the prevailing base height across the BCP area, referred to as the context height. Where buildings are one storey greater than the context height this is described as a gentle increase in height. Where a building is over 1.5 storeys greater than the context height it is considered a tall building. All buildings above six storeys (over 18 metres) will also be considered tall buildings.

Where proposals include a tall building, a tall building statement will be required as part of the application. This should include justification for the proposal and an analysis of the proposal from key viewpoints to be agreed by the Council.

Policy BE4: Building heights

1. Appropriate building heights

- a. Increases in building height greater than the prevailing heights within an area will be focused within Bournemouth and Poole town centres, district centres, site allocations, local opportunity areas and on local opportunity streets, or where identified within any neighbourhood plans or by any design code(s) adopted by the council.
- b. Outside of these areas, building heights of new development are to be consistent with the prevailing building height in the local context.
- c. Proposals for buildings that are over three times the contextual height are classed as supertall buildings and will not be supported.

2. Bournemouth and Poole town centres

- a. Within the Bournemouth and Poole town centres the Lansdowne area and the Poole town centre north are appropriate for clusters of tall buildings, building heights within the cluster should vary and step down in height towards the adjacent lower scale areas.
- b. Elsewhere proposals for tall buildings should clearly demonstrate a townscape rationale for the siting of the building.

3. All tall buildings

All proposals for tall buildings must:

- a. be sustainably located, deliver outstanding design quality and achieve public benefits.
- b. support a coherent streetscene, relating comfortably to adjoining buildings and those on the opposite side of the street;
- c. have a clearly defined base, middle and top;
- d. be designed to create a human scale at street level with the tallest parts of the building set back above a shoulder height of 6 storeys (18 metres);
- e. have elegant proportions, featuring an attractive silhouette, and not feature bulky massing;
- f. feature welcoming, active frontages with clearly legible entrances;
- g. overlook the public realm;

- h. have a positive impact on the skyline, featuring an elegant proportions;
- i. preserve and enhance heritage assets and their settings;
- j. not adversely affect important views including views of church spires and the sea;
- k. be designed to avoid harmful impacts on wind conditions, over-heating, shading and microclimate, providing appropriate mitigation where required; and
- l. provide justification for the proposal within the Design and Access Statement. This must include a Landscape and Visual Impact Assessment to show the proposals in key views to be agreed by the council.

Shopfronts and signage

Shopfronts and shop signs have a significant impact on the attractiveness, local distinctiveness and prosperity of an area. They affect how both visitors and the local community perceive the businesses and the area.

Proposals involving new shopfronts and alterations to existing shopfronts should enrich and compliment the appearance and character of the host building and the streetscene. This can be achieved by respecting and sensitively integrating with the character and historic features of the host building and street where the shopfront is located.

Over time development has led to the loss of many traditional shopfronts and features. Development involving traditional shopfronts should therefore retain, repair and reinstate a design in keeping with the original shopfronts incorporating elements, such as pilasters with corbels/ capitals, fascia for signage, traditional canopies/awnings, stallrisers, glazing bars which subdivide large expanses of glass, cast iron downpipes and ventilation.

Poor quality signage can have an adverse impact on the appearance of shopfronts and commercial premises. Signage is most successful where it is adapted to integrate with the heritage and character of its host building and wider streetscene. In particular, hand painted lettering can lead to a stronger sense of place when used on historic shopfronts, where large vinyl signs, digital/LED signs, signs of non-traditional materials and signs which cover attractive architectural details often detract from townscape character. The illumination of signs needs to be considered in the context of highway safety where high levels of internal illumination and flashing signs can distract car drivers. Illuminated signs require permission in conservation areas.

Antisocial behaviour can be a significant concern for businesses. However, some security measures such as solid external roller shutters can be unattractive features within a streetscene. Security features should retain views into the commercial premises behind, for example through use of security glass or internal chain link shutters. Recessed entrances are characteristic of many traditional shop fronts and add interest to the street scene but can be used for rough sleeping. Development impacting or proposing recessed entrances will need to strike a balance between these issues and the appropriate solution will depend on the location of the scheme, the overall design of the shop front and the presence of any heritage considerations.

New and alterations to existing shopfronts on buildings in conservation areas or involving a listed or locally listed building are likely to require more careful consideration of details. More detailed guidance on our design expectations for shopfronts is set out in our Shopfronts Design SPD.

Policy BE5: Shopfronts

Proposals involving new shopfronts and alterations to existing shopfronts must:

- a. sensitively integrate with and have a positive visual impact on the appearance and character of the host building and the streetscene;
- b. retain and repair period and traditional shopfront details, architectural features, plaques or signage that contribute to local character and distinctiveness;
- c. within conservation areas reinstate traditional shopfront design and signage, incorporating elements that contribute to their design such as traditional materials and colour palettes;
- d. avoid solid roller shutters and ensure views into the shop are maintained at all times; and
- e. ensure signage is sensitively designed and appropriate for the location in terms of size, positioning, illumination and colour, and does not adversely impact highway safety.

Our historic environment

Our area benefits from distinct and rich historic environments and sites that contribute significantly to local character. They are an irreplaceable resource and represent the evolution and development of the three towns since the early origins of Poole and Christchurch as ancient harbours and Bournemouth as a Victorian resort. There are close to 1,400 heritage assets across the BCP area including 18 Grade I Listed Buildings, 39 Grade II* Listed Buildings, 692 Grade II Listed Buildings, five Registered Parks and Gardens, 43 Scheduled Ancient Monuments, three protected wrecks and close to 600 Locally Listed Buildings.

Christchurch originated as a Saxon settlement, while one of its landmarks - Christchurch Priory, was established in the Norman period. Christchurch Priory provides a very strong focal point and identity for the town and is supported by an extensive network of heritage assets across the wider town centre. Other notable heritage assets within Christchurch include Christchurch Castle, Norman House, Mudeford Quay and Highcliffe Castle.

Poole also benefits from a rich history, with its vast natural harbour having led to the town's development as a port in ancient times. Today the oyster gatherers and fishermen have been joined by tourism ventures, including ferries and tour boat operators. Historic buildings along the Quay and the High Street provide strong references to the town's most prosperous period during Georgian times as a maritime trading centre and play a particularly important role in the town's identity. In addition to the town centre, Poole has other distinctive historic neighbourhoods with many Edwardian Arts and Crafts villas and Lady Wimborne cottages.

Bournemouth rapidly developed as a result of the surge in popularity of seaside holidays in the Victorian period. The ornate Victorian and later Edwardian architecture exemplified by sweeping parades, arcades and villas and leafy suburbs provide strong references to its past and support what is a highly engaging place today. The 1930's and post war periods were also important phases relating to the development of the town as a seaside destination with the growth of the leisure and entertainment offer.

Also of note is the network of villages and hamlets that lie to the north of the three towns, many of which have historic origins and benefit from rural surroundings.

Our strategy for conservation and enjoyment of the historic environment

Despite the great contribution made by historic assets to the local economy and identity, there has been some unsympathetic development from the postwar years onwards, including examples of unsympathetic alterations, poor quality repairs and a lack of maintenance. In recognition of this and the economic, environmental, cultural and social benefits that preserving our historic environment can bring, heritage-led regeneration forms a key component of the local plan strategy. One of our goals is to address heritage at risk and to facilitate heritage-led regeneration by encouraging well-informed, designed proposals that conserve, enhance and better reveal the historic environment.

To support our goal of heritage-led regeneration, we are in the process of preparing a new Heritage Strategy SPD to support the local plan, the main themes of which are outlined below.

Conservation area management

Conservation area appraisals, boundary reviews and management plans will be reviewed to confirm boundaries are suitable and provide information to ensure they are managed effectively. Some of the conservation areas in the BCP area do not have appraisals or management plans or have one which is up to date. We therefore aim to prepare and update conservation area appraisals and management plans, particularly for those conservation areas that face the greatest pressure for development.

Poole High Street Heritage Action Zone legacy

The Poole High Street Conservation Area is on Historic England's Heritage at Risk register due to disrepair, inappropriate shopfronts and poor public realm. The Poole High Street Heritage Action Zone (HAZ) was established in 2020 with BCP Council and Historic England funding as a four-year project to address these issues. Restoration projects have included external repairs and re-decoration to shopfronts, full shopfront replacements, wall mural installations and a retrofitting of the existing, traditional street and wall lighting along the entire High Street. An area of public realm is being renewed and a major project at Scaplen's Court that has secured the structure and improved its accessibility for wider public use is underway as part of Poole Museum's major renewal project. The HAZ programme has helped businesses, improved the High Street's economic performance overall and repaired historic buildings and features. We plan to build on the successes of the project through our planning strategy for Poole Town Centre and by adopting new guidance for reinstating and/or repairing traditional shopfronts and shop signs. The Heritage Strategy SPD will identify a strategy for removing the Poole Town Centre Conservation Area from the Heritage At Risk Register.

Non designated heritage assets

Assets of local heritage value such as buildings, structures and historic landscapes that do not have a legal status still play a role in reinforcing a sense of local character and distinctiveness in the built environment. Known as non-designated heritage assets these may be identified and included on a local heritage list, within a conservation area appraisal or through the planning process. We will use published criteria to clarify what qualifies as a non-designated heritage asset to provide clarity and to ensure due regard is paid to their significance.

Historic environment record

The Dorset Historic Environment Record is a highly beneficial resource for identifying, recording and assessing the significance of heritage assets and the contribution they make to their environment. We will therefore continue to ensure the historic environment record is up-to-date and records on the historic environment acquired and generated through plan making and development are made publicly accessible.

Article 4 directions

In some cases, development that does not require planning permission can have detrimental impacts on non-designated heritage assets. We will continue to use the existing Article 4 directions and consider the use of new Article 4 directions to remove some permitted development rights where doing so would be justifiable cause (in accordance with requirements of national policy and guidance).

Heritage at risk and re-use of buildings

Heritage assets that are at risk of loss through neglect, decay or development, or are vulnerable to becoming so, are identified as heritage at risk. We will take a proactive stance to any heritage assets that are or may be at risk, including those identified on Historic England's Heritage at Risk Register. This will include working across all relevant council services to secure funding for restoration projects, by contacting owners to flag vacancy/neglect and working with owners to maintain their property and support

development that would secure the long term viable use for heritage assets in a manner consistent with their significance.

Neighbourhood planning

Neighbourhood plans provide key opportunities for communities to identify how they would like to see the historic environment better conserved, enhanced or revealed. We will engage with neighbourhood planning groups who wish to identify such opportunities and identify heritage assets in neighbourhood plans.

Heritage assessments

Development proposals affecting heritage assets should pay due regard to the desirability of preserving and enhancing their significance. A comprehensive understanding of the significance of the heritage asset will inform the potential impact of a scheme upon that asset. Where a proposal will have an impact on a heritage asset, it is critical that the assessment of the asset informs a proposal from the outset, and it is recommended pre-application advice is sought.

All development affecting heritage assets or their settings is to be of a sympathetic design in order to appropriately preserve, enhance or better reveal the significance of heritage assets. This includes the scale, height, massing and bulk, rhythm, layout and siting, appearance and design, landscaping, detailing and use of traditional materials in proposed development.

A heritage and/or archaeological impact statement must be provided at planning application validation stage. Further details on the type of information needed to support applications affecting heritage assets is set out in our guidance note.

As appropriate, the assessment should take into account information from the Dorset Historic Environment Record, Conservation Area Appraisals and Management Plans, The Local History Centre, the Heritage Gateway and the National Heritage List for England. Further information regarding heritage statements is also provided within Historic England Advice Note 12: Statements of Heritage Significance.

Designated heritage assets

We have a statutory obligation to have special regard to the desirability of preserving listed buildings, their settings and any features of special architectural or historic interest which they possess. We also have a statutory obligation to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas. Registered Parks and Gardens are protected by national policy, which requires great weight to be given to their conservation and special historic interest.

Listed buildings

Listed buildings have special architectural or historic interest and are of national importance. Great weight will be given to the listed buildings' conservation, and proposals must seek to limit or avoid harm to the significance of listed buildings. Proposals should avoid causing harm to the setting of listed buildings and where appropriate should seek to enhance and better reveal the significance of that setting.

Conservation areas

We will manage changes within conservation areas to preserve or enhance the character or appearance of the area. To achieve this, it is important that the characteristics and features that give the area its special interest are preserved or enhanced, and that any new development appropriately responds to and integrates with these characteristics.

The special interest and character of a conservation area is set out in the relevant conservation area appraisal. Conservation Area Management Plans are a useful tool alongside an appraisal to indicate the priorities for addressing the issues for the area and how the area could be enhanced in the future. Buildings that make a positive contribution to a Conservation Area's special architectural and historic interest are

described as positive contributors and are identified within the relevant Conservation Area appraisal where available. Proposals involving the loss of a positive contributor will not be supported in principle.

A Conservation Area's setting can also play an important role in its significance. Development within the setting of Conservation Areas must therefore preserve or enhance their setting (including views in and out).

In Conservation Areas, the guidelines for access, parking and servicing may be relaxed where there would be no increased risk to public safety and a relaxation of the guidelines is shown to be necessary in order to preserve the significance of the area.

Registered parks and gardens

Registered parks and gardens are designed landscapes that are considered to be of national importance. There are five such assets in the BCP area – Poole Park, Poole Cemetery, Compton Acres in Canford Cliffs which is Grade II*, the Upper, Central and Lower Pleasure Gardens, Coy Pond Gardens, and Wimborne Road Cemetery in Bournemouth.

Great weight will be given the retention and restoration of features that contribute positively to their special interest, including (but not limited to) well preserved buildings originating from the same period, landscape, key views, landscaping, garden features and layout. They will be protected from alterations which could erode their special interest and value.

Archaeological assets

There are three types of archaeological assets; scheduled ancient monuments, nationally important but non-scheduled monuments, and sites of archaeological interest/potential. Scheduled ancient monuments are an archaeological asset of national importance. Where there are known archaeological assets we have referenced these in the ward policies.

Assessing proposals affecting designated heritage assets or their settings

Proposals impacting designated heritage assets will be assessed in the accordance with the NPPF. Proposals must firstly explore development options that avoid any level of harm to the asset's significance. Where it is not possible for development options to avoid harm, the harm should be minimised in the first instance. Any harm or loss significance of must be clearly and convincingly justified.

National policy identifies that development that would result in substantial harm to (or total loss or significance of) a designated heritage asset's significance should be refused unless criteria specified in national policy are met, or it can be demonstrated that this is necessary to achieve substantial public benefits that outweigh that harm or loss.

Development that would result in less than substantial harm to a designated heritage asset's significance should be weighed against the public benefits of the proposal including, where appropriate, heritage benefits and securing its optimum viable use. Public benefits could be anything that delivers economic, social or environmental objectives as described in the NPPF. However, they should flow from the proposed development and be of a nature or scale to be of benefit to the public at large and not just be a private benefit. Within the BCP area public benefits are not considered to include schemes that are solely for the provision of 1-2 bed flats sold on the open market.

Non-designated heritage assets

The BCP area has many buildings and features of local heritage interest which do not meet the criteria to be a designated heritage asset. Hence, they are categorised as non-designated heritage assets. These can include buildings, monuments, sites, places, areas or landscapes and can be identified on a Local Heritage List, neighbourhood plans, conservation area appraisals and through the planning process. We will use either criteria from Historic England's Advice Note 7 or our criteria for assessing whether an asset is a non-

designated heritage asset and worthy of inclusion on the council's Local Heritage List. This will help provide clarity to the planning process.

While not afforded the statutory protection of designated heritage assets given these assets have a degree of heritage significance, they merit consideration in planning decisions. As required by national policy, the effect of an application on the significance of a non-designated heritage asset will be taken into account in determining the application. It is vital to establish at an early stage of preparing a scheme whether it could have an impact on known or potential non-designated heritage assets, and applicants are encouraged to undertake pre application advice to discuss any potential heritage considerations.

National policy requires that a balanced judgement will be required having regard to scale of any harm or loss and the significance of the heritage asset. To help with this judgement, applicants should provide information to accompany applications to show what solutions have been explored to avoid and mitigate harm, this could include condition surveys, layout options, property valuations and quotations.

Policy BE6: Heritage assets

1. General principles

- a. Proposals impacting on heritage assets or their setting should be informed by an assessment of the assets' significance/special interest of the asset using appropriate expertise;
- b. Proposals that seek to maintain, repair or restore heritage assets, will be supported where they avoid or minimise harm; and
- c. Development proposals must seek to avoid harm to the significance of heritage assets before options to minimise and mitigate harm are considered.

2. Listed buildings, scheduled ancient monuments and registered parks/gardens

Development involving a statutory listed building, a scheduled ancient monument, a registered park or garden, or its setting, must:

- a. preserve, enhance and better revealing the special architectural and/or historic interest of the heritage asset;
- b. take any opportunities to restore historic features or remove any structures or features which detract from the special architectural or historic interest;
- c. be determined in accordance with their significance and value; and
- d. ensure that any harm which cannot be avoided, including less than substantial harm, is clearly and convincingly justified and outweighed by overriding public benefits.

3. Conservation areas

Development within conservation areas or their settings must:

- a. pay due regard to the relevant conservation area appraisal and management plan where available;
- b. preserve or enhance the character or appearance of the area, or its setting by:
 - i. respecting the scale, height, form, massing, layout, orientation materials, colours, vertical or horizontal emphasis of the positive buildings in the conservation area;
 - ii. respecting street patterns, plot sizes, open spaces, trees, hedgerows, walls and other boundaries, and views which are a positive characteristic of the conservation area;
 - iii. respecting views across, in and out of the conservation area; and
 - iv. in the case of extensions, being subservient to the principal building and relating to its the character, style and proportions.
- c. avoid the demolition of buildings that make a positive contribution to the character or appearance of the conservation area, unless clearly and convincingly justified and outweighed by public benefits;
- d. ensure any harm which cannot be avoided, including less than substantial harm, is clearly and convincingly justified demonstrating that:

- i. all options have been explored and there is no alternative; and
- ii. there will be an overriding public benefit;
- e. proposals that remove buildings or features that make a negative contribution to the character or appearance of the conservation area, will be looked upon favourably.

4. Archaeological assets

Proposals which include, or have the potential to include heritage assets with archaeological interest must:

- a. submit a desk based evaluation, and where necessary a field evaluation before any planning decision is taken;
- b. pay due regard to the desirability of preserving, enhancing or better revealing archaeological monuments and remains; and
- c. if the development is then permitted, undertake investigation and recording of archaeological remains as an integral part of a development programme, including the publication and archiving of the findings.

5. Non designated heritage assets

- a. Proposals impacting on non-designated heritage assets should preserve, enhance or better reveal the significance of these assets by:
 - i. seeking to retain and preserve or enhance features that make a positive contribution to the asset;
 - ii. respecting and reflecting the form, scale, mass, bulk, design, layout, materials and finish of the asset;
 - iii. preserving views and gaps, and characteristic planting/landscaping and boundary treatments; and
 - iv. avoiding a negative impact on how the asset is experienced.
- b. Proposals resulting in harm to, or loss of, the significance of a non-designated heritage asset will be resisted unless it can be demonstrated that:
 - i. reasonable attempts have been made to avoid or minimise harm through retaining all or part of the asset, or its features, which are significant; or
 - ii. the public benefits of the development clearly outweigh any harm, taking account of the asset's significance and importance.

8. Homes

Providing new homes not only gives people a place to live, they also support our local economy creating construction jobs, supporting existing facilities and services so they remain open, making the area more attractive to local employers, and promoting additional spending in the local shops and services. This section sets out policies to ensure we provide the right homes in the right places to help ensure the local housing needs of the BCP area are met.

Housing supply

Meeting housing need through the provision of new homes is a fundamental part of any Local Plan. The NPPF is clear that we should aim to boost the supply of homes to meet the needs of the area, as well as, keeping a rolling supply of housing land available for development.

The Spatial Strategy sets a housing requirement to deliver at least 24,000 net additional new homes between 2024 and 2039. This is equivalent to the delivery of an average of 1,600 new homes each year. A significant proportion of the land needed to meet this requirement, already has planning permission, 9,110 homes. Our monitoring shows that on average 95% of homes which obtain planning permission are built. Being slightly more conservative, to reflect current market conditions, if we assume 90% of the homes with planning permission are constructed we can expect 8,200 of the 9,110 new homes with permission to come forward. The residual requirement will be met through site allocations in this Plan and through windfall development.

Site allocations are set out in chapter 5 along with an anticipated windfall figure for each of the wards. In some wards a significant component of housing supply will be on windfall sites which are not identified by the Plan. These windfall sites are excluded from the Plan because they are either unknown about when the Plan was prepared or because they are too small to be considered as an allocation (sites of less than 15 homes). There is strong evidence to show there is a steady and predictable supply of new homes from windfall sources, and our Housing Land Availability Study concludes that the supply of windfall will continue to remain a reliable source of supply throughout the plan period.

The housing supply position across the different sources of supply is set out in Figure 8.1 :

Figure 8.1 – Breakdown of housing target by source of supply

Type	Amount
Sites with planning permission but not built	8,200 (90% of 9,110)
Allocations*	8,830
Windfall sites	9,230
Total	26,260

*Excluding those where planning permission has been granted but not yet implemented

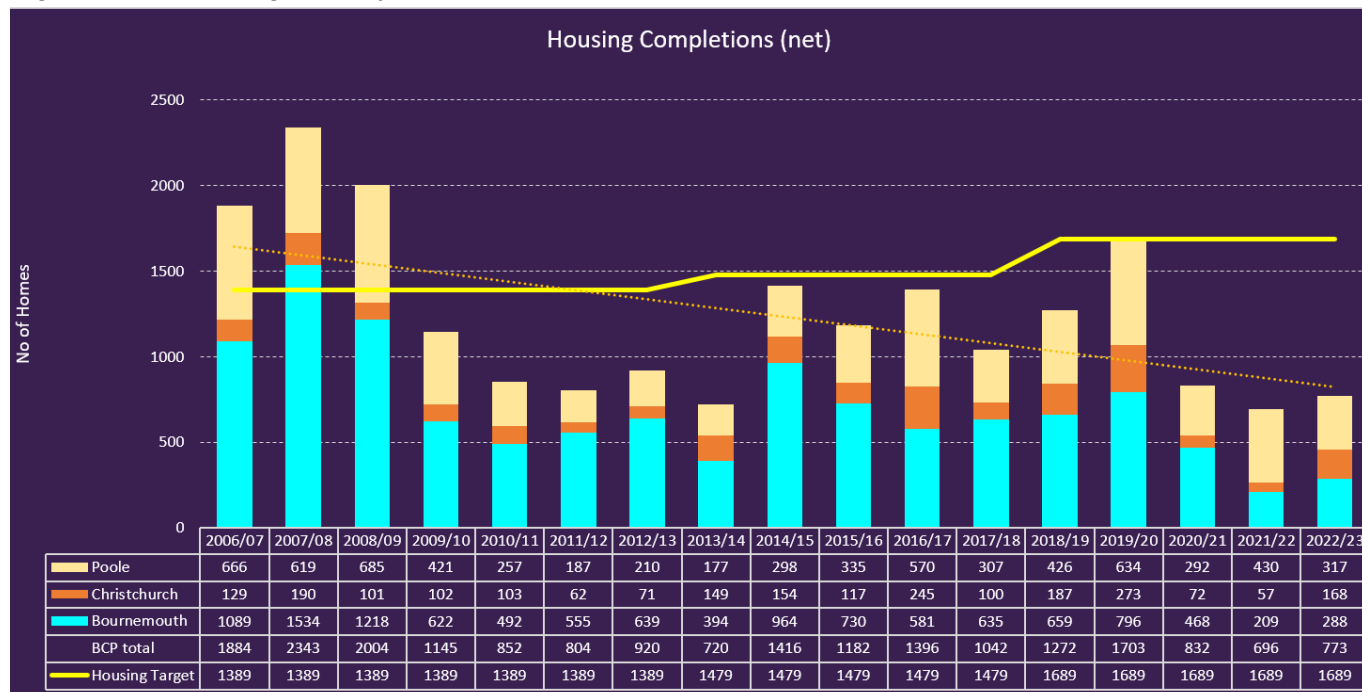
Small sites

The NPPF states that 'local authorities should identify through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this target cannot be achieved'. Of the sites in the supply, at least [figure to be inserted]% of homes are on sites of 1 hectare or less.

Housing delivery

An average of 1,230 homes were built per year since 2006, with recent difficulties in the market highlighted by an average of only 1,055 over the past 5 years. Past housing completions shown against the housing targets from legacy Local Plans is shown in Figure 8.2.

Figure 8.2 – Housing delivery since 2006



By 2019/20 housing delivery was finally recovering to the levels seen before the housing crash in 2008. However, the covid pandemic upset this recovery and the current market is difficult due to a combination of high interest rates and high inflation, and a shortage of materials and labour. Returning the market to healthy levels of deliverability is a national issue. Through the local plan we can support house building by identifying more land for development and a positive policy approach. But this is only one element in supporting housing delivery, and we will need to work with our partners, developers and government organisations in order to increase build rates over the plan period.

The delivery of new homes over the plan period is set out in the housing trajectory in figure 8.3. This forecasts the anticipated delivery of new homes each year to 2039 and provides a mechanism to monitor the performance of the Plan. The housing trajectory will be kept up to date and monitored as part of the council's Authority Monitoring Report.

Insert Figure 8.3 Housing trajectory

Due to our physical and environmental constraints, strategic sites delivery times, and current challenges surrounding viability, this Plan sets out a phased approach to housing delivery. This is a realistic approach that ensures the required interventions to boost delivery rates are given time to work, as well as the wider market adapting to the demands of higher delivery rates during a period of difficulty for the house building industry, resulting from high interest rates and build costs with falling sales values. This approach will take time to see delivery rates increase. For the period 2024/25 to 2028/29 the housing target is set at 1,200 homes a year, which is the long-term historical build rate. The target will increase to 1,800 homes a year for the remaining 10 years of the plan (2029/30 to 2038/39). The lower levels of delivery in the early part of the plan period will be compensated for by higher delivery in the later part of the plan period as the market

recovers and sites in Christchurch town centre currently restricted by flood risk are unlocked. The plan will be reviewed by 2029. If the annual delivery of housing has not met the target the local plan will require review to re-assess the strategy and can explore the release of more land for new homes.

Given our needs and the limited amount of suitable and available sites for new homes, the loss of existing homes will be resisted unless it can be demonstrated that the public benefit outweighs the loss. Public benefits in this context could include the provision of essential infrastructure, community uses, certain health or medical facilities, or to facilitate a large-scale regeneration projects.

Strategic Policy H1: Housing delivery

To meet our housing target of a minimum of 24,000 net additional homes over the plan period the housing target will be phased as follows:

- 2024/25 to 2028/29: a minimum of 1,200 homes a year; and
- 2029/30 to 2038/39: a minimum of 1,800 homes a year.

Site allocations where residential uses will be supported are shown on the Policies Map and set out in chapter 5.

Proposals for residential development will be supported in principle where they:

- contribute positively towards meeting local housing needs by providing the mix and type of homes to support people with different needs;
- achieve sustainable development;
- are supported by the necessary infrastructure; and
- achieve a high standard of design, including preserving or enhancing heritage assets and their settings.

Proposals that lead to the net loss of existing homes, including the loss to tourism accommodation, will be resisted unless it can be demonstrated that the public benefits outweigh the loss.

Affordable housing

Affordable housing is defined by the NPPF as housing for sale or rent, for those whose needs are not met by the market, including housing that provides a subsidised route to home ownership. Types of affordable housing include:

- Affordable housing for rent where the rent is set in accordance with the Government's rent policy for social rent or affordable rent or is at least 20% below market rents and provisions exists to ensure rent remains at an affordable price for future households. Typically provided where the landlord is a Registered Provider but can be affordable private rent in Build to Rent schemes.
- Affordable home ownership products (AHO):
 - starter homes;
 - discounted market sales housing including First Homes; and
 - other affordable routes to home ownership including shared ownership, other low cost homes for sale (at least 20% below local market value), equity loans, and rent to buy.

National policy and guidance is that:

- at least 10% of the total housing proposed on major sites (10+ homes) should be available for affordable home ownership (NPPF); and

- A minimum of 25% of the affordable homes provided on site or through developer contributions should be First Homes* (DLUC Guidance First Homes Dec 2021).

*First Homes are homes sold at a discount of at least 30% of market rates prioritised for local first time buyers and key workers. To qualify as First Homes, homes must have a minimum discount of 30% to market value, secured in perpetuity through legal agreement.

The need for affordable housing in the BCP area continues to rise as the gap between house prices and household incomes continues to increase, making it difficult for people to access market housing (both purchase and rental). The Local Housing Needs Assessment identifies a considerable need for affordable housing in the BCP area. The report suggests a need for 1,653 social / affordable rented homes per annum. When looking at the need for affordable home ownership products (AHO) the analysis suggests a need for 1,017 per annum.

The report does not, however, provide an affordable housing target as the amount of affordable housing delivered is limited to the amount that can viably be provided. Previously we have sought a proportion of all homes on major sites to be affordable housing. This has enabled affordable housing to be secured on site as part the strategic urban extensions on greenfield land. However, the delivery of affordable housing on brownfield sites, where the majority of homes are built, has been very challenging and more often by way of an offsite affordable housing contribution than on-site delivery. In the past 4 years 64% of major applications within the urban area did not provide any onsite affordable housing nor did they make a contribution towards affordable housing as they were assessed to be not viable to do so.

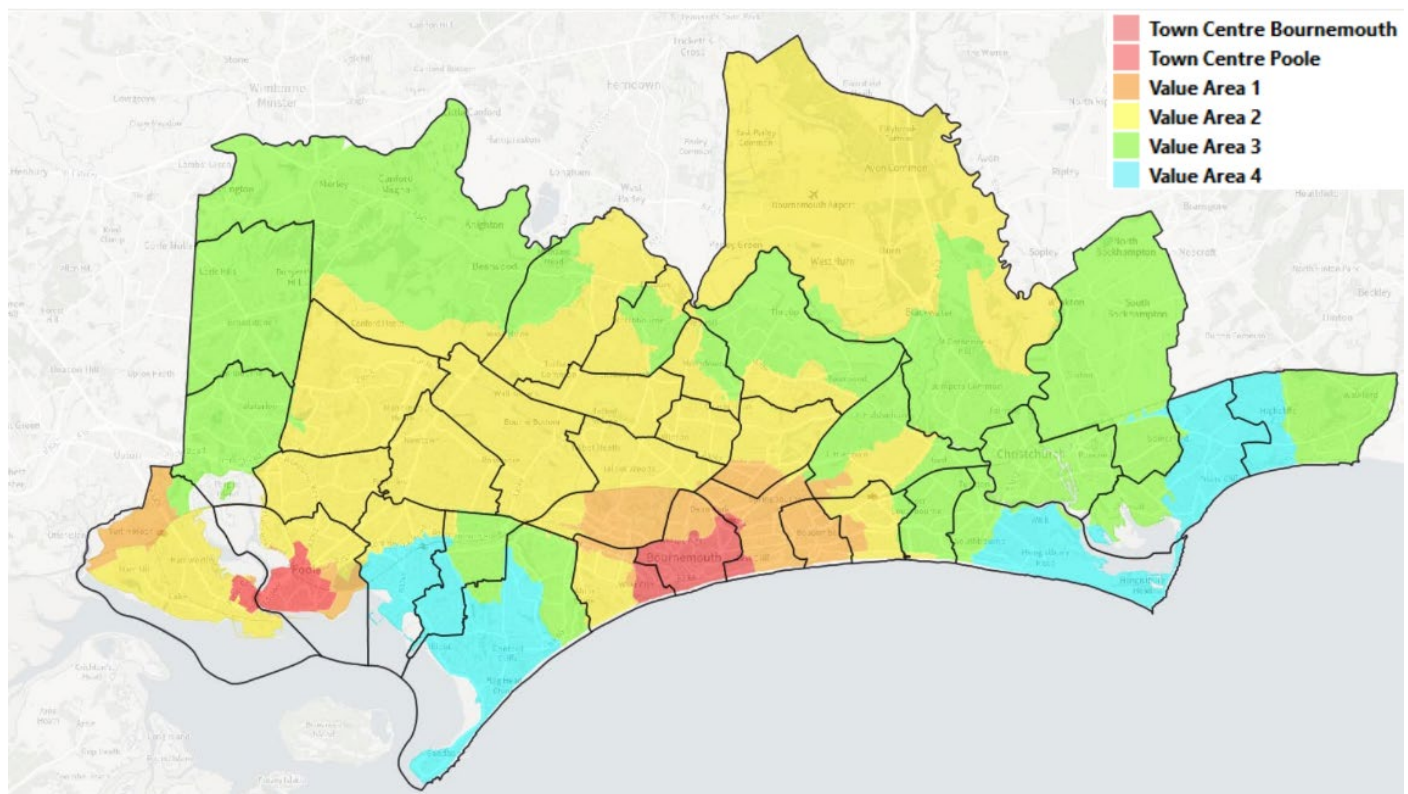
The Local Plan viability assessment indicates that for site greenfield sites we can continue to seek 40% affordable housing provision on-site. For brownfield sites we will seek 10-15% affordable housing, but due to viability, this will not apply in Bournemouth and Poole town centres or for specialist forms of housing (e.g. build to rent, student housing or extra care (Use Class C2)).

For houses the affordable housing should be provided on-site, but for flats we will take an on-site contribution in lieu of on-site provision. The affordable housing tariff table is at figure 8.4 which corresponds with the value areas shown on the map in figure 8.5. This gives financial certainty for developers and will remove protracted viability issues at application stage. The council will use contributions to continue to deliver its own stock of affordable housing on suitable sites in its ownership.

Figure 8.4 – Affordable housing tariffs for sites of 10 or more homes

Value Area	Contribution per home (house or flat)
Bournemouth and Poole town centres	Nil
Value area 1	£8,400 (10%)
Value area 2	£8,800ph (10%)
Value area 3	£13,600ph (15%)
Value area 4	£16,200ph (15%)

Figure 8.5 – Value area map



For the purposes of this policy garden sites which come forward for development will be treated under part 2 of the policy.

Strategic Policy H2: Affordable housing

Sites of 10 or more homes, or sites with an area of 0.5 hectares or more, must contribute towards the provision of affordable housing. The policy sets out the approach within different parts of the BCP area.

1. Greenfield Sites

Development on greenfield sites must:

- a. deliver 40% dwellings as affordable housing on-site, with
 - i. at least 10% of the overall housing provision available for affordable home ownership; and
 - ii. the affordable housing providing:
 - 70% social / affordable rent;
 - 30% affordable home ownership products; and
 - a minimum of 25% of affordable homes should be First Homes.
- b. achieve good place-making and encourage mixed and sustainable communities by ensuring the provision of on-site affordable housing is indistinguishable from market housing;
- c. ensure all affordable rent provision has rents and service charge at no more than the relevant local housing allowance or 80% of market rent whichever is the lower; and
- d. enable all affordable housing to be available to meet local needs and to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative housing provision, other than in respect of starter homes.

2. Brownfield sites

Development must:

- a. within Value Areas 3 and 4, provide 15% of the total number of homes available for affordable home ownership on site;
- b. within Value Areas 1 and 2, provide 10% of the total number of homes available for affordable home ownership on site; or

- c. make a financial contribution to the council in accordance with the affordable housing tariff table. The tariff will be published annually based on the latest market conditions and the council's viability evidence.

Schemes for 100%, or a high proportion of social or affordable rented housing being brought forward by the council or a Registered Provider are supported.

Housing mix

Addressing the housing needs across the BCP area is not just about delivering more homes, but also ensuring the right type of homes are delivered in the right places to meet local needs. The Dorset and BCP Local Housing Needs Assessment 2021 (HNA) identifies the mix and tenures of housing that local people are likely to need across the BCP area. The HNA indicates that a higher proportion of 2-bed and 3-bed market homes are needed compared with 1-bed and 4+-bed market homes, whilst a higher proportion of 1-bed and 2-bed homes are needed across affordable home ownership and affordable rented homes, see figure 8.6. Definitions of affordable housing are provided in the affordable housing section above.

Figure 8.6 - Suggested proportion of different sized properties (2021-2031)

BCP	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Market	5%	35%	40%	20%
Affordable home ownership	25%	40%	25%	10%
Affordable housing (rented)	35%	35%	25%	5%

Source - Dorset and BCP Local Housing Needs Assessment 2021

There are a range of factors which will influence demand for different sizes of homes, including demographic changes; future growth in real earnings and households' ability to save; economic performance; housing affordability and individual choice.

There are approximately 9,110 homes with planning permission that have not yet been built. If constructed the homes permitted will deliver 35% as 1-bed, 44% as 2-bed, 13% as 3-bed and 8% as 4 -bed homes. This illustrates that these permissions will deliver a range of different types of homes but contain a high proportion of market 1-bed and 2-bed homes compared to the identified need.

Given our housing needs compared with existing sites with planning permission, consideration needs to be given to diversifying the stock going forward to ensure a range of housing types and sizes are provided in the widest possible choice of locations to balance housing needs and promoting mixed communities. Particular consideration needs to be given to the provision of 3-bed and 4-bed market homes to help meet continued demand for family housing from newly forming households and from older households downsizing and looking to release equity in existing homes, but still retaining flexibility for friends and family to come and stay.

It is acknowledged that on sites within our town, district and local centres the delivery of 3- and 4bed homes can be more challenging due to viability and parking considerations. However, we want to ensure a balanced mix of homes across all communities and to ensure that those seeking larger units have the option to live in the town centres close to a wide range of facilities and services. The policy therefore seeks to ensure a proportion of larger homes are secured in all areas. Despite the high need, the policy requirement for homes of 3 or more bedrooms is set at 5% in Bournemouth and Poole town centre and 10% in Christchurch town centre, the district and local centres and local opportunity areas, and 30% elsewhere. This approach reflects a fair balance between meeting needs and providing enough flexibility on the remaining homes for developers to make schemes viable. A cap on the number of 1-beds is also proposed reflecting the lower need for these types of unit.

The urban extensions and some larger site allocations have a particularly important role to play in delivering homes suitable for families and these sites should provide higher proportions of 3- and 4-bed family housing. The role of these sites for delivering homes suitable for families is specified within the specific site allocations.

Further monitoring of delivery will enable us to understand if there is likely to be an under or over supply of specific house sizes and whether further action is appropriate either through negotiations with developers or through a future review of the local plan.

Strategic Policy H3: Housing Mix

- a. Development proposals must contribute positively to providing the size and type of homes needed within the BCP area as identified in the Strategic Housing Needs Assessment.
- b. For all schemes of 1-4 homes, the housing mix will be considered on a case-by-case basis and will be dependent upon the context of the site and character of the area.
- c. Within Bournemouth and Poole town centres schemes of 5 (gross) or more new market homes (Use Class C3), with the exception of co-living and build to rent schemes, must ensure studio and 1-bedroom homes do not exceed 40% of the total provision and that at least 5% of the total provision are homes with 3 or more bedrooms.
- d. Within Christchurch town centre, district centres, local centres and Local Opportunity areas schemes of 5 (gross) or more market homes (Use Class C3) must ensure studio and 1-bedroom houses do not exceed 25% of the total provision and that at least 10% of the total provision are homes with 3 or more bedrooms.
- e. Outside of the centres schemes of 5 (gross) or more new market homes (Use Class C3) must ensure studio and one bedroom homes do not exceed 5% of the total provision and that at least 30% of the total provisions are homes with 3 or more bedrooms.
- f. Within strategic urban extensions and any allocations specifying a focus on family housing at least 80% of units must have 3 or more bedrooms.

Space standards

National planning policy allows Local Plans to make use of the nationally described space standard (NDSS), which sets minimum standards for space and storage, where it can be justified. We are committed to ensuring high quality homes are delivered that have a positive impact on the health and wellbeing of residents, helping to prevent overcrowding and providing space for healthy eating, work and study from home, and consider everyone has a basic right to reasonable internal space and storage. All new homes will therefore need to meet the Nationally Described Space Standard and development proposals should clearly show:

- the gross internal floor area;
- extent of built-in storage;
- the number of bedrooms, their floor areas and minimum width dimensions; and
- the minimum floor to ceiling height for at least 75% of the gross internal area (GIA).

External space is also highly valuable within development, whether it is private or communal space, external space can provide access to daylight, sunlight and fresh air, somewhere to facilitate the drying of clothes, general storage and storage of refuse and recycling bins, play space, and space for growing a variety of plant species to support wildlife and food production. The provision of external amenity space,

whether private or communal, helps to create better quality housing, and support the health and wellbeing of future residents.

External amenity space must be suitable and good quality, it does not include car parking or turning areas, and should not include front gardens, which are generally adjacent to roads and associated traffic, and are generally not private and suffer from overlooking from the public realm. To be good quality the space should be functional, safe, attractive, receive natural daylight, be of a usable shape of reasonable width and without cramped acute corners, and is inclusive and easily accessible for all users.

Building for Life 12 recommends that houses should have a garden which is at least equivalent to the ground floor footprint of the house, and balconies relied on for external amenity space should be large enough for a small table and at least two chairs, which we consider to be around 5 square metres. These requirements are reflected in the policy.

There may be some exceptional circumstances where the standards for amenity space cannot be met. For example, the internal layout of a historic building being converted to residential may result in some internal spaces being unable to meet internal space standards. Or balconies enclosed by openable glazing may be suitable in locations exposed to harsh weather conditions. The Plan has been viability tested and cost associated with amenity provision factored into the overall build costs, therefore viability issues will not be suitable justification to depart from the requirements.

Accessible and Adaptable Homes

Across the BCP area, 19% of the population identify as disabled, specifically with day-to-day activities limited a little or limited a lot. In addition, there is a link between an ageing population and disability. Currently 21% of our residents are 65 years or older, which is higher than the national average of around 18%, and this is projected to increase significantly. The Housing Needs Assessment also predicts an increase in those aged 65+ with mobility problems of 42% up to 2038.

The Building Regulations set out standards for accessible and adaptable homes in Approved Document M. The provision of all homes to meet Part M4(2) standards allows for homes to become homes for life and allows for future adaptation of homes to cater for the elderly and/or disabled, regardless of whether they have a disability at initial occupation, which relieves pressure on other services as residents can remain in their own homes for longer if they wish to do so. This is currently an optional requirement but following a government consultation is due to become mandatory and all schemes are encouraged to meet this standard if they come forward before the mandatory requirements are put in place.

Part M4(3) sets out the standards for homes to be adaptable and accessible for wheelchairs. The Housing Needs Assessment does identify a need of 3,500 dwellings to meet the standards of Part M4(3) up until 2038. Through our plan viability testing we have explored if it is viable for a proportion of homes to meet this requirement. Due to the increased costs associated with these higher standards it is currently not considered viable to include a policy requirement. However, schemes are encouraged to provide 10% of new homes to meet M4(3) standards where possible.

Policy H4: Internal and External Space Standards

1. Proposals for new residential developments, including conversions and changes of use, will need to demonstrate that they provide sufficient internal and external amenity space in order to ensure a good quality living environment for future occupiers. To achieve this, all new homes must:
 - a. as a minimum, meet the DCLG's Technical Housing Standards – Nationally Described Space Standard (and/or subsequent revisions to this standard) for internal space standards;
 - b. as far as possible, aim to avoid single aspect north facing homes;
 - c. provide an area of suitable, good quality external amenity space that is of an appropriate size and shape to meet the needs of the future occupiers;
 - i) houses shall have a garden which is at least equivalent to the ground floor footprint of the house;

- ii) flatted development shall provide a minimum of 5 square metres per flat in the form of a patio, balcony, roof garden or communal garden and incorporate suitable sized communal space that is designed and managed to enable children to play outside.
 - d. in the case of specialist residential accommodation and care homes, the development must provide sufficient external amenity space to accommodate the recreational and health needs of residents, visitors and employees.
2. In exceptional circumstances, where development may not be capable of providing the required amenity space, a lower amount may be acceptable. The applicant will need to demonstrate these exceptional circumstances and how they will be mitigated in order to achieve a good quality living environment for future occupiers.
 3. Proposals are encouraged to provide 10% of homes to meet Building Regulations M4(3) standards.

Housing for Multi-Generational and Extended Families

Multi-generational households provide greater flexibility to meet housing needs, and support families that wish to expand their homes to enable their wider family to live with them. Such expansions commonly take the form of independent accommodation within a main dwelling, an extension to a main dwelling, or an annexe to a main dwelling.

We will support these proposals, where the new accommodation is within the curtilage of a dwelling and can provide a degree of independent living for family members without having an adverse impact upon the character and amenity of neighbouring properties. Such proposals will need to exhibit a functional connection with the main dwelling as a means of allowing living accommodation for:

- ageing and/or disabled relatives with varying degrees of independence to live with family members;
- children, including foster children, to live with family members; or
- staff employed at the main dwelling.

In all cases the applicant will need to demonstrate a physical relationship with the parent dwelling and how they will interact with each other. This is to ensure that the proposal is not capable of being independently occupied as a separate planning unit and remains reliant on the parent dwelling in some capacity, such as for some basic living amenities (i.e. kitchen, bathroom, living space (indoor and outdoor) or a shared access, parking area, entrance or garden area etc.). Conditions will be attached to planning applications to prevent use as separate independent accommodation or letting.

Proposals for outbuildings, extensions or conversions which lead to the creation of an independent dwelling for sale or let, will be assessed by other policies in this Plan, including those related to design, character, parking and amenity. Similarly, proposals to use outbuildings or part of the main dwelling as tourist accommodation will be assessed through other policies within this Plan.

For ageing relatives, such proposals can also provide an alternative means of 'care' to that provided by institutional providers and can help to reduce pressures and costs on health services, whilst also potentially releasing much needed housing back to the market where ageing relatives may sell their home to move in with other family members.

For schemes proposing annexes aimed at accommodating ageing/disabled relatives, the council encourages consideration of incorporating accessibility and adaptability standards set out in Part M4(2) or M4(3) of the Building Regulations, as appropriate.

Policy H6: Housing for Multi-Generational and Extended Families

Proposals for the expansion of a dwelling or the provision of annexes to provide a degree of independent living, as part of a wider family unit, will be supported provided that the proposal:

- a. has a functional relationship with the main dwelling by providing accommodation for:
 - i. ageing and/or disabled relatives with varying degrees of independence to live with family members;
 - ii. children, including looked after children, to live with family members or foster parents; or
 - iii. for staff employed at the main dwelling.
- b. is ancillary to the main dwelling;
- c. together with the main dwelling house, remains as a single planning unit;
- d. has adequate parking for the planning unit as a whole;
- e. has a physical connection with the main dwelling through a common shared vehicular access, parking area and garden area;
- f. would be subservient to the main dwelling;
- g. does not have an adverse impact upon the character and living conditions of the main dwelling, neighbouring properties and surrounding area;
- h. would not include any boundary demarcation or subdivision of the existing outdoor amenity or garden space to form a separation from the main dwelling;
- i. would share services and utilities with the main dwelling; and
- j. is not used for short term holiday lettings or holiday purposes.

Specialist needs homes

Homes for Older People and People with Disabilities/Health Problems

A significant increase of around 38% in the older population is expected over the plan period with the population of those aged 65+ projected to increase by at least 25%, those aged 75-79 to increase by 37%, those aged 80-85 by 46% and aged 85+ to increase by over 50% as shown by figure 8.7. This is a result of improved life expectancy and people living for much longer, but also because the BCP area is an attractive place to retire to and has a higher migration of older population to the area compared with other areas.

Figure 8.7 - Projected Change in Population of Older Persons, 2021 to 2038 in the BCP area

	2021	2038	Change in population	% change
Under 65	313,040	362,582	49,542	15.8%
65-74	43,914	57,474	13,560	30.9%
75-84	30,012	42,327	12,315	41.0%
85+	14,029	21,649	7,620	54.3%
Total	400,995	484,032	83,037	20.7%
Total 65+	87,955	121,450	33,495	38.1%
Total 75+	44,041	63,976	19,935	45.3%

Source: Housing Needs Assessment (2021)

As shown in figure 8.8 around 33% of households in the BCP area have at least one person who has a long-term health problem or disability. Generally, older people tend to be more likely to have a long-term health problem or disability, however there are people with a long-term health problems or disabilities from all age bands. In the BCP area, there is a slightly higher proportion of those with long term health problems or disabilities in the age bands 50-64; and age 65 and over compared regionally with the south-west, but slightly lower than the national average in the rest of England. There is also a slightly higher proportion in

the age band 16-49 with long term health problems or disabilities compared with both the south-west and the rest of England.

Figure 8.8 - Households and People with a Long-Term Health Problem or Disability, 2011

	Households Containing Someone with a Health Problem		Population with a Health Problem	
	No.	%	No.	%
BCP	55,650	33.2%	72,055	19.0%
South-west	750,077	33.1%	973,696	18.4%
England	7,217,905	32.7%	9,352,586	17.6%

Source: 2011 Census

Older people and people with disabilities and/or long term health problems often require specialist forms of accommodation and/or supported or adapted living. There are different forms of specialist accommodation:

- age-restricted general market housing – generally for people aged 55 and over and active elderly, and may include some shared amenities (i.e. communal gardens) but does not include support or care services;
- retirement living or sheltered housing – purpose built flats or bungalows with limited communal facilities (i.e. lounge, laundry room and guest room) - does not generally provide care services but provides some support to enable residents to live independently (i.e. 24 hour on-site assistance (alarm) or warden/house manager).
- extra care housing or housing with care – purposes built or adapted flats or bungalows with medium to high level of care available through registered onsite care agency - independent living with 24 hour access to support services, staff and meals, intended for residents to benefit from varying levels of care as time progresses;
- care homes – individual rooms with a residential building providing a high level of care to meet all activities of daily living; and
- nursing homes – also individual rooms with a residential building but providing a higher level of care (nursing) to residents (i.e. for residents with dementia).

Note that specialist accommodation can fall into either C2 (residential institutions) or C3 use class (dwelling houses) depending on the levels of care provided and the degree of independence of the occupiers.

The Housing Needs Assessment sets out the requirements for specialist accommodation need to meet the needs of older and/or disabled people as shown in figure 8.9. At the start of the plan period the Housing Needs Assessment shows a surplus in housing with support; residential care bedspaces; and nursing care bedspaces and a shortfall in housing with care. However, to meet the increasing population of older people additional demand is forecast in all forms of specialist housing by 2038.

Figure 8.9 - Specialist Housing Need 2021 to 2038

		Housing demand per 1,000 75+	Current supply	Current demand	Current shortfall/surplus	Additional demand to 2038	Shortfall by 2038
Housing with support	Market	54	3,178	2,382	796	1,078	-282
	Affordable	67	4,069	2,965	1,104	1,342	-239
Total(housing with support)		121	7,247	5,347	1,900	2,420	-520
Housing with care	Market	17	299	765	-466	346	-813
	Affordable	17	243	732	-489	331	-820
Total (housing with care)		34	542	1,497	-955	678	-1,633
Residential care bedspaces		39	1,831	1,711	120	774	-655
Nursing care bedspaces		44	2,072	1,925	147	871	-724
Total bedspaces		83	3,903	3,636	267	1,646	-1,379

Source: Housing Needs Assessment 2021

This need will be met through several measures. Firstly, through identified sites which have been allocated in chapter 5 to deliver specialist accommodation homes. Secondly, through supporting development of windfall sites where they are close to facilities, services and amenities or in areas well served by frequent public transport services, this includes through the re-development of isolated employment sites where these are no longer suited to continued employment use.

To retain sufficient stock, the loss of existing care homes or specialist accommodation will also be resisted unless the proposal incorporates suitable replacement care/nursing bed spaces and/or specialist housing. This could mean for example the re-development of an existing care home to specialist accommodation. Where a replacement care home or specialist accommodation is not proposed, full marketing and viability information will be required to demonstrate why the site is no longer attractive nor viable as a care home or specialist accommodation. Sites should be marketed at their existing use at a reasonable value for at least six months for sale or relet.

Care homes and specialist housing will not be permitted within 400 metres of designated heathlands with the exception of nursing homes which may be permitted within the 400 metre heathland buffer where it is demonstrated the type of nursing home is limited to full nursing home provision i.e. providing necessary nursing care, such as for advanced dementia or physical nursing needs.

The council also has adopted strategies 'Care Homes for Older People Strategy 2022-30' and 'Extra-Care Housing Strategy 2022-30' which set out the Council's strategies and obligations for these specialist housing needs.

Young people in care

BCP Council is corporate parents to over 500 young people who are unable to live within their family homes for a wide variety of reasons. As part of our 2024 – 2027 Children's Sufficiency statement we will be considering proven models of delivery for local based children's homes in the BCP area. To provide the right environment these will be small homes where young people can learn to live within communities, mature and learn the skills to become successful adults. Given the size of the homes required they are unlikely to differ materially from the use of a property as a single family home and sites will not be formally allocated within the Local Plan. We will support these proposals where they are located within areas where they are close to facilities, services and amenities or in areas well served by frequent public transport services

Policy H7: Specialist needs housing

The council will seek to meet the needs of an ageing population, those with disabilities or specialist needs and young people in care. Any proposal for care/nursing homes and/or specialist accommodation homes for older people should reflect current best practice design guidance set out by the Housing Our Ageing Population Panel for Innovation.

1. New care homes and specialist older persons accommodation

- a. Proposals for new developments for care/nursing home and/or specialist accommodation which are allocated the ward policies will be supported.
- b. Elsewhere proposals for care homes and specialist accommodation homes will be supported where they are close to facilities, services and amenities or in areas well served by public transport services.

2. Loss of existing care homes and/or specialist older persons accommodation

- a. Proposals which lead to the loss of premises used, or last used, as a care/nursing home and/or specialist accommodation will be resisted unless:

- i. the proposal incorporates a suitable amount of replacement care/nursing bed spaces and/or specialist housing; or
 - ii. the needs will demonstrably be met elsewhere in the local area, preferably close to the existing building or in a preferential location for specialist housing.
- b. Where a replacement care home or specialist accommodation is not proposed, full marketing and viability information will be required to demonstrate why the site is no longer attractive nor viable as a care home or specialist accommodation.

3. Young people in care

- a. Proposals for homes for young people in care will be supported where they are located within areas where they are close to facilities, services and amenities or in areas well served by frequent public transport services.

Student accommodation

There are three universities within the BCP area and a number of higher education colleges, these include:

- Bournemouth University, Talbot and Lansdowne campuses;
- Arts University Bournemouth (AUB) Talbot campus, Wallisdown;
- AECC University College, Parkwood Campus, Boscombe, Bournemouth; and
- Bournemouth and Poole College, Poole and Bournemouth campuses;

Accommodation for students is typically provided through purpose built student accommodation (PBSA) or within Houses of Multiple Occupancy (HMOs). The universities are expecting a modest increase of the number of students in the next few years. Student accommodation preferences will depend on budget, types of student (UK based / international / students with families / access needs), type and length of course (undergraduate / postgraduate). The universities' challenge is to ensure that there is a range of student accommodation options available.

There have been a significant number of purpose built student accommodation blocks built within the Lansdowne area in recent years. The Lansdowne PBSA's are popular and also provide a small number of bedspaces for AECC. Recent engagement with the universities has identified that there is likely to be a continued demand for PBSA's as these accommodate students across all year groups.

Longer term there may be scope to provide enough students with suitable purpose-built accommodation so that demand for student HMO's falls, allowing the conversion of some HMOs back into family homes.

Our preferred approach is to direct PBSA to on-campus sites or within Bournemouth town centre. However, in order to meet the demand for PBSA, there may be a need to be flexible and consider locations outside these areas where they are well located to enable easy access to a university/college by walking, cycling or high frequency bus route.

Policy H8: Purpose Built Student Accommodation

1. Proposals for the development or intensification of purpose built student accommodation shall be focussed within the Talbot campus, Lansdowne campus, Bournemouth town centre and Boscombe campus. Proposals outside these locations will only be acceptable where they are located within 20 minutes travel time to the defined university / college by a continuous high quality walking, cycling or an existing high frequency bus route.
2. All proposed student accommodation must:
 - a. meet an identified need for the type of accommodation proposed, collaborated by the universities/colleges;

- b. be compatible with surrounding uses and not result in a detrimental impact on the living conditions of neighbouring residents;
- c. provide a management plan including details of:
 - i. all on-site management services (to include 24/7 residents support);
 - ii. site security facilities and services;
 - iii. business continuity plan; and
 - iv the student drop-off and collection plan.
- d. sign up and adhere to one of the two Government approved codes of management - The National Code (ANUK National Code) or University UK /Guild HE Accommodation Code of Practice);
- e. provide a high standard of layout and design that would sufficiently meet the needs of the occupying students through the provision of:
 - i. bedrooms that meet Nationally Described Space Standards providing space for living and studying with good outlook and natural daylight;
 - ii. communal space, including social interaction space, cooking and bathroom facilities, laundry provisions, outdoor amenity space and bicycle storage;
 - iii. refuse and recycling storage space and collection arrangements on site, collection from the highway will only be permitted where there is no adverse impact;
 - iv. high-speed internet service; and
 - v. indoor post boxes and arrangements for secure parcel collections.

Financial contributions may be required to secure provision and/or improvements to sustainable transport infrastructure.

Houses in multiple occupation

Houses in multiple occupation (HMOs) make an important contribution to the housing stock across the BCP area, providing low-cost accommodation for a range of different people, including students, young people, and vulnerable groups who are unable to access other types of market or affordable housing. They also provide a flexible housing alternative for those requiring accommodation on a temporary basis.

In planning terms, HMOs are categorised into two groups, larger HMOs (sui generis use class) either purpose built or converted which provide accommodation for more than six unrelated persons sharing, and smaller HMOs (C4 use class), often a converted flat or house for between three and six unrelated persons sharing.

The C4 use class for smaller HMOs was introduced in October 2010, along with permitted development rights which allow residential properties to change use between residential C3 and C4 uses without requiring an application for planning permission. Those properties which were already being used as a smaller HMO at that time retained their existing planning use. It was recognised however, that some areas where there was a high concentration of HMOs were experiencing negative impacts which included impact on amenities for surrounding residents in terms of noise and disturbance and sometimes antisocial behaviour, and the loss of many small family dwellinghouses from the wider housing market.

To combat this, two Article 4 directions were made under Article 4(1) of the Town and Country Planning (General Permitted Development) Order 1995, which restrict permitted development rights in certain areas to change use from a residential house (Use Class C3) to a small HMO (Use Class C4). In December 2011 an [Article 4 Direction](#) came into force which covers the whole of the Bournemouth area. A further [Article 4 Direction](#) came into force in May 2013 which covers the Talbot Village area. Within these areas, any proposal to change the use of a house or flat from a residential (C3 Use Class) to an HMO for three-six persons sharing (Use Class C4), will require planning permission. Outside of these areas planning permission is not normally required.

Planning permission is required across the conurbation for the change of use from residential to a larger HMO for more than six persons (Sui Generis Use Class), or for new build HMOs (both Sui Generis or C4 use classes), or for change of use to an HMO (Sui Generis or C4) from uses other than C3 residential.

The council has compiled a database of properties in HMO use and this will be maintained using the council's licensing data, the planning register and council tax records to identify student housing. The council also works closely with the three universities to identify further HMOs. The data collected will be used to map HMO properties to aid implementation of the policy. It will also facilitate a review of the existing areas covered by Article 4 directions and identify where changes to this might be beneficial.

When an application for an HMO is submitted an assessment will be made using the mapped information and database. A circle with a radius of 100 metres will be drawn from the centre point of the application site's front curtilage boundary. Residential properties partly or wholly within the circle will be checked to identify which are in HMO use (including C4, mixed C3/C4 or sui generis uses).

For the purposes of this assessment, properties that are divided into flats will be counted as one residential property. Residential institutions, care homes, hostels, purpose built student accommodation and other specialist housing are all considered to be 'other non-family residential uses' and will be counted as one property per block. Only those properties that are in a residential use will be counted in the calculation. Properties that are solely used for commercial purposes will not be counted.

In order to provide some flexibility for owners of smaller HMO properties, the council will support flexible C3/C4 use class permissions for new and existing HMOs. This will enable a C4 property to convert to a C3 property without losing the potential to revert back to C4 use within a fixed period (normally 10 years). A flexible permission enables landlords to respond to the demands of the market and also provide a transitional option to allow properties to revert back to C3 use.

Where a property has a lawful C4 use when applying for a flexible permission, this will be a material consideration when the planning application is considered. A flexible permission would enable flexibility to let a property between C3 and C4 uses during the specified temporary period. Applications for flexible use will be considered in the same way as permanent C4 use class applications, and will be granted for a temporary period (10 years recommended) which will be confirmed by a condition on the planning consent. When the temporary dual use period expires, the use of the property at that time would become the permitted use of the property.

Policy H9: Houses in Multiple Occupation

1. Proposals for:

- change of use from residential to a small HMO (Use Class C4) or to a mixed C3/C4 use within the areas covered by Article 4 directions (former Bournemouth area and Talbot Village);
- change of use from residential to a large HMO (Sui Generis Use Class) across the BCP area;
- provision of a new build HMO across the BCP area; or
- change of use from other uses to HMO across the BCP area:

will be supported where the development would not result in:

- a. more than 10% of residential properties within a 100m radius being in use as an HMO;
- b. a C3 dwelling being 'sandwiched' between two HMO properties or other non-family residential uses; and
- c. a continuous frontage of three or more HMOs or other non-family residential uses.

2. Applications for new build HMOs, change of use to HMOs or intensification of existing HMOs will only be permitted where the criteria in part 1 are met and where it can be demonstrated that the development would:

- a) be located within a sustainable neighbourhood, where they are close to facilities, services and in areas well served by high frequent bus routes;
- b) not result in an adverse impact on the amenities of neighbouring residents in terms of overlooking, or levels of noise and disturbance;
- c) provide a good standard of living accommodation for future occupiers including communal living rooms, kitchens, laundry facilities. All accommodation should be in compliance with the council's Amenity Standards for Houses in Multiple Occupation as a minimum;
- d) provide an area of outdoor amenity space of sufficient size to accommodate activities such as clothes drying and space to sit outside, suitable for the number of residents at the property and accessible to all residents;
- e) provide suitable car and cycle parking facilities, in accordance with the council's Parking Standards SPD; and
- f) provide suitable waste and recycling storage and collection solutions in accordance with the council's Waste and Recycling Services Planning Guidance Note.

Self and Custom Build Housing

The term self-build or custom build describes where individuals or groups are involved in creating their own home. The amount of personal involvement will vary. Self-build housing is when someone directly organises the design and construction of their own home. Custom build housing is when someone commissions a specialist developer to help to deliver their own home.

The NPPF recommends that when meeting the housing needs of different groups consideration should be given to people wishing to build their own home. The council is required to keep a register of those who are seeking to acquire serviced plots of land in the BCP area for self-build and there is a legal duty to give planning permission for enough serviced plots of land to meet the demand for self and custom housebuilding in the BCP area.

Evidence from our Housing Needs Assessment indicates that there is a need for around 49 plots per annum in the BCP area. All schemes should therefore give consideration to the provision of serviced plots for self or custom builders. It is acknowledged that sites that involve flatted development are unlikely to be appropriate for self and custom build properties, however housing sites can more readily accommodate serviced plots. The strategic urban extensions and any sites that deliver over 50 houses should provide 5% of plots for self build and custom build housing. Specific sites for the provision of self and custom build homes may also be identified through Neighbourhood Plans.

Policy H10: Promoting self and custom house building

1. Proposals for self and custom house building, to be occupied as homes by those individuals, will be supported in principle.
2. All schemes should give consideration to providing serviced plots for self or custom builders, or the provision of custom build by other delivery routes.
3. The urban extensions and any other sites for over 50 houses must provide at least 5% of plots for self-build and custom build housing.
4. If a self or custom build plot has been offered at a reasonable price and conditions to people on the council's Self-build Register and the open market, and marketed for a minimum of 12 months and has no reasonable chance of sale, then the plot will be returned to the developer.

Provision for gypsies, travellers and travelling showpeople

The government has an overarching aim, 'to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community'. National policy requires local planning authorities to set pitch targets for gypsy and traveller

sites and plot targets for travelling showpeople that meet the planning definition for travellers and traveling showpeople in Annex 1 of the national policy (PPTS).

Local Plans are required to identify sites deliverable for the first 10 years of the plan period and where possible the remaining years. This Local Plan therefore makes provision for the needs of gypsies and travellers in the BCP area by allocating a site for Traveller pitches, and setting criteria against which planning applications for traveller sites will be considered.

There are two types of sites:

- Permanent residential sites – providing residents with a permanent home with no limit to length of stay; and
- Transit sites – sites that provide temporary accommodation (normally up to 12 weeks) for travellers passing through the area.

BCP Council and Dorset Council jointly commissioned a Gypsy and Traveller Accommodation Needs Assessment (GTAA) (2022). In view of the government definition for Travellers it identified needs as shown in figure 8.10 across the BCP area for the period 2022 to 2038:

Figure 8.10: Permanent residential pitches requirements

Permanent residential pitch requirements for 2022-2038	
Travellers/Planning definition	Pitches
Gypsies and Travellers meeting the planning definition	19
Gypsies and Travellers that don't meet the definition	8
Travellers who it is undetermined whether they meet the definition	2
Travelling Showpeople	0

Source: GTAA 2022

The GTAA concludes in the light of the NPPF and PPTS that only the need from those households who meet the definition and those arising from undetermined households who may subsequently demonstrate that they meet the definition, should be considered as need arising from the GTAA. Therefore, the local plan target for permanent residential pitches is 21 pitches, with 13 pitches required in the first ten years of the plan. Those that do not meet the definition are addressed as part of the wider housing needs across the BCP area.

The council runs one site for gypsy and travellers at Mannings Heath, which is fully occupied, and the site cannot be expanded. Therefore, a new permanent site is needed to meet our needs and we have allocated a site at Branksome Triangle for this purpose.

Transit pitches

The GTAA did not identify a need for the local plan to allocate a transit site in view of existing permanent and seasonal transit provision already in place in Dorset. However, the law prevents the police from redirecting travellers on unlawful encampments to a transit site outside of the BCP area. The council is therefore considering options for providing transit or temporary/ emergency stopping places within the BCP area to avoid unlawful encampments. Whilst a site isn't allocated in the Local Plan, we will explore opportunities to bring a site forward. In the meantime, the council will continue to use a managed approach to unauthorised encampments.

Planning applications for traveller sites will be assessed against Policy H11. As with general residential accommodation, traveller sites will not be suitable within the 400 metres consultation area around the Dorset Heathlands, nor in the Green Belt. Any sites located in an area of flood risk will need to accord with policies relating to flood risk, including the application of the sequential test and exception test as required.

Policy H11: Gypsies, travellers and travelling show people

Proposals for residential and transit sites will be permitted where they:

- a. take account of the needs of particular or differing needs of different groups of travellers and gypsies;
- b. provide adequate on-site facilities for parking, storage, landscaping, play, waste disposal and residential amenity to promote healthy lifestyles;
- c. have good access to services and facilities to avoid the need to travel by car;
- d. promote peaceful and integrated co-existence with the settled community;
- e. would not have a detrimental impact on health and well-being of resident travellers through issues such as noise or air quality issues;
- f. allow for adequate levels of privacy and residential amenity for the occupiers and neighbours;
- g. for travelling showpeople, provide for mixed use to allow for residential use and equipment storage;
- h. do not result in a detrimental impact on the natural environment; and
- i. are of appropriate size and proportionate in scale to avoid dominating any nearby settled community.

9. Prosperous economy

The BCP area has a diverse economy with well-established manufacturing, engineering, health and social care, creative industries, financial services and tourist sectors. The ambition is to nurture and stimulate the growth of a more inclusive, sustainable and green economy and improve the offer to visitors.

The BCP area is a sub-regional economic centre, home to the UK headquarters of some well-known companies as well as many smaller local businesses. It has a diverse economy, with a mix of office and industrial-based employment that reflects the multi-skilled nature of our communities. Manufacturing, engineering, health and social care, financial services, creative industries and the tourism sector are key employers, with financial and business the largest non-government sector. Equally there is a strong industrial sector with many well-established industrial estates that provide premises across a variety of different industries. This includes businesses related to storage, distribution and manufacturing.

Bournemouth Airport and Poole Port provide cargo and passenger access from the south west to mainland Europe as well as the Channel Islands. They also offer significant opportunities for the intensification of their current uses, and the businesses located in their communities, to enable them to stay competitive and drive investment in the BCP area.

Bournemouth University, Arts University Bournemouth, Anglo-European College of Chiropractic University College and Bournemouth and Poole College have helped draw a diverse pool of students eager to explore their creative and professional potential. The academic environment has acted as a magnet for creative professionals, establishing a strong network of talent, which helps to grow and develop the emerging creative industries sector. A key challenge is to retain this creative talent within the area.

The BCP area shares a strong relationship with its neighbouring areas and forms part of a functional economic market area across Dorset, and there are strong interlinked commuting flows between the BCP area and Dorset. Working with Dorset Council we have prepared an Employment Land Study (2023) which identifies a need of between 66.4 and 97.4 hectares of employment land over the period 2021 to 2039. This is broken down as:

- Office: 11ha to 28.6 ha or 41,600 to 114,400 sqm; and
- Industrial and warehousing: 55.4 to 68.8 ha or 221,500 to 275,200 sqm.

The study recommends a target within a range of 66.4 to 97.4 ha (263,100 sqm) with the higher range allowing for a higher jobs growth scenario, and higher industrial and warehousing needs.

The Dorset Local Enterprise Partnership's (DLEP) Local Industrial Strategy includes a 20-year plan to increase productivity, innovation, earnings and wellbeing across the BCP area and Dorset area. At its heart it seeks to accelerate the local economy through;

- (i) driving new industrial opportunities; and
- (ii) sustaining and expanding growth in existing industrial strengths.

DLEP's updated the 2014 strategic economic plan 'Transforming Dorset' with a strategic economic vision (2016) that states: 'Our vision is that by 2033 Dorset will be one of Britain's most sustainable core city-regions. Its competitiveness will be driven by innovation'.

Our Economic Development Strategy 'Unleashing our Potential 2021-2026' sets four priority areas of action to encourage sustainable growth by raising both productivity and prosperity:

- **Supercharging our business community:** Focusing on supporting increased productivity across our small and medium sized business community.
- **Supporting the BCP exemplar industries:** Encouraging growth in the BCP area priority sectors and clusters as the catalysts to success.
- **Opening doors to prosperity:** Creating the best local economic conditions to achieve a world-class, sustainable region and one of the best coastal places in the world in which to live, work, invest and play.
- **Business matters @ BCP:** Achieving an outstanding economic development service, acting as the concierge for all council business-facing functions.

Tourism plays a major part in the economy of the BCP area generating over £1.3bn to the economy each year and supporting over 12,000 jobs (BCP Tourism Strategy 2023-2027).

Town centre, district centre and local centres remain the focus for new retail and other main town centre uses however, it is recognised that the future of the high streets is changing towards a more cultural leisure experience and we must ensure that policy supports this transition whilst still protecting the vitality and viability of the centres.

The policies in this chapter seek to encourage economic growth by supporting increased provision and intensification of employment floorspace, protecting existing employment areas and supporting the diversification of the tourism sector and our high streets and retail areas.

Strategic Policy E1: Nurturing our economy

To nurture and stimulate the growth of a more inclusive, sustainable and green economy, development proposals must:

- a) focus employment development on allocated sites;
- b) safeguard existing employment areas for employment uses;
- c) encourage the growth of businesses and industries, as well as attracting new inward investment;
- d) support new models and ways of working, including more flexible working practices;
- e) enable the tourism sector to grow in a sustainable manner;
- f) focus on a town centre first approach for main town centre uses including retail opportunities; and
- g) increase opportunities for higher education by supporting colleges and universities.

Employment Supply

We have identified a supply of 79 to 92 hectares of available employment land to meet the needs of 66 to 97 hectares over the plan period 2021 to 2039 as set out in Figure 9.1. The strategic employment sites at Bournemouth Airport, Talbot Village and Wessex Fields will provide 54.7 hectares of land for a mix of employment uses (use class E(g), B2, and B8). There are several other sites providing an additional 6.9ha. 16.2ha of completions and commitments which have been delivered since 2021 at the point in which the need was calculated. Poole Port could provide an additional 4.5 hectares, although this is for port related development. There are also a number of other windfall sites which could potentially contribute to the supply.

Bournemouth town centre, particularly the Lansdowne area, and Poole town centre have a role to play in meeting the needs for high quality office space. These centres are highly sustainable locations which can be reached by good public transport connections and in places have the opportunity to deliver taller buildings which can provide new office space as part of mixed used developments. These locations have

been allocated for 25,410sqm of high quality office space. Further detail for each area is set out in the ward policies.

Figure 9.1 – Supply of employment land in the BCP area

Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)
Employment sites		55.1	241,346
Aviation Parks, Bournemouth Airport	B2, B8, E, Activities vital to the operation of the airport	37.8	155,000
Wessex Fields	E(e), E(g)	7.1	40,000
Innovation Quarter, Talbot Village	E(g), E(e), Other University related uses	4.7	25,000
Siemens, Sopers Lane	E(g), B2, B8	4.3	17,200
Adj to Churchill Business Park, Bearwood	E(g), B2, B8	0.8	2,546
Cruxton Farm, Merley	B2, B8, E(b), E(c), E(e) and E(g)	0.4	1,600
Vacant Sites in Existing Employment Areas		1.4	4,800
Yarrow Road	E(g), B2, B8	1	2,800
Vantage Way	E(g), B2, B8	0.4	2,000
Strategic town centre offices		6.4	25,410
Lansdowne	E(g)(i) – high quality office	3.9	15,410
Poole Town Centre	E(g)(i) – high quality office	2.5	10,000
Completions / Commitments		16.2	50,921
Sterte Avenue West	E(g), B2, B8	4.4	11420
Churchill Business Park, Bearwood	E(g), B2, B8	4.6	16,000
Parvalux, 81 Sopers Lane	E(g), B2, B8	3.4	14,000
Reid Steel, Reid St	E(g) and B2	2.6	7,536
Ashley Road Coal Yard	Sui Generis	1.2	1,965
Other Completions		tbc	
Total employment		79.1	322,477
Poole Port	E(g), B2, B8 (restricted to port operation only)	4.5	18,000
Redevelopment sites in existing employment areas (windfall)		8.5	tbc
Other sites		13.0	18,000
Total inc. other sites		92.1	340,477

Policy E2: Employment supply

To provide for employment needs in the BCP area, the Local Plan makes provision for around 75 hectares of employment floorspace over the period 2024-2039, which includes 25,410sqm of net additional office floorspace within Lansdowne and Poole Town Centre.

Employment site allocations

To meet employment needs the following sites, as shown on the policies map, are allocated and safeguarded for employment purposes. New development on the sites must provide a use falling within the Use Classes given:

Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)
Em.1: Aviation Parks, Bournemouth Airport	B2, B8, E, activities vital to the operation of the airport	37.8	155,000
Em.2: Innovation Quarter, Talbot Village	E(g), E(e), other university related uses	4.7	12,500
Em.3: Wessex Fields	E(e), E(g)	7.1	40,000
Em.4: Churchill Business Park and adjacent land, Bearwood	E(g), B2, B8	5.4	18,550
Em.5: Poole Port	E(g), B2, B8 (restricted to port operation only)	4.5	18,000
Em.6: Siemens, Sopers Lane *	E(g), B2, B8	4.3	17,200
Em.7: Lansdowne	E(g)(i) – high quality office	3.9	15,410
Em.8: Reid Steel, Reid Street	E(g) and B2	2.6	7,540
Em.9: Poole Town Centre	E(g)(i) – high quality office	2.5	10,000
Em.10: Yarrow Road	E(g), B2, B8	1	2,800
Em.11: Cruxton Farm, Merley *	B2, B8, E(b), E(c), E(e) & E(g)	0.4	1,600
Em.12: Vantage Way	E(g), B2, B8	0.4	2,000
Total		74.6	300,600

* The redevelopment of these sites must be accompanied by a flood risk assessment and drainage strategy to demonstrate how flood risk will be mitigated.

Strategic employment sites

To ensure we can meet the employment needs of the BCP area in the coming years it is important that the strategically important employment sites are identified and a policy framework is put in place to guide their future development. The strategic sites have been identified as Bournemouth Airport, the Port of Poole, Talbot Village and Wessex Fields.

Bournemouth Airport

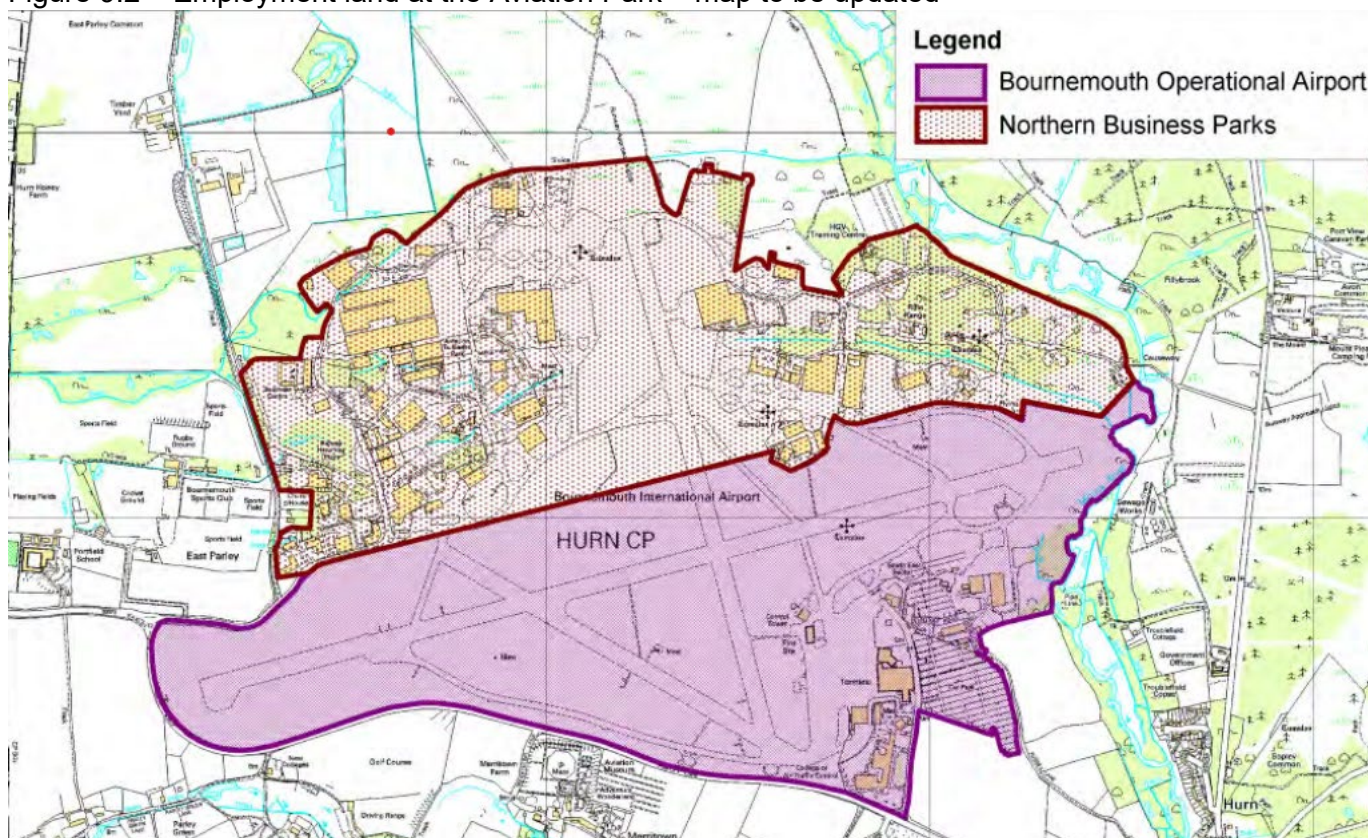
Bournemouth Airport provides an important strategic location for the handling of air freight and for passenger travel. The Dorset Strategic Economic Plan identifies the airport as a key area for economic growth with the potential to unlock employment land and support increased passenger numbers.

The northern business parks provide a range of employment land and premises that serve the local economy. The park is the largest employment site in Dorset and a centre for excellence in aviation/aerospace manufacturing. There is the potential to attract further aviation related and aerospace businesses along with other key growth sectors to increase opportunities for higher skilled employment and to stimulate economic growth. The redevelopment of the business parks also presents an opportunity to upgrade infrastructure and buildings to create more modern business premises. A number of sites have obtained planning permission which will deliver 28 hectares of new employment land, this includes

permission for a new link road for bus, walking and cycling access to connect between different parts of the business park. A further 10 hectares of land has been identified as being available for employment uses within this plan period.

The operational airport caters for close to 1 million passengers a year and provides flights to number of domestic and European destinations. In 2007 planning permission was granted for a new passenger terminal which has a potential to expand passenger numbers to three million per year. The consent has been implemented and was accompanied by a range of investment in highway infrastructure, along with requirements for air quality monitoring. A community fund for local projects was agreed that is linked to the growth of passengers. Development within the curtilage of the operational airport shown in figure 9.2 will be supported for uses which are vital to the operation of the airport or for other employment uses.

Figure 9.2 – Employment land at the Aviation Park – map to be updated



Development at the airport needs to acknowledge and respect the surrounding environmental and transport constraints. Future development will need to take into account surface water flooding and adopt a sequential approach towards the location of development within the site. Strategic measures will need to be put in place within the airport boundary including flood storage and associated watercourse improvements. Positive improvements will be sought on the extent and quality of priority habitats, the populations of priority species and to conserve ecological network connections. All future development should take into consideration the setting of the Hurn Village Conservation Area and the setting of the New Forest National Park.

In addition, the airport will also be transitioning to net zero carbon emissions by 2040 and will need to develop new initiatives in sustainable aviation practice and technology to achieve this. Such proposals will need to be supported.

Policy E3: Bournemouth Airport

1. Operational Airport

a. Development within the curtilage of Bournemouth Airport will need to support the principle function of the site as an operational airport. Land and premises within the operation airport will be safeguarded for uses which are:

- i. vital to the operation of the airport; and
- ii. employment use (B2 and B8 use classes).

Ancillary uses and/or other uses may be supported provided it can be demonstrated that the use is required to support the function and operation of the site as an airport.

b. Proposals will also be required to:

- i. respect the rural landscapes surrounding the area; preserve the setting of the Hurn Village Conservation Area; protect the landscape setting and habitats of the adjacent Dorset Heathlands and New Forest National Park;
- ii. consider opportunities for reducing carbon emissions including installation of renewable energy, and encouraging more sustainable travel options to and from the airport; and
- iii. contribute to improvements in infrastructure to facilitate trips to and from the airport (where appropriate).

c. Development will not be permitted where it would affect the operational function or safety of the airport for air travel. Noise sensitive development within the 57db noise contour surrounding the airport will be restricted to ensure that the future airport operations are not adversely impacted or would have a material impact on the operation of navigational and safety systems.

2. Northern Aviation Business Park

a. The aviation business park is allocated for up to 38ha or 155,000 sqm of employment floorspace (use classes (E(g) and B2, B8). Development at the aviation park will help to deliver significant improvement of transport and movement to the area by enhancing sustainable transport options, and where appropriate development must provide or contribute to:

- i. implementation of the Western Spine Road, to include full pedestrian and cycle provision and bus gate within centre of site;
- ii. provision of a pedestrian and cycle route along Enterprise Way, Viscount Road and Mountbatten Drive;
- iii. shuttle working traffic signals over the Moors River bridge to improve safety for cyclists;
- iv. high quality cycle routes on access routes to the site, including:
 - the formation of a greenway link from Matchams Lane to Hurn Road and Avon Causeway; and
 - a contribution towards the River Stour section of the Transforming Cities Fund strategy to link Redhill to Chapel Gate over the river;
- v. enhanced sustainable transport by:
 - the provision of high frequency bus services between Bournemouth town centre and Aviation Park and Christchurch town centre and the Aviation Park; and
 - providing a car park management strategy to reduce the reliance on the private car.

b. Employment proposals will need to be supported by a site wide Flood Risk Management Strategy for the Aviation Park which has been agreed by the Environment Agency and Lead Local Flood Authority.

Talbot Village

The main campus for Bournemouth University and Arts University Bournemouth are located in the Talbot Village area. The universities perform a vital role to the local economy and both institutions wish to continue investing in their academic buildings and facilities. The area also includes land to the south of the universities which offers wider opportunities to provide employment land to support economic growth. This employment land offers a unique opportunity to help support the role and function of the universities through the provision of startup/incubation units for businesses that will help to retain talent from the

universities and provide spaces for the creative industries and digital technology sectors in which the universities excel.

Whilst supporting the universities is important from an economic and social perspective, the area is close to Talbot Heath, part of the Dorset Heathlands. Any growth at the universities and on surrounding land needs to be carefully managed to ensure there are no adverse impacts on protected habitats and species.

Talbot Village is also close to residential areas and any development will need to be sensitively designed in terms of siting and scale to ensure that existing neighbouring residential amenity is respected.

The council will continue to support the growth of the universities by supporting the creation of around 27,000 sqm of additional academic floor space, 150 student bed spaces and a cultural hub in area TV1. The cultural hub would create area of high-quality public realm, that could include a central public space, small shops, a café or restaurant, offices, health facilities, community facilities, performance and gallery space.

A new innovation quarter will provide up to 12,500 sqm of office uses, health care facilities and university-related uses in area TV2 (including supporting uses such as a coffee shop, and some residential development). These uses would be alongside a heathland support area in area TV3.

Policy E4: Talbot Village

Talbot Village as shown on the Policies Map provides the opportunity to deliver major growth of the universities, in accordance with the following requirements:

1. General principles

Development proposals at Talbot Village must:

- a) provide mitigation measures as necessary to ensure adverse effects on integrity, alone or in combination, can be ruled out for the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar;
- b) be compatible with surrounding uses and not prejudice the delivery of the requirements set out in 2 (a) and (b); and
- c) be designed to ensure that the residential amenity of nearby residential properties is respected.

2. Proposed development

Growth at Talbot Village will be carefully developed to deliver:

- a) expansion of Bournemouth University and the Arts University (TV1) to create around 27,000 sqm of additional academic floor space; 150 student bed spaces; and a cultural hub;
- b) an innovation quarter (TV2) comprising up to 12,500 sqm of a mix of E(g) uses, health care uses and other university-related uses, including the provision of business start up / incubator space; and
- c) ancillary uses (Use Class E), where they are demonstrably needed to support the primary function of the innovation quarter;
- d) in the region of 40 new homes (Use Class C3) outside of the 400 metre heathland consultation area, with heights that are predominantly between 2 – 5 storey (6 – 18 metres) in height, reducing in height adjacent to the rear of Dulsie Road; and
- e) a heathland support area (TV3) of around 12 hectares that is open to the public before the delivery of development required by (b) to (d).

3. Transport

Development at Talbot Village will help to deliver significant improvement of transport and movement to the area by, where appropriate:

- a) providing enhancements to the pedestrian and cycle environment, including supporting delivery of a new strategic north-south cycle route;
- b) supporting the provision of enhanced pedestrian crossings and cycle routes along Wallisdown Road; and

c) providing car parking in accordance with the council's adopted BCP Parking Standards SPD and encouraging access to the campus by walking, cycling and public transport.

4. Flood Risk

A Flood Risk Assessment will be required, and the site may need re-profiling to ensure that the building footprint, car parking and access/egress are located outside the areas of flood risk; or a drainage strategy is provided which demonstrates that the risk can be adequately managed by using SuDS.

Wessex Fields

Wessex Fields is located to the east of Wessex Way and north of Castle Lane East. It is the location of Royal Bournemouth Hospital, the Crown Court, a number of existing businesses, a hotel and nursing home for retired nurses. It includes an area of undeveloped land north of the hospital. To the south of Castle Lane, Chaseside also provides a further area of existing employment that together with Wessex Fields currently accommodates around 10,000 jobs and generates £682m per year to the local economy.

Wessex Fields is currently accessed from Castle Lane and via link from the Wessex Way. The surrounding road network experiences high levels of congestion at certain times, and movement around the area can be challenging. There are gaps in the pedestrian and cycle network and the wide roads can make pedestrian and cycle movement to these facilities difficult and unattractive

Wessex Fields as a strategic employment site will support the intensification of the hospital and existing businesses. The undeveloped land north of the hospital presents a significant opportunity to address employment needs and to help resolve some of the existing issues surrounding access and movement. The site is well placed to accommodate health and medical, innovation and research uses and high quality office, research and lab space that is challenging to deliver on existing brownfield sites. The delivery of the site would provide at least 2,000 new jobs.

To attract businesses and to integrate the site into its surroundings, the buildings, uses and surrounding environment need to create a high quality place. The site must include an east-west vehicle, pedestrian and cycle link through the site from the Wessex Way link road to Deansleigh Road and a north south pedestrian and cycle link to Riverside Avenue from Deansleigh Road adjacent to the law courts. Small scale ancillary commercial use (Use Class E) will be acceptable to provide active ground floor uses and support the creation of a campus environment.

An existing nurses home is located in the north part of the development site. This could remain in situ however, locating this to another part of the site would provide a more cohesive area for development and allow the home to upgrade its offer.

The development site should safeguard land for the approved grade separated junction to the Wessex Way, avoiding locating buildings or structures in this location. While there is no current desire to take this forward it may be required at a later date and development should not prevent this option being explored again in the future.

The hospital site currently includes some key worker housing and there is an opportunity to intensify this key worker housing within the hospital site. Key worker housing on adjacent sites may be acceptable where it does not result in the loss of any existing employment floorspace and does not compromise the delivery of the quantum of employment uses set out in the policy.

Policy E5: Wessex Fields

Land at Wessex Fields, as shown on the Policies Map, provides the opportunity to deliver significant new employment space and enhancements to the hospital and existing businesses, in accordance with the following requirements:

1. General principles

a) All development proposals within the Wessex fields area must retain and deliver health and employment uses (Use Classes E(e), E(g)(i) and E(g)(ii))

2. Development site

Growth on the undeveloped land at Wessex Fields, site Em.3 on the policies map must:

- a. deliver a minimum of 40,000 sqm of high quality employment space and/or health care uses (Use Classes E(e) and E(g))
- b. provide ancillary uses (Use Class E), where they are demonstrably needed to support the primary function of the area for employment and health uses;
- c. create a new vehicular, pedestrian and cycle link from the A338 Wessex Way Link Road east-west across the site to Deansleigh Road, with segregated cycle provision, suitable for adoption;
- d. create a high quality public realm including the retention of mature boundary trees and hedgerows and soft landscaping;
- e. ensure building heights reduce towards the rural edge of the site;
- f. ensure the provision of any residential development is secured as key worker housing and does not compromise the delivery of health care or employment space;
- g. safeguard the footprint of approved grade separated junction on the Wessex Way as shown on the Policies Map;

3. Royal Bournemouth Hospital

Development within the hospital site to improve the operation of the hospital and intensify the provision of key worker homes will be supported. Proposals should incorporate a high quality public realm to support health and wellbeing.

4. Transport

Development at Wessex Fields must deliver improvements of transport and movement to the area by:

- a. addressing gaps in the pedestrian and cycle network, including the crossing of the Wessex Way and the junction of Deansleigh Road and Castle Lane East;
- b. improving access and permeability across the whole area, focusing on enhancing pedestrian, cycling and public transport access and movement.
- c. contributing towards the provision of a high quality cycle routes to the site, including the formation of a greenway link adjacent to the A338 between the development site and B3073 Hurn Road, and across the Stour from Stour Way to the development site;
- d. providing car parking within rear courtyards and /or a multi storey car park so that surface car parking does not dominate the site;
- e. contributing towards enhanced public transport provision including a high frequency bus service between Bournemouth town centre, Bournemouth Railway / Bus Station and Wessex Fields and bus priority measures;
- f. creating a north – south pedestrian and cycle link between Riverside Avenue and Deansleigh Road adjacent to the Law courts; and
- g. ensuring development does not have an adverse impact on the highway network.

Port of Poole

Port of Poole is an important entrance to the local area and directly / indirectly supports many thousands of jobs within the local area and across the South West. The port is a trust port overseen by the Poole Harbour Commissioners and caters for the transfer of freight from ship to road, passenger ferries and cruise ships.

Significant investment in berths and highways infrastructure improvements have enhanced the port's accessibility for road freight, and with the proposed reestablishment of its rail link, there is also potential to increase ship to rail freight handling.

Poole Harbour Commissioners are updating their 2013 masterplan that sets out the long term vision over 20 years and sets out the Harbour Commissioner's five strategic objectives for the future:

1. become the UK's number one marine leisure location;
2. maximise the port estate potential;
3. become a leading green port;
4. maximise the potential of the new deepwater facility South Quay; and
5. maximise ferry potential.

The emphasis on marine leisure is linked to the passenger ferries, cruise ships and emerging plans for a new leisure marina.

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

Although the port is in a relatively less sensitive part of Poole Harbour in ecological terms, it is still vital that development proposals do not have an adverse impact upon this designated habitat and its species. To adapt to climate change, new development in the port will also need to incorporate necessary measures to address flood risk and explore options for reducing carbon emissions.

Policy E6: Port of Poole

Growth of the Port of Poole, as shown on the Policies Map, will be supported where development proposals:

- a) are for port-related activities, marine related industrial uses, other employment uses (Use Classes B2, B8, E(g)(ii) and E(g)(iii) or marine leisure uses that would be compatible with the function of the port;
- b) ensure sites with deep water frontage are reserved for uses which require access to such frontage; and
- c) do not prejudice the use of the rail link for freight handling.

Existing employment areas and isolated employment sites

As well as releasing new employment land, ensuring a prosperous economy also depends on retaining the availability of and enhancing existing employment areas. The well-established employment areas across the BCP area play a crucial role in the economic success of the area, providing a range of job opportunities.

Sites and premises within the existing employment areas are sought after and vacancy rates are generally low. There has however, been pressure for other uses within industrial estates particularly retail and leisure uses that require larger premises or are seeking to capitalise on lower land values/rents than within town centre and retail areas. To retain a sufficient amount and choice of employment sites this Plan seeks to protect the existing employment areas across the BCP area by applying policies that support the retention and intensification of employment uses in these areas.

Alternative uses may be acceptable, if there is a lack of suitable alternative sites, provided that they do not include retail uses which would be better suited to one of the town centres. Applicants pursuing proposals for alternative uses will need to demonstrate that there are no suitable sites outside of the existing employment areas for the proposed use, and fulfil other policy requirements in the plan such as the retail sequential test.

Across the BCP area there are examples of isolated employment uses which fall outside designated employment areas. Cumulatively these sites support a range of small businesses, often in sustainable locations and the loss of these sites can adversely impact on the local economy. These sites will be protected for employment uses unless through marketing, the applicant can demonstrate that there is no longer demand for the use of the land or buildings for employment.

Policy E7: Existing Employment Sites

1. Existing employment areas

- a) The existing employment areas, as shown on the Policies Map, will be safeguarded for uses which generate employment within Use Classes B2 (General industrial), B8 (Storage and distribution) or E(g) (Office, research & development and light industrial). Proposals for renewal and intensification of these employment uses within the existing employment areas will be supported.
- b) Exceptionally, other uses may be considered acceptable provided they do not compromise the activities and integrity of the employment area and:
 - i. the use needs to be in the employment area in question, due to close associations with neighbouring businesses;
 - ii. the applicant can demonstrate a lack of suitable alternative sites, other than in existing employment areas, for the type of activity proposed;
 - iii. the principal activity is not retail or residential; or
 - iv. the proposed use would have an adverse impact in more sensitive locations such as residential areas.

2. Isolated Employment Sites

- a) Proposals resulting in the loss of sites or premises currently or previously used for employment generating uses within Use Class B2 (General industrial), B8 (Storage and distribution) or E(g)(i)(ii) or (iii) (Office, research & development and light industrial) not located within an existing employment area; a town centre, district centre or local centre; or local opportunity area, will be permitted where the site/premises is no longer suitable for continued employment use and has been subject to full and proper marketing of the site for its existing use at a reasonable value for at least six months for sale or re-let.
- b) Where demonstrated that the site/premises is no longer suitable for continued employment use, the alternative uses listed below will be prioritised in the following order:
 - i. On-site affordable housing;
 - ii. Health or care-related uses, including care homes and specialist housing or health facilities;
 - iii. Other forms of housing; and finally
 - iv. Other uses which generate employment.

Supporting the local workforce

Our Skills Plan 2021-2026 aims to train a strong and productive workforce, driven by innovation, entrepreneurialism, and pride in our beautiful place. It outlines what needs to be done to help our economy, businesses and people to build resilience, realise emerging growth in our exemplar sectors, such as advanced engineering, fin-tech, green, health innovation, digital and creative and meet Net Zero ambitions,

while adjusting to demographic and technological change. It sets out an ambitious agenda to create a learning region that:

- focuses on our young people;
- delivers higher level skills for our economy;
- better connects businesses to training providers;
- creates new collaborative clusters to attract and retain talent locally; and
- responds to the economic and skills challenges of today and prepare for the future.

An important part of this approach is to, where possible, encourage developers to help us with the up-skilling and training of local residents, as well as the provision of jobs for local people through Local Labour Agreements. These Local Labour Agreements will be sought as part of the planning process and will be subject to discharge post decision through the use of planning conditions. To assist applicants in preparing Local Labour Agreements, we have prepared a template which can be viewed at (insert link).

We will support partnerships between employers and local training providers to ensure that the workforce of Bournemouth, Christchurch, and Poole is further developed and that disadvantaged sections of the labour market are provided opportunities to help improve their skills and capabilities.

Policy E8: Local Labour Agreements

- a) Major planning applications will be expected to enter into a local labour agreement with the council to ensure that local people are given the opportunity to work on the development and develop their skills.
- b) The applicant will be required to provide a employment and training skills plan identifying opportunities for employment and up-skilling of local people through the implementation of the development. This will include details of/make provision for:
 - work trials and interview guarantees to those attending job clubs, providing that they satisfy all essential criteria for the role;
 - Apprenticeships, T Levels, Supported Internships, Traineeships
 - Vocational training (NVQ's) e.g. GreenTech;
 - work experience for those aged in the 14-16, 16-19 and 19+ age groups;
 - engaging with DWP / local Job Centre for recruitment;
 - school and college site visits;
 - Construction Skills Certification Scheme (CSCS) cards;
 - supervisor training;
 - leadership and management training (including equality, diversity and inclusion);
 - in-house training schemes; and
 - measures and timescales for the quarterly monitoring of the performance targets set out in the plan.

Visitor accommodation and attractions

Tourism is a key economic sector for our region, generating over £1.3bn to our economy each year, and supporting over 12,000 jobs. Recognised as one of the premier coastal visitor destinations in the UK, we want to support our visitor economy and develop as a world class leisure destination, that enriches the quality of life for our visitors and residents.

Our [Tourism Strategy 2023-2027](#) aims to establish the BCP area as one of the best coastal places in the world to visit, work and invest in and a leading centre for wellbeing. It sets out goals to support and sustainably grow a year-round visitor economy in ways that are beneficial to the local economy and community. To minimise environmental and community impacts from unsustainable forms of tourism, the focus is on rebalancing the visitor economy in favour of the higher quality, year-round, staying visitor and business tourism market.

The [Seafront Strategy \(2022\)](#) sets out a bold and exciting vision to establish a world class seafront, prioritising the protection of our natural environment, responding to climate emergency and supporting the distinctive identities of our coastline, whilst promoting sensitive inward investment, employment, community use, wellbeing, inclusivity and sustainable tourism. As well as developing the cultural and leisure offer, an important objective is to maintain and enhance the distinctive look, feel and identity of each of the different character areas along the seafront that is a mix of natural and built coastline.

The Cultural Strategy (2023) sets out the priorities of focus for the development of the arts and cultural sector across Bournemouth, Christchurch and Poole over the next 10 years. It is aligned with wider strategies and plans for the region and will be used to raise the profile of the cultural and creative sectors, supporting funding bids and development goals. This Strategy has been enabled by the council, developed by Bournemouth, Christchurch and Poole Cultural Compact and will be delivered by the cultural and creative community in partnership with the council, the Cultural Compact, multi-sector partners and our residents and visitors.

Visitor Accommodation

Our Hotel & Visitor Accommodation Research Report (2021) identifies a need for the renewal of the hotel market in the Bournemouth area, by introducing more international hotel brands, contemporary hotels, hotels with spa facilities, lifestyle products aimed at younger travellers and the provision of co-working spaces and facilities for remote working. The process of renewal will be achieved through revitalisation of existing accommodation, replacement with modern branded hotels and the development of new hotels.

Visitor accommodation will continue to be focussed within the town, district and local centres, with proposals outside these centres subject to a retail sequential test. Pressure continues to convert existing visitor accommodation to housing or to HMOs, which is eroding the tourism offer within certain areas. We are taking a pragmatic approach by allowing some loss of visitor accommodation that is no longer viable or attractive to the market, in accordance with our guidance note on visitor accommodation.

The growing use of digital platforms to use homes for short term holiday lets can impact upon the availability and affordability of local rental housing and drive up house prices. Government recognises this is an important issue and has proposed creating a new use class for short term lets that would enable areas with high demand to introduce planning restrictions. We await the outcome and will look to act if these changes to national policy come about. In the meantime, our approach is to restrict short term holiday lets that require planning permission to sustainable locations and to protect homes.

Policy E9: Visitor accommodation

1. New visitor accommodation

- a. New hotel development and other built visitor accommodation will be supported in town, district and local centres. Elsewhere, new visitor accommodation or significant extensions to existing visitor accommodation will need to undertake a retail sequential test in accordance with Policy E11.
- b. Proposals for new holiday parks, caravan or camping sites, or extensions to, will be considered on a case-by-case basis.
- c. Proposals for short term holiday lets must be located in sustainable locations with access to high frequency bus services and not result in the loss of homes.

2. Existing Visitor Accommodation

- a. The retention and expansion of visitor accommodation is supported where it provides a valuable contribution to the market;
- b. Proposals resulting in the loss of existing tourist accommodation (including hotels, B&Bs and guest houses) with more than 10 bedrooms (or 24 bedrooms in the central Bournemouth area) will only be supported where it can be demonstrated that:

- i. the continued use is no longer financially viable and attractive to future occupiers and has been subject to full and proper marketing of the site at its existing use at a reasonable value for at least six months or,
- ii. the loss is necessary to enable investment in the remaining tourist accommodation on site or elsewhere in the BCP area.

Visitor attractions

Visitor attractions provide important leisure facilities for our residents and tourists, making an important contribution to the local economy. The area benefits from a wide range of visitor attractions, including the Seafront, Upton Country Park, Rockley Park, Compton Acres, Tower Park, Poole Museum, Russell Cotes Museum, Highcliffe Castle, Red House Museum and Gardens, etc . Our wealth of historic buildings also provides cultural interest. We will continue to protect visitor attractions and our heritage but allow improvements that will enhance their tourism function.

To enhance the offer for residents and visitors we will support new or improved leisure, cultural and entertainment attractions in our town centres (including district and local centres), or as proposed in our Seafront Strategy. Outside of these locations, leisure proposals may require a retail sequential test to ensure they do not harm the town centres (including district and local centres).

Policy E10: Visitor attractions

We will protect important visitor attractions and facilities, and support proposals to enhance existing facilities.

1. New visitor attractions

- a. New visitor attractions will be supported in town, district and local centres, or elsewhere as proposed in the Seafront Strategy.
- b. New leisure, cultural, entertainment and visitor attractions, must, where appropriate:
 - i. protect and enhance the coastal environment in accordance with the character areas described in the Seafront Strategy; and
 - ii. incorporate sustainable transport measures that enable public access to attractions in the day and evening.
- c. Proposals to enhance the beaches, seafront and its public realm will be supported in accordance with the Seafront Strategy. Proposals for additional amenities and facilities should not compromise the accessibility and use of the beaches.

2. Existing visitor attractions

- a. The redevelopment of visitor attractions, or sites last used as a visitor attraction, to other uses will only be supported where it can be demonstrated that:
 - i. the use is no longer viable, and full and proper marketing of the site has been undertaken for its existing use at a reasonable value for at least six months;
 - ii. equivalent or better replacement facilities are secured on or off site that are equally accessible to the community; or
 - iii. the development is for an alternative visitor attraction, the benefits of which clearly outweigh the loss of the current or former use.
- b. Proposals for ancillary uses to enhance visitor attractions will be supported.

Retail and town centres

There have been major economic and social changes in the last ten years which have changed the way we shop, affecting patterns of retail development and the development of new types of shops. In particular the rise in internet shopping, the rapid growth of discount retailers, the 'convenience' shopping concept and the consolidation of investment into fewer larger centres has led to an overall decline in the demand for town centre retail floorspace.

The covid pandemic has compounded the challenges of town centres further with increased online shopping and people working at home more where they would previously have worked in offices within the town centres. Numerous businesses, including large high street chains, have closed or moved to being online businesses, leaving town centre premises vacant.

It is recognised that the town centre high streets are changing to more cultural and leisure destinations. Policy needs to enable this transition whilst still protecting the vitality and viability of the town centres and the Cultural Strategy (2023) will play a significant part in facilitating this.

The Retail Study 2021 informs the retail growth and potential floorspace which is needed over the plan period 2022-2038 as set out in Figure 9.4.

Figure 9.4 Retail floorspace growth for 2022-2038

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

Source: BCP Retail and Leisure Study 2021

The figures show a large over-supply of comparison floorspace (products such as household goods or clothing) across the BCP area. A small over-supply of convenience floorspace (everyday items such as food) is projected in the Christchurch area, with only modest increases projected for the Bournemouth and Poole area. However, there is a significant projected need for food and beverage floorspace which is heavily influenced by the growing trend in cafés and restaurants. It is likely that the decline in comparison shops will be re-purposed as food and beverage space. Even taking this into account, there is still an over-supply of retail floor space forecast, particularly within the Poole area.

Any proposals for new retail will be directed to primary shopping areas within town centres first and then district centres, local centres and neighbourhood parades.

Any proposals for main town centre uses (as defined in the glossary of the NPPF) including retail (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities) will be directed to town centres first then district centres and local centres.

The classification of our different centres and their strategy is set out in the retail hierarchy figure 9.5 and the centres are shown on the Policies Map. These centres have been designated due to their scale, function and role. As well as the three main town centres (Bournemouth, Christchurch and Poole) there are 5 major district centres, 11 minor district centres, and numerous major and minor local centres. There are also a number of neighbourhood parades which whilst not defined on the Policies Map, are nevertheless important in providing local shops in communities.

Proposals for retail or main town centre uses which are in locations that are out of centre, will require the application of the sequential test which will need to demonstrate that there are no suitable sites available (or expected to become available within a reasonable period) within centre, then followed edge of centre. Only where there are no suitable alternative sites available within centre or edge of centre will out of centre sites be supported.

For retail purposes, edge-of-centre is defined as being 300 metres from the Primary Shopping Area boundary. For all other main town centres uses, edge-of-centre is defined as being within 300 metres from the town centre boundary or other centre boundaries. For office development, edge of centre is defined as being within 500 metres from the town centre boundary, district centres and local centre boundaries and a transport interchange station. For retail uses, when applying the sequential test, the centre is defined as the primary shopping area. However, for other town centre uses, the town centre boundary will be used for the sequential test.

It is for the applicant to demonstrate compliance with the sequential test. The test should be proportionate and appropriate to the proposal and the applicant is required to demonstrate flexibility in terms of location and format/scale.

Proposals for retail and leisure floorspace over 280 sqm net floor space in out of centre locations will also need to undertake and submit a Retail Impact Assessment which will need to demonstrate that there would be no significant adverse impact on existing centres. The 280 sqm is a locally set threshold which reflects the characteristics of retail floorspace within the BCP area.

The considerations and steps in applying the sequential test and impact assessment are set out in the national policy and guidance, however the scope of the sequential test and impact assessment should be agreed with the LPA through the pre-application process prior to the submission of a planning application.

There are some limited exceptions to the requirement of a sequential test and impact assessment which include proposals which are identified in the Seafront or Tourism Strategies; and also for the provision of small community shops up to 280sq.m providing convenience food where a need has been demonstrated to support the local community.

Hot food takeaways

There has been a growing concern in recent years about the proliferation and over concentration of hot food takeaways and their impact on health, particularly when close to schools and places where young people congregate. In 2020 government reclassified hot food takeaways into a separate use class. While it is acknowledged that takeaway uses can be beneficial to the function of centres and reduce vacancies, an over-concentration of these uses could in some locations be detrimental to the character and function, or vitality and viability, of a centre and have impacts on health outcomes. There can also be problems with highway and pedestrian safety arising from delivery drivers mounting the pavement to service takeaway uses.

To help tackle childhood obesity we will restrict hot food takeaways within 400 metres of a school, this equates to an approximate walking time of 10 minutes. 400 metres will be calculated on the basis of the shortest walking distance from the entrances and exits of an existing or proposed school.

To support healthy lifestyles proposals that would result in potential clustering of hot food takeaways in a centre, will also be resisted. Drive-through takeaways will be resisted as they promote car-use, and can have adverse impacts upon public health.

Policy E11: Retail and Town Centres

The town, district and local centres as defined on the Policies Map and in accordance with the retail hierarchy, will be the focus for retail and main town centre uses.

1. Within Centre

Proposals (including change of use) for retail within the primary shopping areas of the town centres; district centres; local centres; and neighbourhood parades, and proposals (including change of use) for main town centre uses within town centres; district centres; local centres; and neighbourhood parades will be supported where they:

- i. maintain or enhance vitality, viability and diversity of the centre;
- ii. are appropriate in scale and function;

- iii. retain or provide active commercial (Use class E) or community (Use class F) uses on the ground floor; and
- iv. In the case of sui generis uses (i.e. pub, hot food takeaway, betting shop) would not result in or exacerbate an over-concentration of such uses.

Where a site is within, but close to the centre boundary and has become isolated by residential uses, an exception to the loss of an existing class E use and active commercial frontage may be supported.

2. Out of Centre

- a) Proposals (including change of use) for retail uses outside of primary shopping areas, district centres, local centres, and neighbourhood parades; and proposals (including change of use) for main town centre uses outside of town centre boundaries, district centre, local centres and neighbourhood parades will only be permitted where:
 - i) A full retail sequential test has been carried out which demonstrates that there are no alternative suitable and available sites, firstly within the centres (as defined on the policies map), and then edge of centre.
 - ii) For any retail and leisure proposals over 280 sqm (net) floor space a retail impact assessment has been carried out which demonstrates that there would be no significant adverse impact.
 - iii) The proposal would be appropriate in scale, role, function and nature to its location and would not undermine the retail strategy (as set out in the hierarchy in figure 11.5).
- b) The loss of an existing local convenience shop outside of town, district, local centres and neighbourhood parades, will only be permitted where:
 - i. there is an existing alternative local convenience shop that will conveniently serve the catchment area; or
 - ii. it has been demonstrated that the shop is no longer viable through marketing and a viability assessment.

3. Exceptions

There are some exceptions where a sequential test and impact assessment will not be required. This includes:

- a) Developments which are identified in either the Seafront or Tourism Strategy;
- b) A local community shop provided that:
 - i. it has been demonstrated that there is a local need;
 - ii. the shop is for local convenience food; and
 - iii. the shop is not more than 280 sq. m (net) of retail floor space.
- c) Proposals within a Local Opportunity Area where a potential expansion of district, local or neighbourhood centre has been identified in the ward policy and the scale of the proposal is in accordance with the strategy for that centre (as set out in fig 11.5).

4. Hot food takeaways

- a) In addition to the criteria in 1-3 above, proposals for hot food takeaways will only be permitted where they are not within 400 metres of the access points of a school.
- b) Proposals for drive-through takeaways will not be permitted in any location.

5. Evening/Night time uses

- a) In addition to the criteria 1-4 above, proposals that add to the vitality and viability of the evening and night time economy will only be permitted where individually or cumulatively they will not adversely affect the character of the area or residential amenity in terms of noise, light or other emissions.

Community, sport and leisure facilities

Facilities that provide opportunities for leisure, sport and community activities are vital to our physical and mental health. Community, sport and leisure facilities can include community centres, public houses, local places of worship, public halls, libraries, indoor play, leisure and sports centres, or specialist sports venues. They also include premises used for the delivery of essential services such as education, youth services, childcare and early years, health and social care, policing and the emergency services. This list is not exhaustive and other types of buildings might also function as community facilities where they meet the social, leisure, or religious needs of a community. Facilities can be listed as 'assets of community value' by the local authority where nominated community organisations meet specified criteria.

We propose to protect existing community, sport and leisure facilities that play an important role in supporting the health and wellbeing of our communities. New community uses will generally be supported where the use has a clear benefit to the local community. The most intensive sports and leisure facilities, which could include stadiums, ice rinks and leisure centres are considered by national planning policy as main town centre uses. These should be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. Where possible other community, sport and leisure facilities will also be encouraged to be located within or near to our town centres or within sustainable neighbourhoods to reduce trips.

A Built Facilities Assessment has been completed to assess the needs for leisure and sports facilities. This identified opportunities to invest in some existing facilities to improve their quality and capacity. An Infrastructure Delivery Plan has also been prepared to support the Local Plan. Service providers have identified the provision of community infrastructure as part of this process. Where relevant, these requirements are reflected in site allocations. Community Infrastructure Funds can also be directed to support the provision of new infrastructure. Chapter 11 provides more information regarding infrastructure delivery.

Where strategic residential development is proposed we will seek the provision of new facilities to support the development. The needs for community, sports and leisure will be assessed on a case by case basis depending on the type of development, the location of the site in relation to existing facilities and the capacity of existing facilities.

Proposals that result in the loss of a community facility must demonstrate that the facility is no longer needed, and that no other community uses could make use of the site or facility. To demonstrate this, proposals should include evidence of consultation with the existing users, wider consultation with the local community and service providers, marketing for a period of six months based on the existing use value and an analysis of alternative local provision.

Proposals involving local shops, cafes, post offices and markets are covered by the policy E12. Open space, outdoor recreation facilities such as pitches, and playing fields will be determined against policy NE7.

Policy E12: Community facilities

1. New community, sport or leisure facilities

- a. Intensive sports and leisure facilities are main town centre uses and should be located in town and district centres. Proposals outside these areas will require a retail sequential test.
- b. Proposals for other sport, leisure and community facilities will be supported in town, district and local centres. Where it can be demonstrated that a lack of suitable sites within these areas, the applicant must demonstrate the proposed location is sustainable and can be easily accessed by walking, cycling and public transport. Consideration should be given to the shared use, or re-use, of existing buildings and sites.

2. Existing community, sport or leisure facilities

- a. Proposals for the extension or redevelopment of existing community, sport or leisure facilities to expand and/or diversify the existing use will be supported.
- b. The redevelopment of existing community, sport or leisure uses, and land formerly used as such, to other uses will only be supported where it can be demonstrated that:
 - i. there is no need or demand for such uses on the site and adequate alternative provision is available to meet the needs of the area;
 - ii. equivalent or better replacement facilities are secured on or off site that are equally accessible to the community; or
 - iii. the development is for an alternative community, sport or leisure use, the benefits of which clearly outweigh the loss of the current or former use.

To demonstrate there is no need or demand for such uses proposals should include evidence of consultation with the existing users, wider consultation with the local community and service providers, and evidence of full and proper marketing of the site for its existing use at a reasonable value for at least six months for sale or relet.

Figure 11.5 - The Retail Hierarchy and Strategy

Designation	Function	Location	Strategy
Town Centres	Main town centres serving the BCP area and some surrounding areas to provide a wide range of facilities and services.	Bournemouth Christchurch Poole	Proposals for all scales of development will be supported in town centres. For the purposes of applying the sequential test, alternative sites within the town centres should always be considered. Note for <u>retail</u> the centre boundary is defined as the primary shopping area and for other main town centre uses, the wider Town Centre boundary applies.
Major District Centres	Smaller than town centres and serving a large local catchment but still providing a wide range of facilities and services including shops, banks, community facilities, and often including a small supermarket.	Boscombe, Bournemouth Castlepoint (Castle Lane West), Bournemouth Upper Parkstone (Ashley Road), Poole Westbourne, Bournemouth Winton, Bournemouth	Proposals for all scales of development will be supported in major district centres. For the purposes of applying the sequential test, alternative sites within major district centres should always be considered.
Minor District Centres	Same as above with major district centres but smaller.	Ashley Cross, Poole Broadstone, Poole Charminster, Bournemouth Christchurch Road (Iford), Bournemouth Highcliffe, Christchurch Holdenhurst Road (Springbourne), Bournemouth Kinson, Bournemouth Moordown, Bournemouth Southbourne Grove, Bournemouth Tuckton, Bournemouth Wallisdown, Bournemouth and Poole	Proposals for all scales of development will be supported in minor district centres. For the purposes of applying the sequential test, alternative sites within minor district centres should be considered for proposals up to 2000sq.m

Designation	Function	Location	Strategy
Major Local Centres	Smaller than district centres, local centres serve a smaller and more local catchment with a range of shops which can often include some basic community facilities such as a doctor's surgery, pharmacy or dentists.	Adastral Square, Poole Alder Road, Poole Barrack Road, Christchurch Bournemouth Road, Poole Branksome, Poole Canford Cliffs, Poole Canford Heath, Poole Castle Lane West/Bradpole Road, Bournemouth Castle Lane West/West Way, Bournemouth Charminster Avenue/Malvern Road, Bournemouth Columbia Road, Bournemouth Hamworthy, Poole Hill View Road, Bournemouth Lilliput, Poole Parkgates, Poole Penn Hill, Poole Purewell, Christchurch Queen's Road, Bournemouth Southbourne Crossroads, Bournemouth The Grove, Christchurch Wimborne Road Northbourne, Bournemouth	Proposals for all scales of development will be supported in major local centres. For the purposes of applying the sequential test, alternative sites within major local centres should be considered for proposals up to 500sq.m.
Minor Local Centres	Same as above with major local centres but much smaller.	Anchor Road, Bournemouth Ashley Road (East), Poole Bearwood, Poole Bournemouth Road (East), Poole Broadway, Bournemouth Castle Parade (Iford), Bournemouth¹ Charminster Road/Brockenhurst Road, Bournemouth Christchurch Road/Warnford Road, Bournemouth Creekmoor, Poole	Proposals for smaller scale developments will be supported in minor local centres. For the purposes of applying a sequential test, alternative sites within minor local centres should be considered for proposals up to 500sq.m.

¹ Previously named Iford Roundabout Local Centre

Designation	Function	Location	Strategy
		Cunningham Crescent, Bournemouth East Howe Lane, Bournemouth Fairmile Parade, Christchurch Falcon Drive, Christchurch Marlow Drive, Christchurch Merley, Poole Mudford, Christchurch Oakdale, Poole Ringwood Road/Poole Lane, Bournemouth Ringwood Road (Walkford), Christchurch Salterns, Poole Somerford Road (East), Christchurch Somerford Road (West), Christchurch St Catherines Parade, Christchurch Tatnam, Poole Waterloo (Milne/Marshall Road), Poole Wonderham Parade, Bournemouth	
Neighbourhood Parades	Usually a small number of shops serving the immediate area.	Not individually identified.	Proposals for small scale retail development up to 280sq.m will be supported in neighbourhood parades. Neighbourhood parades do not need to be considered when applying the sequential test.
Retail Parks	Large retail units	Mallard Road Retail Park Christchurch Retail Park Tower Retail Park (Mannings Heath) Westover Retail Park (Castle Lane West) Meteor Retail Park Stony Lane Retail Park Poole Retail Park Turbary Retail Park (Ringwood Road) Wessex Gate Retail Park / Fleetsbridge	Retail parks are out of centre and any proposals in this location would require a sequential test, and where proposals are over 280sqm also would also be subject to the retail impact assessment. For the purposes of applying a sequential test retail parks are considered to be 'edge of centre' and are sequentially preferable to other out of centre locations.

10. Connectivity and transport

Our overarching aim is to foster a safe, inclusive, resilient, integrated, and sustainable transport system that provides choice, supports new homes and businesses, enhances quality of life, and minimises the negative impacts on air quality, public health and carbon emissions.

The transport system plays a vital role in shaping the character, functionality, and sustainability of our communities. It influences our daily lives, affecting how we travel, access essential services, and connect with others. By prioritising sustainable modes of transportation, improving connectivity, and reducing congestion as a result of development, we aim to create vibrant, accessible, and inclusive communities where people do not have to solely rely on private car journeys to get around.

The distribution of centres across the urban area has significant potential to support a network of sustainable neighbourhoods which enable people to walk and cycle to local destinations, services and facilities. Currently 50% of work journeys are less than 5km and 80% are within 5-10km. This highlights the opportunity for more active travel if people have access to routes that get them to where they want to be in a way that is safe, efficient and enjoyable.

Key principles that guide our transport strategy and the transport policies and strategies outlined in this chapter include:

1. **Sustainability:** Promoting sustainable transportation options, such as walking, cycling, and public transport, to reduce carbon emissions, improve public health, enhance air quality, and minimise the environmental impact of transportation.
2. **Connectivity:** Enhancing connectivity within and between communities, enabling seamless **travel** across different modes of transportation, and improving connections to major employment centres, shopping destinations, leisure and community spaces, educational institutions, healthcare facilities, and cultural amenities.
3. **Safety:** Prioritising the safety of all road users by designing and managing transportation infrastructure that minimises the risk of collisions between vehicles and vulnerable road users. This includes implementing traffic calming measures, improving road signage, and promoting safe cycling and walking networks.
4. **Integration:** Encouraging the integration of land use and transport planning to create cohesive, well-designed, permeable and sustainable developments that meet people's everyday needs without reliance on the private car.

Strategic Transport Plan

The council is part of an alliance of eight local authorities and one combined authority which form part of the Western Gateway Sub-national Transport Body (STB). The role of the STB is to set out the transport strategy for the region, provide leadership on strategic transport matters and present collective priorities for greater investment in transport in the Gateway area to government, by providing a single, unified voice for the region. This will be underpinned by the production of an evidence base that informs a long-term Strategic Transport Plan.

The Sub-national Transport Body has identified a Southern Growth Corridor and a strategic corridor from the Midlands to the South Coast. While the majority of these corridors fall outside the BCP area, some projects have been identified that would assist with the improvement of these strategic corridors.

Local Transport Plan

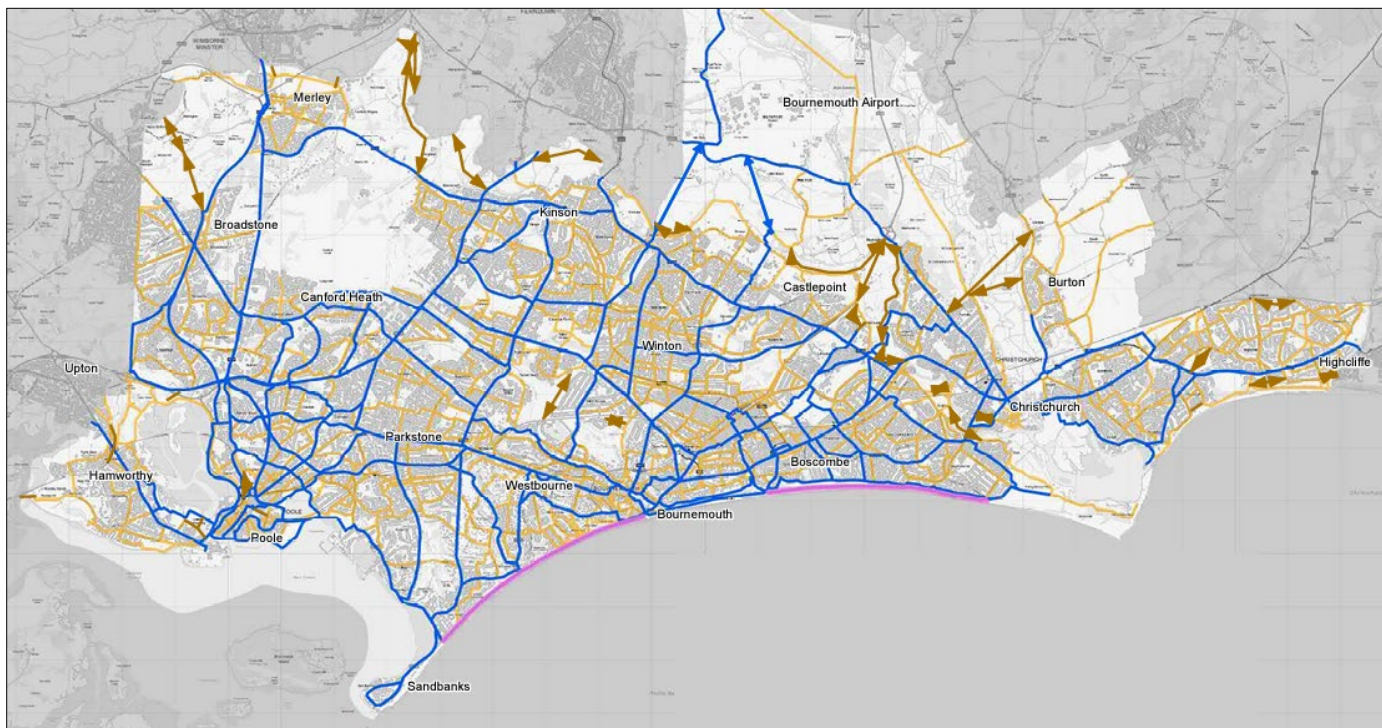
Local Transport Plans (LTP) are statutory documents which set the strategy for the management, maintenance and development of an area's transport system. The current LTP3 (2011-2026) was developed through partnership working. Along with Dorset Council we have commenced work on LTP4. The LTP4 will support the local plan and will be used to deliver improved transport to help meet our key objectives in this local plan about sustainable travel, along with other local and nationally set objectives.

The LTP4 will identify key schemes, including routes and junctions for improvement. It will also consider any future role of park and ride across the conurbation and until this work has been completed, existing park and ride sites will be safeguarded. The LTP4 will also set out how transport related funding, largely allocated by government, will be spent to improve transport in our area. In identifying schemes to improve the operation of the overall transport network, the LTP4 will take into account the proposed development set out within this Plan.

Local Cycling & Walking Infrastructure Plan (LCWIP)

The LCWIP sets out the council's long-term vision and proposals for investment in a network of walking and cycling routes and infrastructure across the region including cycle parking. It builds on and connects with existing cycle and walking provision, showcasing our ongoing, ambitious commitment to active travel and the critical role it plays in reducing local traffic congestion and carbon emissions. The plan contains timings for the improvements over a 15-year period and prioritised routes with the greatest potential to increase levels of walking and cycling. Figure 10.1 shows the linkage of the primary cycle route (blue), the secondary cycle network (yellow) and the further potential links (arrows).

Figure 10.1 The proposed cycle network



Bus Service Improvement Plan

Working with local bus operators we have been developing a Bus Service Improvement Plan, with the aim of significantly improving bus services across the BCP area. This hopes to increase the number of people travelling by bus by helping to make buses more frequent, reliable, better co-ordinated, easier to use and cheaper. Figure 10.2 shows in red where there are 6 or more buses per hour (2019 data).

[illegible]

We are using the Transforming Cities Fund to deliver a network of new cycle routes, walking routes and bus improvements to increase accessibility and provide alternatives to the private car to help with our climate change ambitions. We planned six sustainable travel routes, however due to rising costs the budget is no longer sufficient to build all the routes. The TCF routes are shown on Figure 10.3 with the routes requiring additional funding shown as dashed.

Transforming Travel

West Moors
Wimborne
Ferndown
Bournemouth International Airport
Corfe Mullen
Upton
Hamworthy
Poole
Port of Poole International Ferry Terminal
Bournemouth University & AUB
Bournemouth
Christchurch

Accurate as of July 2023

Sustainable travel routes providing a range of cycle, walking and bus improvements funded by the Transforming Cities Fund

- Bournemouth railway station to / from Jumpers Common, Christchurch
- Bournemouth town centre to / from Ferndown
- Poole town centre to / from Wareham Road, Holton Heath
- Poole town centre to / from Merley, Poole
- Poole town centre to / from Ferndown and Wimborne
- Merley, Poole to / from Christchurch

Dashed routes are subject to future funding. Limited walking and cycling facilities in some sections (not built to latest design standards).

Urban area
Existing walking / cycling routes (not all built to latest design standards)
Road
Railway

Strategic Policy T1: Transport Strategy

In order to reduce carbon emissions and congestion, support health, and the safe and efficient movement of people and goods, development proposals must contribute towards sustainable and active travel behaviour where people can make more trips by sustainable modes. This will be achieved by:

- a) directing developments into the most sustainable locations, which are capable of meeting people's local needs, principally the town centres, district and local centres and within sustainable neighbourhoods;
- b) promoting walking, cycling and public transport to be the natural first choice for journeys in the urban area;
- c) creating neighbourhoods with reduced traffic speeds and clean air that enable people to walk, wheel or cycle, through the provision of high quality, safe walking and cycle routes that enhance connectivity and reduce severance;
- d) providing priority measures for buses to support high quality, accessible bus stops and service improvements to enhance existing services and demand responsive transport throughout the town;
- e) exploring innovative approaches to travel demand management and mobility, such as car clubs, school streets and measures that reduce traffic speeds and flow;
- f) delivering electric vehicle charging and other alternative fuel infrastructure;
- g) facilitating improved freight connectivity across the country by rail and with the port and airport;
- h) assessing and mitigating any transport impacts arising from development;
- i) continuing to review transport strategies for the town centres, including the approach to public car parking, in order to facilitate and prioritise sustainable transport and ensure the vitality of the town centres;
- j) supporting the delivery of infrastructure identified through the Sub-national Transport Body, Local Transport Plan, Local Cycling and Walking Infrastructure Plan and Bus Service Improvement Plan; and
- k) enhancing the options to reach the airport by sustainable modes of transport.

Transport and development

The Traffic Management Act 2004 places a duty on local authorities to make sure traffic (including pedestrians) moves freely and quickly on roads. The NPPF reinforces the need for development not to have a severe residual cumulative impact on the highway network by encouraging mitigation measures to avoid travel by private cars. Highways are a critical component of transportation infrastructure, facilitating the movement of people, goods, and services.

Ensuring the safety of all road users is of paramount importance within the BCP area. We have a responsibility to consider the safety impacts to ensure new development does not undermine highway safety including taking steps to reduce and prevent accidents, and promoting road safety. The impacts of development on highway safety will be assessed on a case by case basis considering the location and layout of the development within its context.

Unacceptable impacts on highway safety may arise where the proposal has an adverse impact on the safety of any road users, but especially people walking, wheeling and cycling, as well as the overall effective functioning of the road network. This impact could potentially result in an increased risk of injuries or fatalities due to factors such as inadequate street design, poor visibility, insufficient pedestrian crossings, inadequate cycling infrastructure, or any other factor that could compromise the safe movement of people and vehicles within the transportation network.

Healthy streets

Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all healthy through physical activity and social interaction. It is also what makes places vibrant and keeps communities strong. The best test for whether we are getting our streets right is whether the whole community, particularly children, older people and disabled people, are enjoying using this space as shown in Figure 10.4 taken from [Healthy Streets](#) guidance.

Figure 10.4 Indicators of healthy streets



Development should be designed with this guidance in mind. Further guidance on creating high quality places is set out in Manual for Streets 1 and 2. We want to create high quality places and healthy living environments that incorporate opportunities for people walking, wheeling and cycling as alternatives to travel by private motorised vehicle.

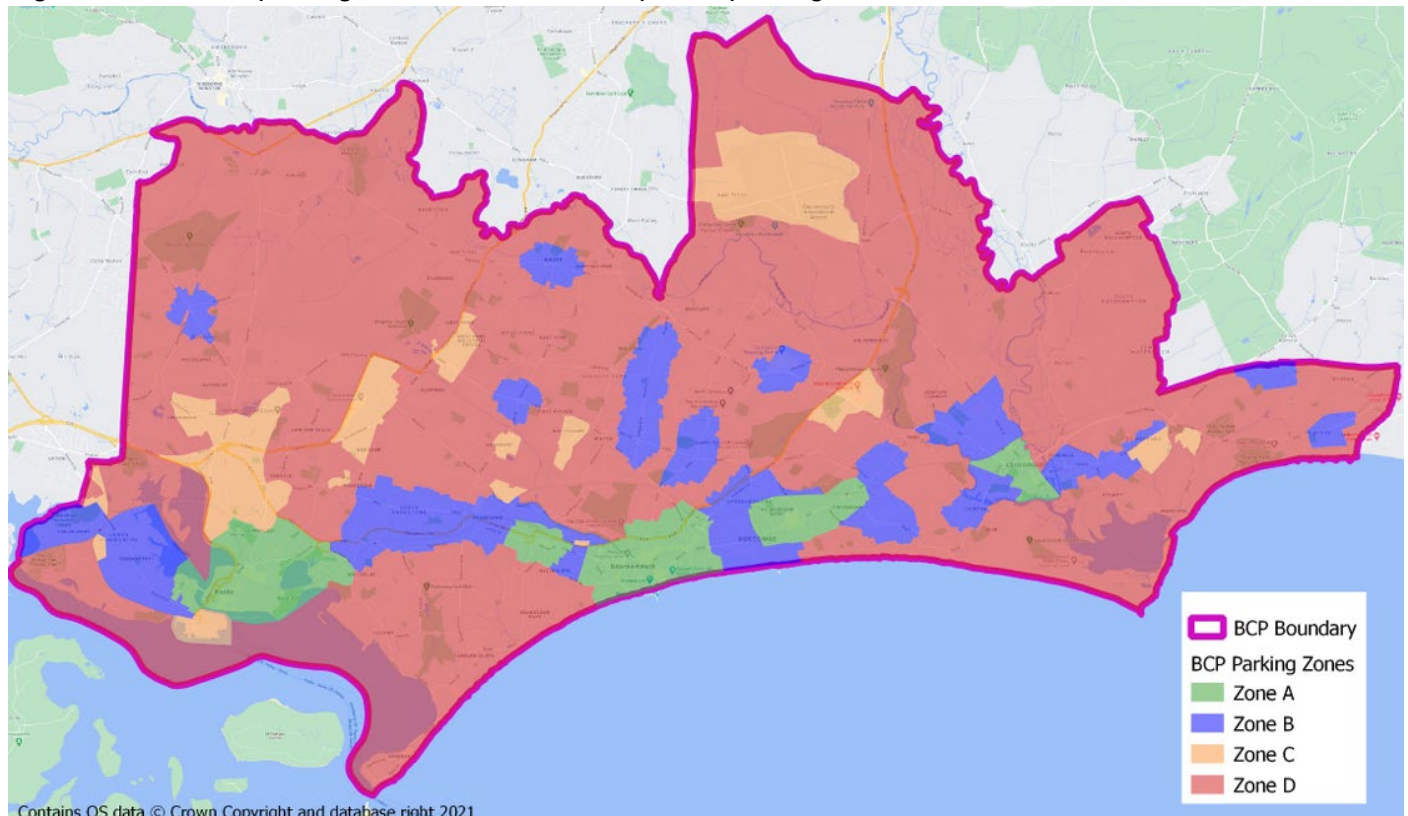
Parking

The BCP Parking Standards SPD (2021) provides good design and sustainability guidance for new development. We have split the BCP area into parking zones as shown in Figure 10.5 reflecting differing accessibility levels in the BCP area as follows:

- Zone A – Town Centres
- Zone B – District Centres
- Zone C – Business Hubs
- Zone D – Suburban/Rural locations

In Zone A (green) and usually in Zone B (blue), car parking is not required for new homes as these areas are characterised by high density development in highly sustainable locations well-served by public transport, shops and local services. This harmonises with our approach to provide safe and attractive walking and cycling infrastructure to facilitate active travel, benefit air quality, improve health and wellbeing and tackle climate change. Where parking is included in new development, it should not dominate site frontages and strike the right balance with the buildings and the urban greening required in each site through Policy NE4.

Figure 10.5 – BCP parking zones for new development parking standards



Transport assessments

Transport Assessments are required for proposals likely to generate significant transport impacts, including such schemes, but are not limited to, the following:

- retail developments over about 800 sqm gross floor area;
- employment developments over about 1500 sqm gross floor area;
- residential developments including 50 or more new homes;
- education facilities;
- non-residential institutions and assembly or leisure developments over about 1500 sqm gross floor area;
- developments creating about 100 or more vehicle parking spaces;
- developments located in areas where there is poor or substandard existing transport infrastructure;
- developments involving the large-scale import or export of materials, plant or products by road; and
- developments involving substantial numbers of heavy goods vehicle movements.

The contents of a transport assessment should include the following but is not limited by this list with additional information being required on a case-by-case basis:

- information about the development site as existing;
- information about the development proposal;
- identification of the national, local and neighbourhood transport policies, standards and other guidance, which are relevant to the development proposals and its locality;
- descriptive information about the transport system in the locality of and serving the development;
- other relevant information about the vicinity of the development site;
- information detailing the 24-hour period person trip rate of the development site;
- information about the transport system(s) / area(s) that will be studied, to inform the transport impact of the development proposal. And for those system(s) / area(s);

- proposals to cost-effectively mitigate or limit any significant or severe cumulative transport impacts associated with the trip generation of the development proposal.
- proposals to enable and encourage development users to travel sustainably; and
- consideration of any adverse transport impacts associated with the decommissioning of the existing site and the construction of the development, and proposals to cost-effectively mitigate or limit any significant or severe cumulative transport impacts arising.

Travel plans

Applicants will be required to prepare travel plans for significant trip generating developments. These plans will be required to identify opportunities for the effective promotion and delivery of sustainable transport initiatives and thereby reduce the demand for travel by private car.

Policy T2: Transport and Development

1. Development will only be permitted where:
 - a. there is no unacceptable impact on highway safety;
 - b. the residual cumulative impact of additional trips on the local and strategic highway network is not severe;
 - c. the impacts on the local and strategic highway network arising from the development itself, or the cumulative effects of development on the network, are mitigated through measures prioritised in the following order that would avoid and/or reduce the need to travel by private motor vehicle:
 - i. active travel;
 - ii. public transport;
 - iii. provision of improvements and enhancements to the local network; and
 - iv. contributions towards necessary or relevant off-site transport improvement schemes.
 - d. it accords with BCP Council's adopted parking standards.
2. Major development must:
 - a. be designed so that opportunities for sustainable transport modes are maximised and provide for a variety of forms of transport as alternatives to travel by private motorised vehicle;
 - b. give priority, in the following order, to the needs of people walking, wheeling or cycling, users of public transport, car sharers and users of low and ultra-low emission vehicles;
 - c. ensure streets are designed for all users, not just vehicles, to create better quality places;
 - d. where environmental constraints allow, ensure that sustainable transport modes are provided for within and to/from the development through the provision of high quality, engineered, safe and direct walking and cycling routes with a permeable site layout maximising use of desire lines;
 - e. provide electric charging points for E-bikes, electric cars other and micro-mobility vehicles;
 - f. contribute to sustainable transport schemes including off-site improvements in the vicinity of the site to cycling and walking routes and public transport facilities; and
 - g. ensure the transport infrastructure is visually attractive and functions well for all users.
3. Proposals which are likely to generate significant transport impacts must be supported by:
 - a. A transport assessment or transport statement; and
 - b. Where requested by the Council, a travel plan to include a range of measures to facilitate increased uptake of walking, cycling, public transport, car sharing or low emission vehicles, with measures ensuring that switching between modes is simple and convenient for all.

Development impacts arising from road access

It is important to enable the safe and efficient use of our primary and major road network. Proposals that involve a new direct vehicle access onto the primary route network will not be permitted, in order to assist with traffic flow and reduce risk. Exceptions will only be made where there is an overriding need for the development and it requires a primary route or major road network location, such as a roadside service facility, facilities for the travelling public, maintenance compounds and exceptional, other major transport interchanges.

On the county distributor network, new accesses will also be resisted where these could harm the function of the road for traffic distribution. Proposals that intensify existing accesses will need to bring the design of the access up to date in line with our crossover guidance.

On other routes, new accesses must be safe and maintain priority for people walking and cycling across the access. In some instances the creation of a new access can result in the loss of existing on street parking. Therefore we will need to carefully consider the impact of new accesses in controlled parking areas, or on heavily parked streets, as defined in appendix C of the BCP Parking Standards SPD.

Policy T3: Creation or alteration of a vehicular access onto a road

1. Primary route network

- a) New accesses for private motor vehicles onto the primary route network will be resisted in all cases except where offering improved road safety for all users; and
- b) A preliminary road safety audit must be submitted with all major development proposals which abut the primary route network.

2. County distributor roads

- a) New accesses on the county distributor network will be resisted where alternative access is available to the side or rear, and turning facilities should be provided on site where possible;
- b) Increased use of existing safe access points will be allowed where it does not harm the road's strategic traffic distribution role and particularly that of bus movement; and
- c) For existing accesses, the design must be brought up to the current standard to be considered suitable for intensification or continued usage.

3. Other routes

- a) Other than on the primary route network, and the county distributor roads applications for the creation of an access to a highway, or where development will result in the increased use of existing access points, will be acceptable where;
 - i. access would be safe having regard to the council's cross over guidance;
 - ii. the access, and any off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected);
 - iii. people cycling will not be negatively impacted by an increase in traffic volumes; and
 - iv. on heavily parked streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking, does not result in the creation of more off-street spaces than set out in the Parking Standards SPD.

Transport infrastructure

To support the growth set out in this Plan the delivery of new transport measures will be required, particularly to improve sustainable transport measures along important routes and to improve the efficiency, capacity and safety of routes and junctions.

The strategic transport network is made up of the following:

- the national primary route network:
 - primary route network (A35);
 - county distributor network;
- the quality bus corridors; and
- the rail network.

The strategic transport schemes identified encompass a range of projects, including highways improvements, enhancements to the bus and rail network, and the provision and improvement of cycling and walking infrastructure. The schemes have been carefully selected based on their potential to alleviate existing transportation challenges, accommodate future growth, promote sustainable modes of travel and support economic prosperity. The policy emphasises the need to safeguard these schemes to ensure their long-term viability and effectiveness. These schemes will be reflected in the LTP4, and further schemes may be identified.

Work will be undertaken, in conjunction with the Department for Transport, Network Rail, train operating companies and other agencies, to support the opening and improvement of local rail stations and the provision of additional rail services where these primarily facilitate short distance passenger journeys across the conurbation.

In addition to these strategic schemes, the policy ensures existing sustainable infrastructure is protected and that it supports the delivery of other transport infrastructure schemes such as those identified in the LCWIP. The Public Rights of Way network will be maintained and diversions will only be appropriate where an alternative route of equal or improved character, amenity, safety, directness and convenience is provided. Cycling and walking infrastructure should be designed using guidance including LTN1/20 and Manual for Streets to be safe, attractive and accessible to all users.

Policy T4: Transport Infrastructure

Transport schemes

1. Development should not prejudice the opportunity to deliver strategically important transport schemes as listed in the appendix and shown on the policies map, or those set out within LTP4.
2. Development should not encroach upon highway improvement lines along the primary route network and county distributor network for a 16-metre minimum width to protect land required for future highway schemes.

Walking and cycling

Walking and cycling infrastructure should be enhanced and expanded to support greater use by:

- a) enhancing and extending existing cycle and walking routes;
- b) be designed to be safe, attractive and accessible for all users; and
- c) safeguarding the public rights of way network;

Buses

The bus network will be enhanced and expanded to support greater use by:

- a) safeguarding existing bus infrastructure, including bus stops and bus land, unless mitigation is secured that leads to an improvement in the bus operation;
- b) supporting bus priority measures along quality bus corridors; and

- c) safeguarding existing park and ride sites.

Rail

The rail network will be enhanced and expanded to support greater use for passengers and freight by:

- a) improvements to rail stations to promote inclusive access and the use of cycle and ride, bus and ride and park and ride;
- b) protect existing rail infrastructure and operational railway land from development which would prejudice future rail uses; and
- c) identifying opportunities to open new or former stations and freight facilities.

Freight and servicing

The council recognises the need to maintain a sustainable and safe freight transport system to cater for the needs of the local community and provide for the movement of goods. The ability to move freight efficiently to, from and within the BCP area is crucial to the economic prosperity of the area. In managing the movement of goods, the overall impact of freight movement on the local community will need to be minimised by restricting motorised freight traffic where appropriate whilst maintaining adequate access for delivery vehicles.

As demand for last-mile deliveries grows, the council recognises the need for freight consolidation and consolidation centres. To support this the council encourages the use of newer and quieter delivery vehicles, particularly e-cargo bikes, as well as collaboration between logistic providers. Further advice on service vehicle provision can be found in the Freight Transport Association's publication "Designing for Deliveries".

Loading and servicing can impact the efficiency of on-site operations, road safety, congestion levels on surrounding roads and the amenity of the area. Where on-site loading and servicing provision is required dedicated servicing bays should be provided in accordance with the BCP Parking Standards SPD.

Development proposals must make provision for loading and servicing to:

- Demonstrate that loading and servicing activities for the site can occur without disruption to pedestrians, cyclists and vehicles both on and off the site;
- Where no designated areas/bays are provided on-site for loading and servicing activities, the applicant must demonstrate the procedure of loading and servicing. This can be presented in a delivery servicing plan, or parking management plan.

In considering planning applications, the council will control the hours of delivery and/or define routes for delivery activities. This reinforces the council's aim of minimising intrusion and disturbance and/or limiting the impact of deliveries on the road network.

Policy T5: Freight and servicing

1. Freight

- a. Developments must allow for the efficient movement of goods, whilst the impacts of construction and distribution of freight traffic on the local community and environment are mitigated, using the following principles:
 - i. Developments which generate significant volumes of freight traffic, or the movement of bulk materials, should be located close to the strategic transport network and should make use of rail transport wherever practical;
- b. Development that would generate significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road;

- c. Freight consolidation should be applied through maximising the use of the capacity of vehicles entering and exiting a site, and through the use of more sustainable alternatives, such as rail or last mile delivery e-cargo cycles, to consolidate delivery and construction transport.

2. Servicing

- a. The provision of servicing facilities is required in all development in accordance with the BCP Parking Standards SPD;
- b. Wherever possible servicing should be provided off the highway; and
- c. Loss of existing servicing will be resisted where it is still required to meet operational needs.

Air quality

Road transport is the main source of pollutants in our area with petrol and diesel engine vehicles and vehicle brake and tyre wear emitting a variety of pollutants that have an impact on air quality. However, air quality across our area is well within legal limits and in 2022 there were no locations which exceeded the air quality objectives for nitrogen dioxide or fine particulate matter. There are, however, some locations where the combination of traffic, road layout and geography has resulted in higher levels than others. The monitoring locations with the highest nitrogen dioxide concentrations are located on busy routes across the conurbation in particular Wimborne Road in the Bournemouth area, Fountain Roundabout in the Christchurch area and Commercial Road in the Poole area.

We are addressing air quality issues by (i) locating new development where there is a viable range of transport choices; (ii) providing good quality sustainable transport infrastructure; (iii) ensuring good design of development; and (iv) enhancing the role of sustainable neighbourhoods to enable people to access basic facilities by cycling and walking. Mitigation measures that could be introduced by development may include planting, bunding or separation to increase distance of buildings from highways and junctions; design of buildings; site layout and phasing during and post-construction; ensuring good site connectivity with public transport or active travel routes; and infrastructure for ultra-low emission vehicles and other forms of low or zero emission transport.

Some development proposals, which by virtue of their scale, nature or location are likely to exacerbate existing areas of lower air quality, and these will need to demonstrate that measures can be taken to effectively mitigate air quality impacts. These developments should complete an air quality assessment using the methodology set out in our guidance.

Policy T6: Air Quality

In areas where development is likely to have a significant adverse impact on local air quality, the council will require applicants to produce an air quality assessment, carried out in accordance with the relevant guidance to address:

- a) the cumulative impact of the development and other planned developments in the local area on future emissions and air quality; and
- b) the proposed mitigation measures, including design and offsetting which would prevent exceedance of national air quality standards, as well as, those to support walking, cycling and public transport use to reduce generation of emissions from future users of the development.

11. Infrastructure and delivery

Managing the impact of development on local communities and the existing built and natural environment involves protecting existing infrastructure and securing the timely investment of new infrastructure.

Infrastructure

The council will continue to work with service providers including health, education, transport, community and leisure to deliver new and improved infrastructure prior to, or in conjunction with, new development. The full list of infrastructure required to support this plan is in the infrastructure delivery plan, with a summary of some of the potential projects in figure 11.1. The infrastructure delivery plan will be regularly updated to ensure that development can contribute to identified infrastructure needs required to support growth, with a focus on the first five years of the plan period.

Figure 11.1 – Potential infrastructure project

Type of infrastructure	Planned projects
Flood Defences	Poole and Christchurch town centres
Heathland Infrastructure Projects (HIPs)	Upton Country Park, Canford, Stour Valley River Meadows, Roeshot Hill, Two Rivers Meet and Crupton Farm;
Green infrastructure	Stour Valley
Sustainable transport	Various cycling, walking and bus projects through LTP4
Health care	30 additional clinical rooms in doctors surgeries to cater for up to 60,000 new patients with expansion of provision planned for Bournemouth and Poole town centres.
Seafront	Investment in infrastructure, cultural offer and facilities as set out in the Seafront Strategy
Built leisure facilities	Littledown, Poole Dolphin and Two Riversmeet leisure centres, Ashdown Leisure Centre athletics track and Poole Rowing Club
Sports pitches	24 full sized grass pitches or less if 3G artificial pitches are provided
Burial space	Cemeteries north of Poole, north of Bournemouth and around Burton

To encourage the most effective use of existing and new infrastructure, co-location and multi-functional use of land and buildings, for services and facilities, will be supported.

Developers of large strategic sites should prepare site infrastructure delivery plans to show how infrastructure will be delivered to support their development. Considerations include bus corridors, electricity power lines (preferably underground), high pressure gas mains, educational facilities, health facilities, flood protection measures, water treatment infrastructure, wastewater treatment works, waste collection and management services and telecommunications equipment (particularly high-speed broadband infrastructure). These plans should set out the infrastructure to be provided along with details about the funding, phasing and management of the proposed infrastructure.

Developers of all sites should check with the utilities providers that there is adequate capacity, e.g. electricity, wastewater, etc. Development in areas with no mains foul system will need to ensure that there are suitable options available for wastewater disposal.

Digital connectivity

The council supports enhancements to broadband and telecommunication technology (including the roll out of 5G technology) and will work with operators to ensure that the local economy is supported by up to date digital infrastructure. Developers should, as standard, install the necessary ducting to enable future connectivity to high-speed broadband.

Digital infrastructure, including telecommunications masts, should be carefully designed and sited to ensure they respect the character and appearance of the street scene, avoiding unnecessary street clutter and prominent positions within established residential streets.

Strategic Policy ID1: Infrastructure

Development proposals will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Depending on the nature of the proposals, infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development.

All relevant proposals must:

- a. demonstrate that full regard has been paid to the council's infrastructure delivery plan and all other relevant policies of this plan;
- b. build safeguards into schemes to protect and enhance appropriate services and facilities, including bus corridors, telecommunications equipment (particularly high-speed broadband infrastructure), electricity power lines, high pressure gas mains, educational facilities, health facilities, flood protection measures, water treatment infrastructure, wastewater treatment works and waste collection and management services; and
- c. ensure the design and siting of new infrastructure minimises clutter and respects the character and appearance of the street scene.

Large strategic sites should prepare infrastructure delivery plans to support the delivery of the site. These plans should set out the infrastructure to be provided along with details about the funding, phasing and management of the proposed infrastructure.

Viability

The NPPF, planning policy guidance and RICS Financial Viability in Planning places great emphasis on deliverability of development as well as allowing the provision of competitive returns to willing land owners and developers to enable sustainable development to come forward. Deliverable schemes are required to ensure our development needs are met as expected over the plan period. Therefore we will require a 'declaration of deliverability' on the validation checklist for all major planning applications.

Our viability evidence, including real costs of building homes provided by local developers, has informed this local plan. The viability evidence shows that margins are tight in Bournemouth and Poole town centres and across the central part of the BCP area. Viability is much stronger in coastal locations, the suburbs and in

Christchurch area. Figure x illustrates how the value areas are spread, with the darker reds indicating higher values.

Insert Figure 11.2 – Development values for housing

Securing funding from development through CIL and Section 106 Agreements

In the current climate of constrained public finance and high development costs, it is challenging for us to deliver the infrastructure needed to support development. Securing the uplift from development profits is also difficult in large parts of the BCP area.

CIL is a charge levied on new development on a '£ per sq. m' basis to fund the infrastructure required to support the development of the area. The local plan is accompanied by the BCP Draft CIL Charging Schedule, which sets the CIL rates. We set our CIL rates from what remains of the development profit after other local plan policy costs have been deducted. We have purposely minimised our policy requirements in this local plan in order to prioritise securing CIL to deliver essential infrastructure. It also allows local communities to benefit from CIL neighbourhood portion for local infrastructure projects.

Even by maximising our CIL rates it will not pay for all the necessary infrastructure and other sources of funding will be needed. CIL though will help with match funding as we try to secure external funding.

Whilst CIL will be used to fund most infrastructure, in some cases, particularly large strategic sites with more complex infrastructure requirements, Section 106 Agreements will also be used to secure infrastructure. Annually we publish our infrastructure funding statement to report on what CIL/S106 we have collected and what it will be or has been spent on.

Viability assessment

The viability evidence demonstrates that this local plan is deliverable. Where policy compliant applications are submitted, they can be determined promptly without a viability assessment.

Where an applicant considers there is a viability issue with delivering a policy compliant scheme, the applicant can submit a viability assessment for independent review, with the costs met by the applicant. The developer's viability assessment should be based upon the key inputs used in the viability assessment that informed this Local Plan and the applicant will have to demonstrate what has changed since. The 'benchmark land value' will be the 'existing use value plus' approach. The 'alternative use value' approach will only be accepted where it can be demonstrated that the alternative use can be implemented and fully comply with development plan policies. We will also require applicants to provide evidence from the financial institution investing in the proposed development.

The outcome of the viability assessment will indicate what policy requirements cannot be met, which is usually the affordable housing policy requirement. As this local plan is not seeking affordable housing on the majority of schemes, the hope is that developers will challenge viability less often, speeding up decision making.

Changes of use

There is often pressure on lower value uses (community uses, hotels and employment land) to be redeveloped for uses that will bring high value to the developer, especially housing. Viability studies demonstrate that land values are generally highest for housing, then retail, then employment and lastly community uses. The 'hope value' that speculative developers can pay for such lower valued sites, in the expectation that their sites could receive planning permission for change of use to housing displaces existing

jobs, as well as outbidding potential investors who would like the site to take on the business or community use. We will therefore expect applicants wishing to change the use of a lower value use to an alternative higher value use, to demonstrate that the existing use is no longer viable or attractive to future occupiers at a price that reflects the existing use.

The required financial and marketing information is set out in conjunction with the relevant policies for community facilities (policy E12), tourism uses (policy E9 and E10), care homes (policy H7) and isolated employment (policy E7). It must be demonstrated that the site is no longer attractive to future occupiers for its existing use through full and proper marketing.

To demonstrate that the applicant has undertaken full and proper marketing, proposals must be accompanied with the following evidence:

Strategic Policy ID2: Viability

The council will expect applicants of major development schemes to demonstrate that major development proposals are deliverable as part of the planning application process.

1. Viability assessments

In circumstances where an applicant wishes to demonstrate to the council that the proposal would not be viable if it were policy compliant, the applicant can submit a residual land value viability assessment at or before the date of making the planning application. The assessment must:

- a. use the same key inputs as used for the viability assessment of this local plan;
- b. demonstrate what has changed since that has made the proposed scheme unviable;
- c. use the 'existing use value plus' approach as the benchmark land value; and
- d. provide a letter from the financial institution backing the proposed scheme that clearly sets out why the development in its current form isn't viable and how the scheme can be made viable.

2. Changes of use

Unless specified in another policy, proposals for the change of use from lower value uses to residential must demonstrate that the existing use of the site is not attractive to future occupiers for its existing use or other permitted uses. In order to demonstrate this, the applicant must provide evidence of full and proper marketing of the site that demonstrates that:

- the site has been marketed for its existing use for 6 months;
- all opportunities to re-let the site have been fully explored;
- the site has been marketed using a variety of methods and marketing tools available that are likely to attract future occupiers;
- the site has been marketed at a price which is considered reasonable (i.e. using recent and similar transactions) for the existing use; and
- the details of any interested parties are provided.

Delivering the plan

The Local Plan will be implemented and delivered through a combination of private sector investment, the work of other agencies and bodies and the council's own strategies and initiatives. Much of the new development identified in this Plan, particularly the investment in new housing and jobs, will be delivered by the private sector. We will continue to work with service providers and developers to deliver the infrastructure required to support the Plan. The Local Plan is supported by a viability appraisal (2023) that has found that the Local Plan is deliverable including the draft CIL charging rates.

Monitoring and review

The council will regularly monitor the policies in this Plan to assess whether they are working effectively. The monitoring framework in the Appendix provides indicators for each policy, together with any identified targets. The outcomes will be set out in the council's monitoring report. Where it would appear that targets are not being met it may be necessary for the council to review the policy. Depending on the scale and nature of the target not being met, actions may include:

- (i) engagement with developers, landowners, service providers and local organisations;
- (ii) the preparation of an interim position statement and/or development brief; and/or
- (iii) a partial or full review of the Local Plan.

The council will review the BCP Local Plan by 2030 to ensure that the overall strategy remains up to date.

Part 2 – Ward Policies

Alderney and Bourne Valley

Alderney & Bourne Valley is located between Bournemouth and Poole town centres and predominantly features residential areas, with some areas of retail and employment uses and numerous open spaces and heathland.

Sustainable Neighbourhoods

Alderney & Bourne Valley contains 5 sustainable neighbourhoods:

- **Bourne Valley & Rossmore and Wallisdown Sustainable Neighbourhoods**, which are based on the approximate walking catchments of the Alder Road Local Centre and Wallisdown District Centre respectively. These areas benefit from high frequency bus links to Poole and Bournemouth town centres, being within a walkable distance of open space, primary and secondary schools, play areas and doctors surgeries, and local employment opportunities at the Branksome Business Park, Sharps Road and Alder Hills employment areas.
- **Branksome Sustainable Neighbourhood**, which is served by the Branksome Local Centre and benefits from easy access to Branksome Rail Station and high frequency bus routes linking Bournemouth and Poole town centres. The area also benefits from being within a walkable distance of open space, primary and secondary schools, play areas and doctors surgeries, and local employment opportunities at nearby employment areas.
- **Newtown & Foxholes Sustainable Neighbourhood**, which does not fall within the walking catchment of a retail centre or doctors surgery, but does include some small neighbourhood parades and individual convenience stores (off Herbert Avenue and Ringwood Road). Proposals to introduce new local community shops and facilities will be supported within the area where a need is demonstrated. The part of this sustainable neighbourhood that falls within Alderney & Bourne Valley otherwise benefits from being within a walkable distance of primary and secondary schools, play areas and open space, and local employment opportunities at the Mannings Heath/Broom Road and Wallisdown Road employment areas.
- **Upper Parkstone Sustainable Neighbourhood**, which is based on the approximate walking catchment of Upper Parkstone District Centre. The area benefits from high frequency bus links to Bournemouth and Poole town centres, and being within a walkable distance of open space, primary and secondary schools, play areas and doctors surgeries.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and inadequate infrastructure and public realm. We will explore opportunities to enhance the pedestrian and cyclist environment, and enhance our open spaces, recreational facilities and public realm with the ambition of improving the liveability of the areas.

Broad townscape characteristics

The character of the area is a mix of late 19th century and interwar/postwar suburban detached housing or postwar estate housing, typical of many of the BCP area's suburbs. New development should typically incorporate good quality soft landscape and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

The southern parts of the ward (falling within the Upper Parkstone and Branksome sustainable neighbourhoods) contain some period architecture from the Victorian and Edwardian eras. In these areas, new development should typically incorporate good quality boundary treatments to the front, and integrate

with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features.

Retail areas

Four retail centres wholly or partially fall within Alderney & Bourne Valley: Wallisdown District Centre, and Alder Road, Ashley Road (East) and Branksome local centres, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Within the Newtown & Foxholes Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Branksome Business Park, Sharp Road, Mannings Heath/Broom Way, Alder Hills, and Wallisdown Road employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 35 homes to be built in the ward, 5 already have planning permission and we expect around 30 homes to be built in the ward as a result of windfall opportunities, most likely as a result of intensification of existing plots. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. Large parts of the ward are within 400 metres of the Dorset Heathlands where new homes are restricted.

Local opportunity areas

Alderney & Bourne Valley contains four local opportunity areas:

- **Poole Retail Park** local opportunity area is in a highly sustainable location adjacent to a railway station and a high frequency bus route and is in proximity of the Upper Parkstone and Westbourne district centres. However, the current big box and surface parking format represents poor use of land, encourages travel by private vehicle and contributes to congestion problems around nearby junctions, while resulting in a low quality environment for pedestrians and cyclists. The existing townscape quality of the area is poor and the retail park has a poor quality relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping.

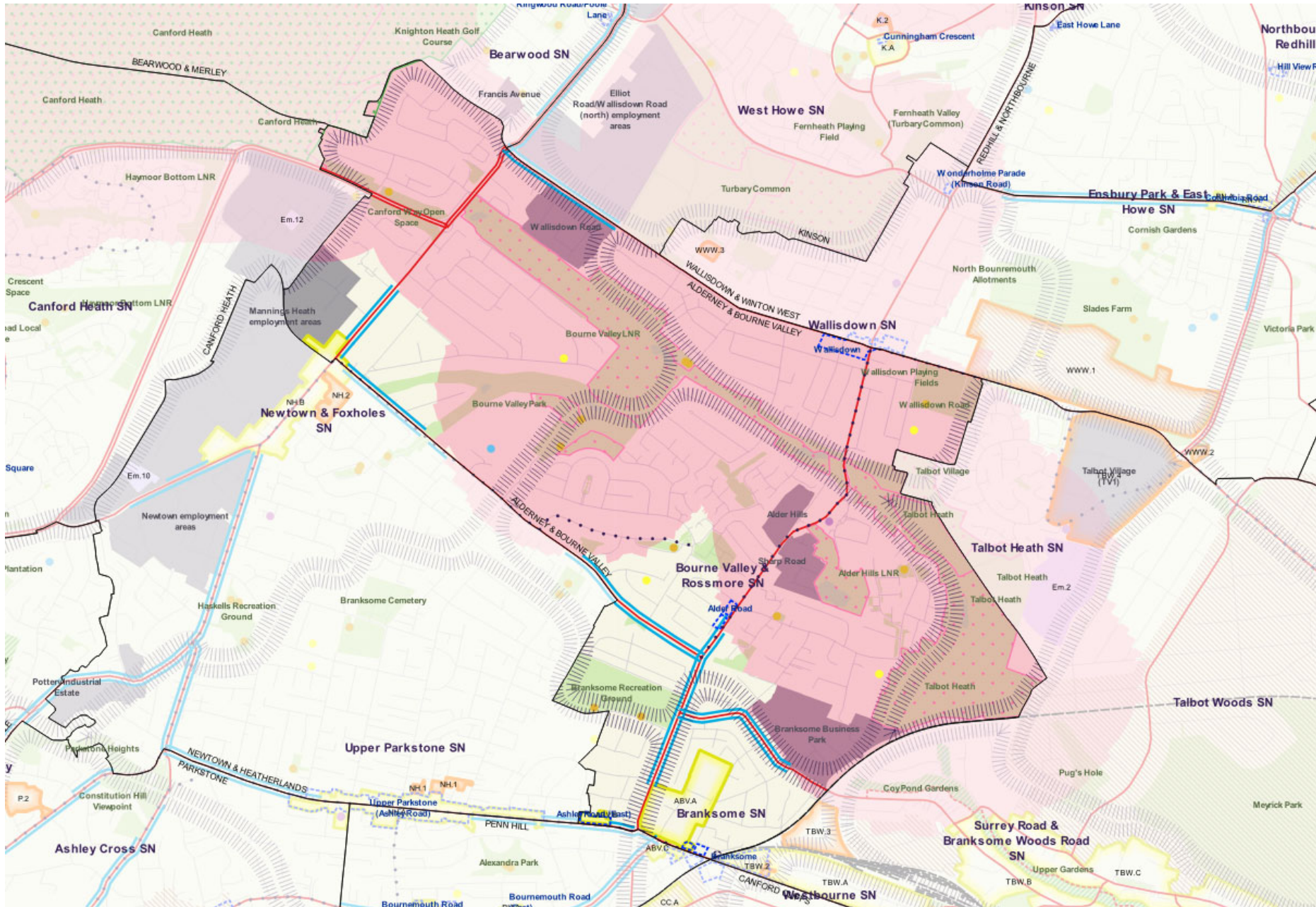
There may be potential for a limited number of taller buildings within the site, but these should be located away from the surrounding streets, and reduced heights will be required on the frontages facing surrounding residential streets given the more domestic scale in these areas. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. Any proposals for retail and other main town centre uses will be subject to a full sequential test and in some cases a retail impact assessment in accordance with Policy E11 Retail and Town Centres as the site is located outside of a retail centre. Given the scale of the site we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function.

- **Ashley Road (east) and Poole Road (Branksome)** local opportunity areas are focused on the Ashley Road (East) and Branksome local centres, and are located in a highly sustainable location served by high frequency bus route and a rail station. Within these areas there is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive period architecture characteristics within the areas. Development within the local centres should provide enhanced retail or community uses on the ground floors.
- **Ringwood Road/Old Wareham Road** local opportunity area is located on key highway routes that support high volumes of motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large setbacks from the street and is 2 residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area. The type of development (such as mansion blocks, villa blocks or houses) that is appropriate will depend on the characteristics of the site, but all development should introduce a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street. Land assembly will likely be needed to achieve satisfactory design solutions and a cohesive townscape.

Local opportunity streets

Sections of Alder Road, Ashley Road, Herbert Avenue, Ringwood Road, Yarmouth Road and Wallisdown Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P1: Alderney and Bourne Valley

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Alderney & Bourne Valley will be enhanced by:

- a) Strengthening the role of Wallisdown District Centre;
- b) Supporting provision of local community shops and facilities on key streets within the Newtown & Foxholes Sustainable Neighbourhood where a need is demonstrated;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Ashley Road
 - Alder Road
 - Canford Way
 - Herbert Avenue
 - Pottery Junction
 - Ringwood Road (including between Ringwood Road and Old Wareham Road)
 - Wallisdown Road
 - Yarmouth Road
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools including Manorside Academy, St Aldhelm's Academy, Talbot Primary, St Joseph's Primary and Bishops Aldhelm's Primary;
- e) Working with Network Rail to improve accessibility to and at Branksome Railway Station, including through exploring opportunities for step free access to trains;
- f) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Bourne Valley Community Centre, including the installation of new cycle facilities
 - Bourne Valley Greenway, including enhancements to wayfinding and accessibility, and improvements to its function as a strategic greenway
 - Bourne Valley park, including improvements to play and skate provision
 - Branksome Rec, including the retention and improvement of pitches, drainage enhancements and upgrades to the play area and pavilion
 - Rossmore Leisure Centre, including enhancing the community and sports facilities, and supporting proposals to enhance the sporting offer, including the provision of an all-weather pitch
 - Wallisdown Rec, including the retention and improvement of pitches and upgrades to the play area
- g) Exploring opportunities to relieve traffic congestion and improve public transport infrastructure at and around Pottery Junction; and
- h) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to improve bus services away from the main roads and within the Newtown & Foxholes Sustainable Neighbourhood.

2. Retail

In the Newtown & Foxholes Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 35 homes will be built in this ward.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Poole Retail Park (ABV.A)

Any redevelopment proposals should be informed by a comprehensive masterplan or design code and make efficient use of land. Development proposals must:

- i. Provide improved pedestrian and cyclist connectivity within the site and between the surrounding streets and the site, including a pedestrian and cycle link between Alder Road and Cromer Road;
- ii. Introduce a fine grained character and predominantly feature buildings up to 4 storeys (approximately 12-15 metres) in height, with reduced heights on frontages facing surrounding residential streets. There may be potential for a limited amount of built form to be up to and not in excess of 6 storeys (approximately 18-21 metres) informed by a Landscape and Visual Impact Assessment;
- iii. Form perimeter blocks, with buildings facing the streets within and around the site; and
- iv. Feature enhanced soft landscape and tree planting along key routes within and around the site.

Proposals for retail and other main town centre uses within the area will be subject to a full retail sequential test and in some cases a retail impact assessment. Such proposals must make efficient use of land through a mix of uses with provision of residential uses on upper floors. Contributions towards improving traffic congestion around Branksome roundabouts may be required.

b. Ashley Road (east) (ABV.B) and Poole Road (Branksome) (ABV.C)

Development proposals must:

- i. integrate with and enhance the area's positive historic characteristics;
- ii. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage; and
- iii. enhance the retail and community facility offer.

c. Ringwood Road/Old Wareham Road (NH.B)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Introduce a fine-grained character; and
- iii. Provide soft landscape and tree planting to the front of plots where development is set back from the street.

5. Local opportunity streets

The local opportunity streets on Alder Road, Ashley Road, Herbert Avenue, Ringwood Road, Yarmouth Road and Wallisdown Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Bearwood and Merley

Bearwood and Merley comprises of two residential areas in the north of Poole. The two residential areas are divided, and surrounded, by areas of heathland and Green Belt. Merley is somewhat isolated from other parts of the BCP area due to the surrounding designations, and is most closely linked to Wimborne. The Castleman Trailway, a disused railway line provides a pedestrian and cycle link between Merley and Broadstone. Bearwood integrates with older housing alongside Ringwood Road, a major A-road in the east of the ward. To the north of Bearwood the Canford SANG provides good access to the Stour Valley river corridor.

Sustainable Neighbourhoods

Bearwood and Merley contains two sustainable neighbourhoods:

- **Bearwood sustainable neighbourhood** is largely based on the walking catchment of the local centre at the junction of King John Avenue and Knights Road, but also includes a small parade of shops in Fulwood Avenue, and a shopping parade along Ringwood Road which is easily accessed along the main road through Bearwood. Both areas provide a range of services for residents. The area also benefits from good access to open spaces, a doctors surgery with a planned expansion, a primary school, play areas, a community centre, and local employment opportunities.
- **Merley and Oakley sustainable neighbourhood** is primarily served by the local centre at Sopwith Crescent, which provides a small number of services and shops and is largely walkable within the neighbourhood. The ward also benefits from a doctors surgery, a first school, access to open space, play areas, and a community centre.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling infrastructure between Merley and Bearwood has had some investment in recent years, however there are some further improvements which could enhance walking and cycling within the individual communities. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The area is characterised by postwar estate housing or interwar/postwar suburban detached housing, typical of many of the BCP area's suburbs. New development should typically incorporate good quality soft landscape and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Potential for new development is limited in some areas of the ward by the heathland 400m consultation zone, and is largely restricted throughout the rest of the ward by Green Belt.

Retail areas

Four retail centres wholly fall within Bearwood and Merley: Merley Local Centre, Bearwood Local Centre, and two smaller parades of shops at Ringwood Road/Poole Lane and Fulwood Avenue, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Employment areas

The Francis Avenue Employment Area, as shown on the policies map, will be safeguarded for employment uses. Churchill Business Park (Provence Drive) forms part of an employment allocation, and is under

construction and will provide new jobs for the increasing local population. The allocation includes an additional 2.5 hectares of land located to the south east of the business park.

Part of the land north of Merley includes some former farm buildings at Cruyton Farm. We are allocating the site for employment use, and a cross subsidy from the adjacent housing development has been secured to help deliver this use.

Housing

We expect around 1,545 homes to be built in the ward, 1,364 homes have planning permission (including the urban extensions north of Merley and Bearwood), with 120 homes on other allocated sites and 30 homes coming forward as windfall opportunities, mostly through intensification of existing plots. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets (outside employment areas) where there is potential for regeneration and/or enhancements to townscape character. This ward contains two strategic urban extensions at land north of Merley and land north of Bearwood, as both sites have outline planning permission they are included in the figure for the number of homes with planning permission.

The ward contains part of Canford Heath, one of the largest remnants of the Dorset Heathlands. Parts of the ward are therefore within 400 metres of the Dorset Heathlands where a net increase in residential development is not suitable. The north of the ward contains the River Stour and areas at risk of flooding. The Green Belt wraps around the residential areas limiting further housing development potential.

Site allocations

Two strategic residential developments at land north of Merley and land north of Bearwood, both benefit from planning permissions, including outline consent for both schemes. The sites will continue to be allocated to ensure new phases deliver high quality development. The sites need to create a strong sense of place, and respect the character of the surrounding area, with particular focus on landscape, heritage assets and their settings and the transition between the urban area and open countryside beyond. Appropriate buffers will be necessary to physically separate and provide a natural setting between the heritage assets and the proposed built form. Permanent boundaries will need to be considered and provided for the new Green Belt boundary. These sites will provide a mix of homes, with a focus on family housing including affordable housing. Both schemes will provide some plots to enable opportunities for self-build, and care homes to meet the needs of the ageing population.

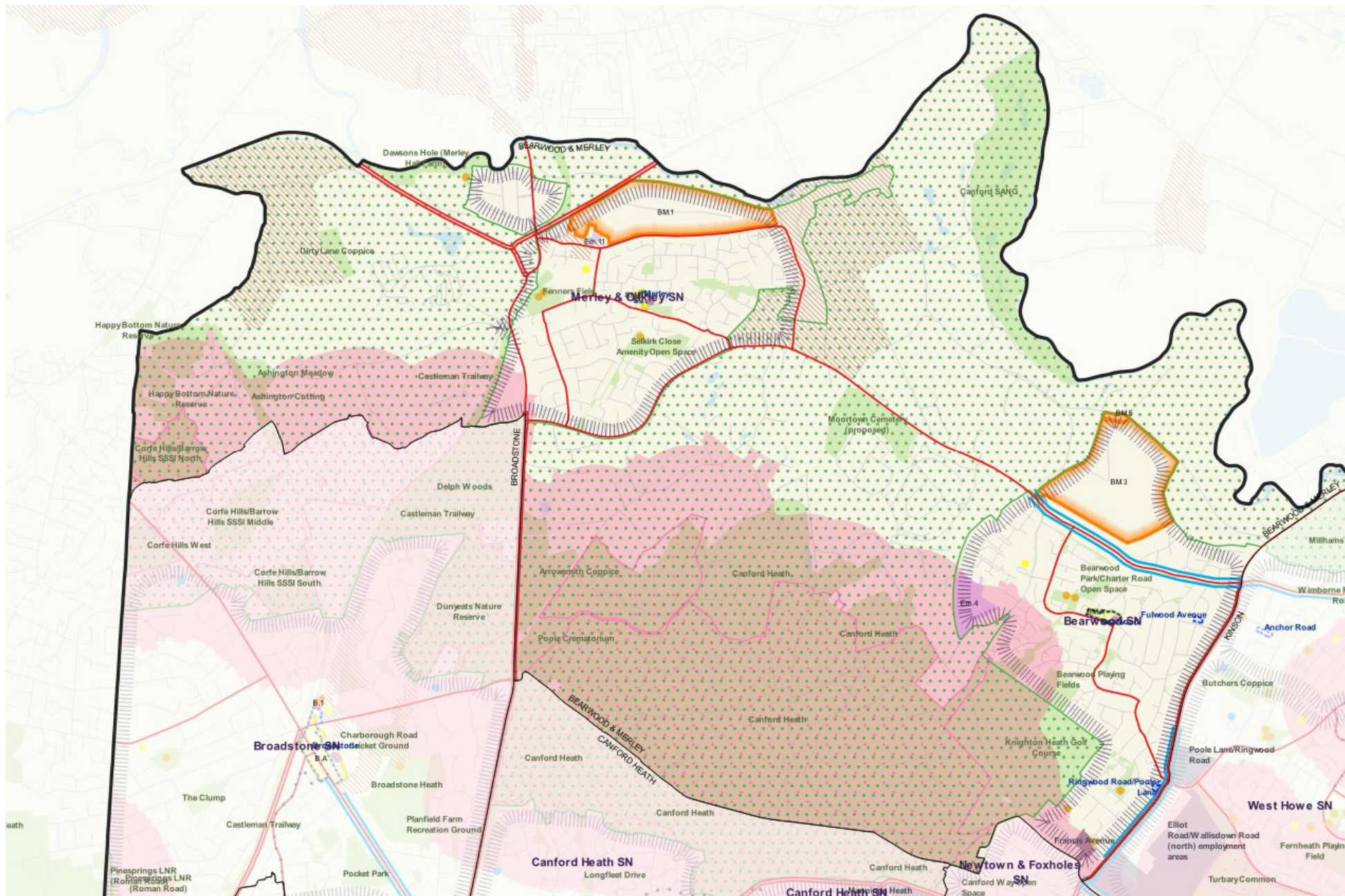
Local opportunity areas

Bearwood and Merley contains two local opportunity areas, both located at the local centres within each of the two main estates. These local opportunity areas are similar, in that both could benefit from improvements to layout, appearance and commercial/community offer of the local centres. Development in these areas should be mixed use incorporating commercial and community uses, with some residential, to strengthen the offer of the local centres. Development in these areas should enhance the character and appearance of the local centres with good quality architecture and soft landscaping.

Local opportunity streets

Sections of Magna Road and Ringwood Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P2: Bearwood and Merley

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Bearwood & Merley will be enhanced by:

- a. Strengthening the retail and community facility offer, and townscape quality of the Bearwood and Merley local centres;
- b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between Magna Road and King John Avenue to improve accessibility to Bearwood Primary School and the Bearwood Local Centre
 - Oakley Lane
 - Oakley Hill
- c. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Bearwood Primary School, and Merley First School: supporting expansion
 - Doctors surgeries: supporting expansion
 - Hamworthy Club and Cobham Sports: retaining and enhancing the community and sports facilities
 - King Richard Drive Playing fields: including new play and fitness equipment.
 - Fenners Field: including the retention and improvement of pitches, upgrades to the play area
 - Selkirk Close Park: retention of pitch area and upgrades to the play area
 - Castleman Trailway: enhanced surfacing, way-finding and accessibility to improve its function as a strategic greenway
 - Charter Road Park: including upgrades to the play area
 - Provision of a skate park / wheeled play opportunity linking to new youth facilities within the ward
 - Enhancing links and connectivity for people and nature to the Stour Valley
- d. Improving the safety and attractiveness of walking and cycling routes to and around schools; and
- e. Working with public transport operators to deliver a high frequency bus corridor between Bearwood and Merley and Poole, Bournemouth and Wimborne town centres.

2. Housing

A minimum of 1,545 homes will be built in the ward. The allocated sites will provide 546 new affordable homes.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Land north of Merley (BM.1)

The site is allocated for up to 550 homes and a care home or extra care home within the region of 60 bed spaces. Development must:

- i. Provide 40% affordable housing and a mix of housing types with a focus on housing suitable for families;
- ii. Be informed by a design code to be agreed by the Local Planning Authority;
- iii. Incorporate at least 8 hectares of public open space, including a range of play spaces and green corridors;
- iv. Incorporate structural landscaping to create a strong permanent and defensible Green Belt boundary;

- v. Preserve or enhance surrounding heritage assets and their settings, including Canford Magna and Oakley Lane conservation areas, adjacent listed buildings and the carriage drive, with a landscaped buffer to heritage assets;
- vi. Provide a SANG that forms part of the Stour Valley river corridor including the former railway land, designed in accordance with the Dorset Heathlands SPD;
- vii. Prioritise cycling and walking facilities for shorter trips within the new community and to existing facilities in Merley and Wimborne;
- viii. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access;
- ix. Make a financial contribution towards the implementation of a sustainable transport corridor between the site and Poole and Wimborne, including bus services;
- x. Provide mitigation to address any unacceptable impacts on the highway network with highway improvements to Oakley Lane, including the junction with the B3073 at the Willett Arms Public House and the junction with Magna Road;
- xi. Provide a public car park to serve the local community facilities at Canford Magna and the SANG;
- xii. Provide at least five self-build plots; and
- xiii. Make financial contributions to additional school capacity and upgrading the local doctors surgery.

b. Cruxton Farm buildings (Em.11)

The site is allocated for business, commercial and service uses (Use Classes B2, B8, E(b)), E(c), E(e) and E(g)). Development proposals must:

- i. Provide a pedestrian and cycle connection in the north of the site which connects with the proposed road network within the Land North of Merley allocation;
- ii. Reuse and convert existing buildings wherever possible;
- iii. Preserve or enhance heritage assets and their settings including the Oakley Lane Conservation area and the listed buildings at 2-12 (evens), 17 and 19 Oakley Lane; and
- iv. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access.

c. Land north of Bearwood (BM.2)

The site is allocated for a minimum of 800 homes, a minimum of a 60 bed care or extra care home and a local centre incorporating provides space for business start-ups/incubator units, shopping and community facilities (Use Classes E and F). Development must:

- i. Provide 40% affordable housing and a mix of housing types with a focus on housing suitable for families;
- ii. Be informed by a design code to be agreed by the Local Planning Authority;
- iii. Incorporate at least 11 hectares of public open space, including a range of play spaces and green corridors;
- iv. Incorporate structural landscaping to create a strong permanent and defensible Green Belt boundary;
 - i. Preserve or enhance nearby heritage assets and their settings;
 - ii. Provide a SANG that forms part of the Stour Valley river corridor, designed in accordance with the Dorset Heathlands SPD;
 - iii. Provide at least five self-build plots;
- iv. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access;
- v. Prioritises sustainable transport measures to facilitate cycling and walking for shorter trips within the new community and to existing facilities in Bearwood and Merley;

- vi. Make a financial contribution towards the implementation of a sustainable transport corridor between the site and Poole/Bournemouth town centres, including bus services;
- vii. Provide mitigation to address any unacceptable impacts on the highway network;
- viii. Create a second vehicular access from Magna Road, to the east of Knighton Lane; and
- ix. Make financial contributions to additional school capacity and upgrading the local doctors surgery.

d. Churchill Business Park and adjacent land (Em.4)

The site is allocated for 5.4ha of employment uses (Use Classes E(g), B2 and B8). Development proposals must:

- i. Ensure compatibility with adjacent housing;
- ii. Be designed in such a way to ensure that residents of the housing development and users of the employment site are prevented from direct access onto Canford Heath;
- iii. suitable mitigation is provided including replacement foraging habitat to ensure protection of bird species such as nightjar;
- iv. the site provides suitable transition between the urban edge of Poole and the countryside, with strong landscaping to provide a permanent Green Belt boundary; and
- v. Make a contribution towards the implementation of a sustainable transport corridor including bus services, between the site and Poole/Bournemouth town centres.

e. Land opposite Knighton House, Knighton Lane (BM.3)

The site is allocated for in the region of 15 homes. Development must deliver a 40% affordable housing and provide a mix of housing types with a focus on housing suitable for families.

Development must:

- i. Provide a pedestrian and cycle link that connect with pedestrian and cycle routes in the Land north of Bearwood allocation;
- ii. Be predominantly two storey (6-9 metres) in height; and
- iii. Preserve or enhance nearby heritage assets and their settings, including the Listed Granary north-west of Knighton House

4. Local opportunity areas

Within the **Bearwood Centre (BM.A)** and **Merley Centre (BM.B)** local opportunity areas, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres);
- ii. Enhance the retail and community facility offer;
- iii. Introduce a fine-grained character and vertical rhythm;
- iv. Form perimeter blocks, with buildings facing the streets within and around the site; and
- v. Provide enhanced tree planting and landscaping along key routes within the area.

5. Local opportunity streets

The local opportunity streets on Ringwood Road and Magna Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Infrastructure

Land off Magna Road adjacent to Canford Park Arena, as shown on the policies map, will be safeguarded for potential cemetery provision.

Boscombe East and Pokesdown

Boscombe East and Pokesdown ward is located east of Boscombe District centre and extends down from Kings Park to the coast. The commercial streets of Christchurch Road and Seabourne Road are key features of the ward which are surrounded by residential properties mainly dating from the Victorian period.

The western part of Christchurch Road is linked to the main Boscombe District Centre and provides a good range of shops and services. The eastern section, closest to Pokesdown Station is more unique with generally smaller traders providing a mix of antique stores, vintage clothing shops, record shops and cafes. Seabourne Road extends down from Pokesdown Station to the vibrant shopping district of Southbourne.

Sustainable Neighbourhoods

Boscombe East and Pokesdown contains two sustainable neighbourhoods:

- **Boscombe and Pokesdown Sustainable Neighbourhood** is focused around Boscombe District Centre which provides a good range of facilities and amenities. Christchurch Road links Boscombe District Centre with Pokesdown Station and includes a range of different shops and other commercial uses at ground floor level with a mix of residential, offices and storage to the rear and on upper floors. Pokesdown station provides a link to the wider rail network and is an arrival point to this part of the conurbation. However, pedestrian links from the station to Boscombe District Centre, Southbourne and the beaches could be improved.
- **Southbourne Sustainable Neighbourhood** is focused on Southbourne District Centre which also has a good range of facilities and amenities. Southbourne Grove is a vibrant centre featuring a number of independent restaurants, cafes, and shops. It's location close to Southbourne beach, means it is popular with residents and visitors alike. Buses travel between Boscombe and Southbourne, but pedestrian links from Boscombe and Pokesdown station could be improved.

Active travel infrastructure, open space and recreational facility enhancements

There are many opportunities within the ward to enhance pedestrian and cycle infrastructure, particularly the links from Pokesdown Station to Southbourne Grove District Centre and the beach beyond. Within the area some streets would benefit from public realm improvements, which could include tree planting along with schemes to enhance safety for pedestrians and cyclists. Opportunities to improve links to the wider cycle network, including the overcliff and Kings Park will be explored.

Residents have access to open space along the cliff top and at Kings Park which lies to the north, just outside the ward boundary. Woodland Walk and Fisherman's Walk provide quiet wooded pedestrian routes linking the main shopping streets to the sea. We will explore opportunities to improve the safety and enjoyment of these routes.

Improvements to seafront facilities such as beach huts, public toilets, water sports facilities and public realm will be encouraged. Existing children's play facilities on the east overcliff and at St James Square will be enhanced, and we will explore opportunities for additional play provision.

Broad townscape characteristics

The area comprises a mix of architectural design dating from the Victorian period to more modern development. The area to the north and east of Parkwood Road has a very urban feel with a mix of terraced, semi-detached and detached properties dating from the Victorian era, set within a tight-knit, grid iron network of streets.

To the south and west of Parkwood Road properties are generally detached and set within more generous plots. Many retain good levels of soft landscaping and tree provision, although there have been significant

losses to forecourt parking provision. Any future development should seek to retain existing and provide new soft landscape.

Future development should take opportunities to reuse existing buildings wherever possible and embrace the role that Boscombe and Pokesdown's heritage can play in driving sensitive regeneration.

Retail areas

Two main retail areas fall within Boscombe East and Pokesdown Southbourne Grove and Christchurch Road, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Employment areas

The Ashley Road (Coal Yard) employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 445 homes to be built in the ward, 70 homes have planning permission, 25 new homes are allocated and around 350 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Land at 41-47 Seabourne Road has been allocated for residential development delivering in the region of 25 homes. The site can accommodate buildings up to four storeys on Seabourne Road and should provide domestic scale two storey properties to the rear, incorporating houses suitable for families.

Local opportunity areas

Three local opportunity areas fall wholly or partially within the ward: Christchurch Road (east of centre of Boscombe) and Ashley Road, Christchurch Road (west of Pokesdown Station) and Seabourne Road. They are located in highly sustainable locations served by high frequency bus routes, a railway station and three district centres. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas.

Historic buildings and frontages that make a positive contribution to the area's townscape, such as 729 – 747 (odds) Christchurch Road, 775 – 797 (odds) Christchurch Road, 896 Christchurch Road and 83 & 85 Seabourne Road, should be retained and restored.

Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. Development within the district centres should improve the quality of their retail and cultural offer to enhance their vibrancy and vitality. The significance of designated heritage assets, such as the Grade II Listed Portman Lodge on Christchurch Road, must be preserved or enhanced.



729 – 747 (odds) Christchurch Road



775 – 797 (odds) Christchurch Road



896 Christchurch Road



83 & 85 Seabourne Road



Portman Lodge

Local opportunity streets

Sections of Ashley Road and Christchurch Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title.



Strategic Policy P3: Boscombe East and Pokesdown

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Boscombe East & Pokesdown will be enhanced by:

- a. Strengthening the role of Boscombe and Southbourne District Centres;
- b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between Pokesdown Station and the seafront
 - Between Pokesdown Station and the Vitality Stadium
 - Christchurch Road, including to better draw pedestrians from Pokesdown Station to the centre of Boscombe
 - Seabourne Road, including to better draw pedestrians from Pokesdown Station to the centre of Southbourne District Centre
- c. Improving the safety and attractiveness of walking and cycling routes to and around schools.
- d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Seafront, including through designation of the coastline as a Coastal Nature Park and associated enhancements, investment in public toilets, beach huts, public realm, cafes, water sports provision, and improvements to safety and lighting, in accordance with the Seafront Strategy;
 - Woodland Walk, including improvements to enhance lighting, security and surveillance, information boards, planting, public art, seating and informal play;
 - Fishermans Walk improvements as a high quality green corridor including opportunities for natural play;
 - East Overcliff/Fishermans Walk, including playground improvements;
 - St James' Square play area improvements; and
 - Supporting proposals for local healthcare improvements.
- e. Working with public transport operators to maintain high frequency bus routes within the area and implement bus priority measures.

2. Housing

A minimum of 440 homes will be built in the ward.

3. Site allocations

41-47 Seabourne Road (BEP.1), as shown on the policies map, is allocated for residential development within the region of 25 homes. Development proposals must:

- a. Be a maximum of four storeys (approximately 12 to 15 metres) on the site frontage and two storeys (6 to 9 metres) at the rear; and
- b. Be set back to facilitate a footway of at least 2 metres wide and accommodate an area of defensible space for any ground floor residential units.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Christchurch Road (east of centre of Boscombe) and Ashley Road (BEP.A)

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) on the road frontage;
- ii. Integrate with and enhance the area's positive historic characteristics; and

- iii. Enhance the district centre's retail, cultural and community facility offer.

b. Christchurch Road (west of Pokesdown Station) (BEP.B)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) on the road frontage;
- ii. integrate with and enhance the area's positive historic characteristics; and
- iii. Enhance the district centre's retail, cultural and community facility offer.

c. Seabourne Road (BEP.C)

Development proposals must:

- i. be up to and not in excess of 4 storeys (approximately 12 to 15 metres) on the road frontage;
and
- ii. integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity streets on Ashley Road and Christchurch Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Boscombe West

Like Bournemouth town centre Boscombe was founded as a Victorian health resort and has its own pleasure gardens, pier and beach. It contains many historic assets including the Royal Arcade and conservation areas containing Victorian and Edwardian villas. The centre offers a variety of shops and evening economy uses.

Parts of Boscombe are some of the most deprived areas in the country and there are high concentrations of HMOs. There have been projects to enhance Boscombe Chine Gardens and regenerate the seafront area. The recent £22 million Town Deal for Boscombe aims to make a positive difference for Boscombe residents, supporting the creation of new jobs and a vibrant high street, delivering quality new homes and developing a green and healthy place that enhances Boscombe's Victorian heritage. The project also includes the provision of a new community centre, a small park and improving the connectivity throughout the area.

Sustainable Neighbourhoods

Boscombe and Pokesdown sustainable neighbourhood covers the whole of the ward. Boscombe District Centre forms the main focus for the ward, which offers a range of services and facilities for residents, and benefits from regular bus services into Bournemouth town centre. This centre forms the focal point of the sustainable neighbourhood.

Active travel infrastructure, open space and recreational facility enhancements

To support regeneration and improvement in the area proposals to make better use of existing community facilities and built resources will be supported, particularly where these uses are of benefit to the wider community and incorporate activities and opportunities for young people. In addition, proposals to enhance the green spaces within the ward including Churchill Gardens and Shelley Park, and those immediately adjacent to the ward at Boscombe Chine Gardens and Kings Park will be supported.

Boscombe Cliff Gardens provide a pleasant walk with formal gardens linking the cliff top to the approach to Boscombe Pier. We will explore opportunities to enhance the existing public realm, safety and provide better connections to the existing cycling and pedestrian network.

Broad townscape characteristics

The Boscombe area has largely developed around its establishment as a spa resort in the late 19th century. The area has a number of listed buildings from this era including the pier, Royal Arcade and Boscombe Hippodrome (now the O2 Academy), and architecture of the area comprises a mix of Victorian, Edwardian and Art Deco designs, reflecting the period of time that the settlement expanded. Development is mixed in character with a predominance of large villa houses set within spacious plots, particularly to the southern part of the ward, close to the sea. The soft landscape and trees are a particular characteristic of these areas and should be provided as part of new development.

Development closer to the district centre by contrast generally follows a more tight-knit pattern comprising streets of terraced and semi-detached properties. Historically there were a number of hotels and guesthouses in the area, although the number has reduced over time. Recent development has replaced larger hotels and villas with blocks of flats providing a mix of traditional and modern designs.

The ward includes three conservation areas at Boscombe Spa, Boscombe Manor and Churchill Gardens. These areas include many buildings with high quality architectural detailing and features from their period. Unfortunately, the character has been somewhat eroded by unsympathetic development and additions to some of these properties over time. However, there is still much to be celebrated in the area and any future

development should take opportunities to retain and reuse existing buildings wherever possible, embracing the role that Boscombe's heritage can play in driving sensitive regeneration.

Retail areas

Boscombe District Centre, as shown on the policies map, will be the focal point of the Boscombe & Pokesdown Sustainable Neighbourhood and proposals within the district centre. Development should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.

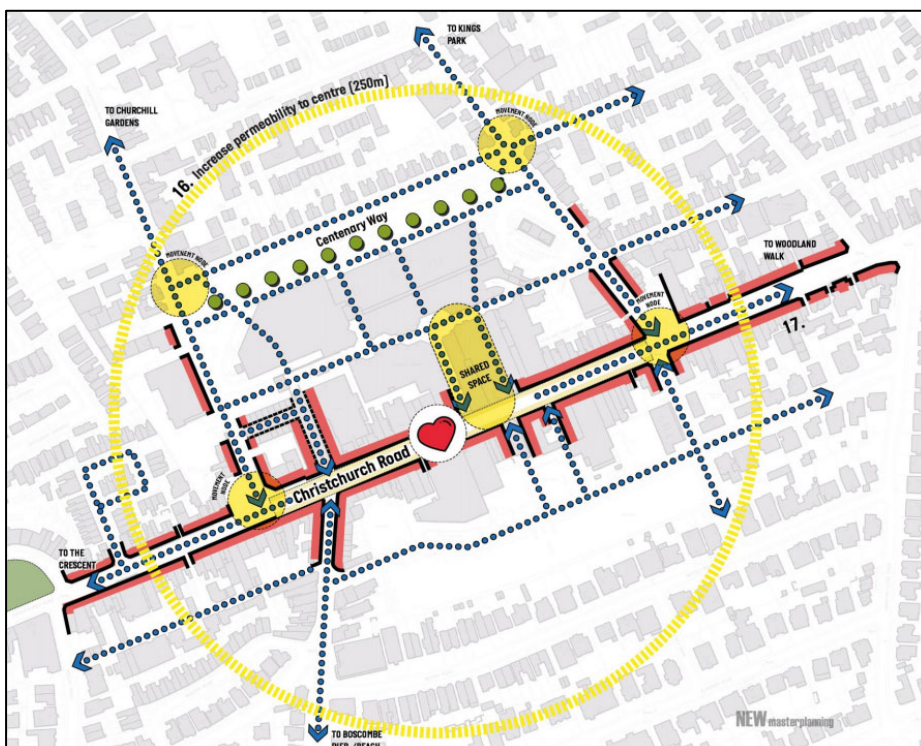
The Boscombe primary shopping area will continue to be focused along Christchurch Road and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages along these streets through the provision of retail, leisure or cultural uses (Use Classes E, F1 and F2). Improvements to the quality of the environment and the shopping experience within this area will be supported.

Housing

We expect around 1,080 homes to be built in the ward, 110 homes already have planning permission, 670 new homes are allocated and around 300 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity street where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Hawkwood Road and the Sovereign Centre and surrounds, will together deliver a mix of commercial and residential uses, provide employment and training opportunities, and improve public realm and connectivity throughout the area and beyond (see below diagram). The NHS have also identified an opportunity to potentially rationalise their estate around Shelley Road which may provide further development opportunities. A former care home at 103 Watkin Road which has now closed also provides scope for residential development.



Sovereign Centre development key connections and permeability improvements

Local opportunity areas

Two local opportunity areas wholly or partially fall within Boscombe West: Christchurch Road (east of centre of Boscombe) & Ashley Road, and Christchurch Road (west of centre of Boscombe). They are located in highly sustainable locations served by high frequency bus routes and Boscombe District Centre. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 661 – 689 (odds) Christchurch Road and 709 Christchurch Road, should be retained and restored in accordance with Strategic Policy S2: Spatial strategy and levels of growth. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. Development within the district centre and neighbourhood parade should improve the quality of their offer to enhance their vibrancy and vitality. Development must preserve or enhance the significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II* Listed) and 443-451 (odds) Christchurch Road (Grade II Listed), and the character and appearance of nearby conservation areas and their settings.



Local opportunity streets

A section of Ashley Road has been designated as a local opportunity street where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

The map displays the Boscombe & Pokesdown Special Natural Area (SN) and its surrounding regions. Key features include:

- Boundaries:** The SN is outlined in black, with sub-areas like 'Boscombe East & Pokesdown' and 'Boscombe West' also delineated.
- Land Use:** Various colored areas represent different land types: orange for built-up areas, yellow for open land, green for gardens and parks, and blue for water bodies.
- Green Spaces:** Notable green areas include Churchill Gardens, St Clements Churchyard, Boscombe Chine Gardens, Honeycombe Chine, Boscombe Cliff Gardens, and Shelley Park.
- Roads:** Major roads shown include Holdenhurst Road (Springbourne), Southcote Road, Ashley Road (Station Approach), and Ashley Road (Coal Yard).
- Other Labels:** The map includes labels for 'Springbourne SN', 'East Cliff SN', 'Boscombe & Pokesdown SN', and 'Boscombe East & Pokesdown'. It also mentions 'Woodland Walk' and 'Southbourne to Hengistbury Head Beach'.
- Infrastructure:** A railway line is visible running through the area, and a scale bar and north arrow are provided for reference.

Strategic Policy P4: Boscombe West

1. Sustainable neighbourhoods

The Boscombe and Pokesdown sustainable neighbourhood will be enhanced by:

- a. Strengthening the role of Boscombe District Centre;
- b. Supporting proposals that would achieve heritage-led regeneration and better reveal the positive characteristics of the area;
- c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Ashley Road
 - Christchurch Road, including to better draw pedestrians from Pokesdown Station to the centre of Boscombe
 - Palmerston Road/Walpole Road and St Clement's Road
 - Sea Road, including to better draw pedestrians from seafront to the centre of Boscombe
- d. Improving the safety and attractiveness of walking and cycling routes to and around schools.
- e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
- f. The Seafront, including through designation of the coastline east of Boscombe Pier as a Coastal Nature Park and associated enhancements, improving the quality and range of leisure and cultural offer at Boscombe Pier, and investment in public toilets, beach huts, public realm, cafes, water sports provision and improvements to safety and lighting, in accordance with the Seafront Strategy;
 - Shelley Park, including a new play area, art and sculpture trail and improvements to access, tree planting and safety;
 - Churchill Gardens, including through retention of the café facility, the addition of CCTV and lighting, improved play equipment and an improved pedestrian and cycle link according to the site masterplan.
 - Boscombe Cliff Gardens
- g. Working with public transport operators to maintain high frequency bus routes within the area and implement bus priority measures; and
- h. Exploring options to manage visitor traffic accessing the seafront.

2. Retail areas

- a. Development within Boscombe District Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.
- b. The Boscombe primary shopping area will continue to be focused along Christchurch Road and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages along these streets through the provision of retail, leisure or cultural uses (Use Classes E, F1 and F2). Improvements to the quality of the environment and the shopping experience within this area will be supported.

3. Housing

A minimum of 1,080 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Hawkwood Road car park and surrounds (BW.1)

The site is allocated for in the region of 70 homes, a community centre, public park and play area, along with the retention of at least 50 public car park spaces. Development proposals must:

- i. Provide active frontages that overlook Hawkwood Road and public spaces;
- ii. Be predominantly between 4 to 5 storeys (approximately 12 and 18 metres) in height; and
- iii. Provide a direct, high quality pedestrian and cycle connection to Christchurch Road.

b. Sovereign Centre and surrounds (BW.2)

The site is allocated for a mixed use development with in the region of 550 homes, retail, commercial and community uses (Use Classes E(a-f), F1 and F2), replacement art studios and sufficient public car parking spaces to serve the district centre. Development proposals must:

- i. Reconfigure and reduce the width of Centenary Way to enable the efficient use of land;
- ii. Front onto and overlook the reconfigured Centenary Way;
- iii. Open Haviland Road West between Palmerston Road and Ashley Road for bus, cycle and servicing only, with a series of north south links between Centenary Way and the High Street;
- iv. Create a new public space, preferably on the high street;
- v. Be predominantly between 3 and 6 storeys (approximately 9 and 21 metres) in height;
- vi. Ensure that heights do not have an overbearing impact on the surrounding residential streets;
- vii. Be informed by a Landscape and Visual Impact Analysis;
- viii. Preserve or enhance heritage assets and their settings, including the Listed Royal Arcade;
- ix. Contribute towards junction improvements on the A35 surrounding the District Centre to improve provision for pedestrians, cyclists and public transport;
- x. Contribute towards high quality cycle routes on access routes to the site, including segregated cycle facilities on Palmerston Road, A35 Centenary Way, and Ashley Road, a continuous cycle route between Bournemouth town centre, Boscombe District Centre and Iford Roundabout; and
- xi. Provide replacement bus stops to enable the redevelopment of Boscombe Bus Station.

Any future use of the Royal Arcade must preserve or enhance the heritage asset, retain commercial ground floor uses (Use Classes E, F1 or F2) and make effective use of the upper floors for in the region of 20 homes or commercial space (Use Classes E, F1 or F2).

c. 11 Shelley Road (BW.3)

The site is allocated for a mix of uses with in the region of 30 homes and commercial, community or health care uses (Use classes E(c-f), F1 and F2). Development must:

- i. Address surrounding streets and Shelley Gardens with active frontages;

- ii. Be predominantly between 2 and 4 storeys (approximately 6 and 15 metres) in height;
- iii. Provide a pedestrian and cycle access into the adjacent green space within Shelley Gardens; and
- iv. Preserve or enhance heritage assets and their setting including the Listed Water Tower.

d. Shalden Grange Care Home, 1-3 Watkin Rd (BW.4)

The site is allocated for residential development providing in the region of 20 homes, which should include some houses suitable for families. Development must:

- i. Be predominantly between 2 and 4 storey (6 to 15 metres) in height; and
- ii. Preserve or enhance heritage assets and their setting including Boscombe Manor Conservation Area and the listed Church of St. Andrew.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Christchurch Road (east of centre of Boscombe) and Ashley Road (BEP.A)

Development proposals must:

- i. be up to and not in excess of 4 storeys (approximately 12 to 15 metres) on the road frontage;
- ii. integrate with and enhance the area's positive historic characteristics; and
- iii. enhance the district centre's retail, cultural and community facility offer.

b. Christchurch Road (west of centre of Boscombe) (BW.A)

Development proposals must:

- i. Be up to and not in excess of 6 storeys (approximately 18-21 metres) on the road frontage;
- ii. integrate with and enhance the area's positive historic characteristics;
- iii. Enhance the neighbourhood parade's retail and community facility offer;
- iv. Respond to the topography of the area; and
- v. Provide or enhance soft landscape and tree planting to the front of plots where development is set back from the street.

6. Local opportunity streets

The local opportunity street on Ashley Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Bournemouth Central

Bournemouth town centre was founded as a Victorian health resort and remains a key tourist destination today, with many natural and historic assets including the historic gardens, beach and fine examples of Victorian and Edwardian buildings. The centre offers a variety of shops, leisure and cultural attractions, including Bournemouth International Centre (BIC), Russell Cotes Museum and the Pavilion Theatre which attract residents and visitors into the town throughout the year. The centre has a lively evening economy based on its restaurants, hotels, bars and cultural venues. The seafront acts as a hub for tourism and many people are employed in this sector.

The centre has seen many changes in recent years. New homes and student accommodation blocks have been built on sites across the town centre, a new modern cinema and restaurant has been built adjacent to the Lower Gardens and former car park sites have been transformed to deliver new luxury hotels and residential accommodation. There have been a number of schemes to enhance the public realm at Pier Approach, the station and within the Lansdowne area. However, like many other centres, Bournemouth town centre has experienced a significant shift away from traditional retail and competition from out of town retail parks. As a result, there are relatively high numbers of vacant units including some large former department stores. Other challenges related to homelessness and maintenance have led to a poor perception of the area.

To encourage investment and to improve the overall offer the town centre will need to evolve and diversify in response to changing consumer behaviours and social trends. Enhancing the cultural and leisure experience will be central to town centre regeneration. There is a particular opportunity to invest in the BIC as a premier event, conference, exhibition, entertainment and touring venue, acting as a catalyst for regeneration and positive change. The seafront is already a huge attraction for residents and visitors but significant opportunities exist to enhance the destination offer and improve its quality.

Sustainable neighbourhoods

Bournemouth central ward contains the main town centre and Dean Park sustainable neighbourhood:

- Within the **Bournemouth town centre** sustainable neighbourhood the primary shopping area provides many shops, facilities and services. The area is the focal point of many high frequency bus routes and also contains the town's main train station in the northeast of the area. The area benefits from numerous employment opportunities with the Lansdowne acting as an office and higher education hub for the BCP area. The central and lower gardens, Horseshoe Common and the seafront provide attractive areas of open space within the town centre. There are primary and secondary schools in the town centre.
- **Dean Park sustainable neighbourhood** is situated north of the A338 (The Wessex Way) and has a close functional relationship with the main town centre which provides a range of facilities within easy walking and cycling distance. A number of high frequency bus routes also pass through the area and the main train station is easily accessible. The neighbourhood includes Meyrick Park a large area of open space that includes sports pitches, a golf course, a gym and woodland walks.

Active travel infrastructure, open space and recreational facility requirements

Bournemouth Town Centre currently offers a varied experience for pedestrians, cyclists and public transport users. The Upper and Lower Gardens, Pier Approach and Commercial Road are attractive pedestrianised leisure and retail areas and national cycle network routes run along the promenade and

through the Gardens. There are public transport hubs at Bournemouth Railway Station, Gervis Place and Westover Road which provide good connections, although the user experience offers scope for improvement. In places the public realm offers considerable scope for enhancement not only to improve walking and cycling infrastructure but to also add to vibrancy and attractiveness of the town centre. A number of key areas and routes have been identified for improvement within the policy below.

The overall transport strategy for the town centre is to focus on improving sustainable transport options and removing unnecessary vehicular trips made by general through traffic. The location and amounts of car parking need to be reviewed to support a shift to sustainable modes of transport while continuing to support town centre businesses. A town centre parking review is being prepared and this will inform a parking strategy for the town centre. This may involve the removal of some existing car parks but the increase of parking provision in other locations. Some existing car parks have scope for development; this will depend on whether or not public car parking needs to be retained. The policy therefore outlines the potential development requirements for some sites subject to the agreement of a town centre parking strategy.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas. The ward does not contain a public sports centre or pool but there are a number of private gyms available along with swimming pools located within hotels, many of which have public access.

Broad townscape characteristics

The ward contains a large variety of townscape characteristics. North of the A338 the Dean Park sustainable neighbourhood is predominantly residential with buildings, including many Victorian villas, set within relatively spacious and well landscaped plots. The trees and soft landscaping are a particular characteristic of this area and should be provided as part of new development.

The town centre area itself includes a mix of architecture from the traditional Victorian villas and terraces, to modern tall buildings within the Lansdowne area. The ward has a high concentration of heritage assets with numerous listed buildings, conservation areas and the gardens which are a registered park and garden. These heritage assets are an important component of Bournemouth's character and the regeneration opportunities must seek to embrace the role Bournemouth's heritage can play in driving sensitive regeneration.

Retail areas

The primary shopping area encompasses Commercial Road, Westover Road and part of Old Christchurch Road. New retail development should be principally concentrated within the primary shopping area but, in accordance with the NPPF, 'edge of centre' locations which are well connected to and within walking distance of the primary shopping area may be acceptable. Beyond the primary shopping area shopping frontages extend up Commercial Road through the Triangle area and up Old Christchurch Road and parts of Holdenhurst Road and Lansdowne Road. While there is a national shift away from some types of retail floor space, such as comparison goods which includes clothing and household goods, retail floorspace can be used for a variety of other purposes such as food and drink uses, services, medical and some community uses. We will therefore support diversification of ground floor retail frontages and in future we may need to review our retail strategy for the town centre.

Employment areas

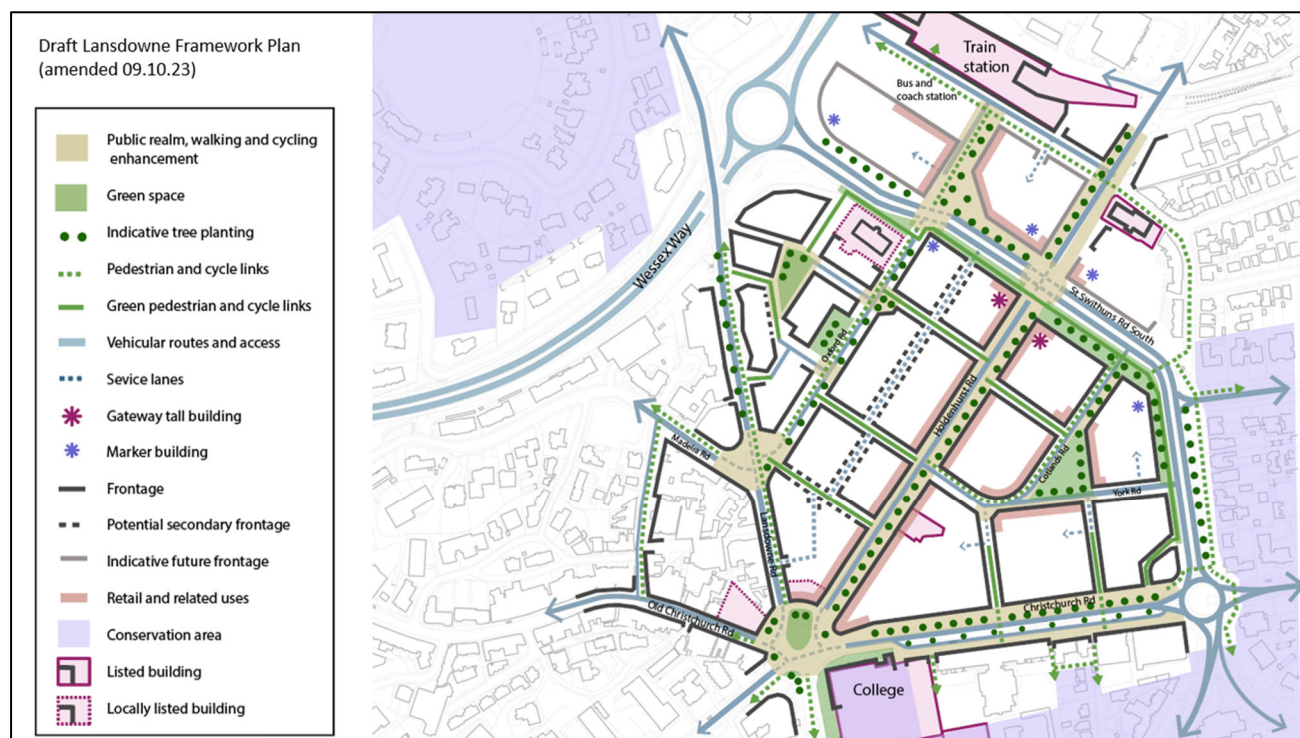
The town centre contains numerous office building and the Lansdowne area is the main office district in the BCP area. The Lansdowne also a strong presence from the universities and Bournemouth and Poole College, which have all recently provided significant investment in the area. There is a strong commercial character with tall buildings accommodating high density office space, higher education uses and student

accommodation. Together these uses contribute to the vitality and vibrancy of the area and co-exist well. The area is well served by rail, bus and road links being in close proximity to Bournemouth station.

There has been significant re-development in the Lansdowne area and across the town centre there is interest to redevelop outdated office buildings, typically to residential uses. While residential uses are important in the town centre the area, particularly the Lansdowne, continues to have an ongoing role to provide a centre for high quality office space. This office space is very important in providing better paid employment opportunities and support spending within the town centre retail areas and can easily be accessed by rail, bus, cycling and walking.

As a result of the covid pandemic there has been a rise in the numbers of people working from home but equally with hybrid working many businesses are still requiring high quality grade A office space from which to operate hub sites, and high quality office space remains in demand in the area. Due to relatively low office rental values compared to high construction costs it is a difficult market to construct single use, speculative office development, but where high quality office space has been provided, it lets well. Given the town centre is a highly sustainable location and we have identified development needs for office we will continue to support office development. Proposals within the town centre on existing employment sites or sites last used as such, will therefore be required to provide a minimum of 20% of floorspace within either the office (Use Class E(g)(i)), research and development (Use Class E(g)(ii) or education (Use Class F1(a)) use class as part of new development preferably at ground floor level.

The Lansdowne has a particularly important function as an office/business district. We are preparing a design code for the Lansdowne area and this will set a number of design requirements to improve the overall function and appearance of the area, helping to attract businesses and investment. The design code will include an urban design framework plan that identifies important connections and opportunities for greening the area which is currently large devoid of soft landscape and trees. An extract of the emerging urban design framework is set out below and the intention is that the Design Code will become a Supplementary Planning Document to inform decision making.



Housing

The Bournemouth Central area offers opportunities for further residential development as part of a wider mix of uses. The additional footfall would contribute towards the vitality of the town centre, supporting retail, leisure and community uses. We expect around 7,135 homes to be built in the ward, 2,045 homes already have planning permission (including the Winter Gardens, Richmond Gardens and some sites within the Lansdown), 2,720 new homes on other sites are allocated and around 2,370 homes are expected to come forward as windfall opportunities, most likely as a result of intensification of existing plots. Provision of new homes is encouraged within the local opportunity areas where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Bournemouth town centre includes a large number of site allocations. The sites mainly represent buildings that are at the end of their operational life and car park sites. The ability to bring forward development on the identified car park sites depends upon the findings of a town centre parking study we are currently working on and the formation of a resulting strategy. This will aim to balance encouraging sustainable transport and limiting through traffic by private vehicles with the need to support town centre businesses and tourism.

Many of the sites are Council owned and some of these are being considered for development by Bournemouth Development Company, a joint venture between the Council and a development partner. These sites will be important for the construction of new homes along with leisure and cultural uses that would add to the offer of the site.

Local opportunity areas

The central ward contains two local opportunity areas:

- **Madeira Road and surrounds** is a predominantly residential area located between Bournemouth's retail core and the Lansdowne area. Development within the area features a variety of architecture styles ranging from original Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the area are the larger, verdant plots featuring high quality Victorian villas. In many cases these characteristics have been eroded due to the introduction of hard-surfaced forecourts and unsympathetic development that fails to integrate with the historic townscape.
- **Crescent Road and surrounds** is located between Bournemouth's retail core and the Cambridge Road dual carriageway, like the Madeira Road and surrounds local opportunity area the strongest characteristics of this area are the larger, verdant plots featuring high quality Victorian villas. However, within this area a greater number of villas are still present. Despite this, hard-surfaced forecourts, unsympathetic alterations and extensions to villas and unsympathetic development from later eras have eroded the character of the area.

Within both of the local opportunity areas new development that enhances the character of the area by integrating with its positive historic characteristics is encouraged. Development should retain and restore Victorian villas that make a positive contribution to the townscape, such as 6 & 8 Crescent Road, and must preserve or enhance the setting of nearby listed buildings, conservation areas and the registered Bournemouth Central Gardens. Plots on Cumnor Road, Lorne Park Road and Christchurch Road provide opportunities for development with a more urban character, but this should still integrate with the historic character of the streets and incorporate good quality boundary treatments and landscaping.

Ward key diagram (below) to be replaced with updated pdf version with legend, title and clearer depiction of pier



Strategic Policy P5: Bournemouth Central

1. Town centre and Sustainable neighbourhoods

Bournemouth town centre will be a thriving and competitive destination that plays a key role in our economy. Bournemouth town centre and the Dean Park sustainable neighbourhood will be enhanced by:

- a. Encouraging heritage-led regeneration that preserves or enhances the area's heritage;
- b. Supporting proposals that would increase footfall within the primary shopping area;
- c. Seeking to improve the leisure and cultural offer;
- d. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Across the Lansdowne area
 - Avenue Road
 - Between the town centre and Bournemouth Rail Station
 - Commercial Road
 - Exeter Road
 - Old Christchurch Road
 - St Peters Road, including the creation of a footway adjacent to the cemetery
 - The seafront promenade
 - Westover Road
- e. Requiring proposals to enhance connectivity for pedestrians, cyclists and public transport;
- f. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Livingstone Academy and St Michael's Church of England Primary School;
- g. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Lower Gardens, consideration of addition of play area provision
 - Central Gardens, including the replacement of the tennis air dome and play area improvements
 - Bourne Valley Greenway
 - The seafront, including the Coastal Nature Park and the investment in utilities, cafes, public toilets and infrastructure
 - Horseshoe Common
 - The provision of food stores to serve town centre residents
 - Pavilion forecourt on Westover Road, exploration of the provision of a public open space
 - The provision of additional community space
 - A new doctors surgery

2. Retail

- a. Development in Bournemouth Town Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.
- b. The Bournemouth town centre primary shopping area will be focused along Commercial Road, Old Christchurch Road and Westover Road and will be applied in undertaking the sequential test for retail uses. Development within this area should contribute to the vitality of the town centre, providing active frontages with ground floor retail, commercial, leisure or cultural uses.

3. Employment

- a. Development within Bournemouth town centre will deliver a minimum of 15,400 sqm of new high quality office space.

- b. Proposals for the re-development of existing offices, including conversions, must re-provide at least 20% of the new internal floorspace as high quality office or research and development floorspace (Use Class E(g)(i-ii)) for sale or let on the open market.
- c. The educational activities of our universities and higher education providers within the town centre, including the provision of additional teaching space and studio spaces, will be supported.

4. Tourism

Bournemouth town centre is a major tourist destination and proposals to broaden the offer through the development of new tourist attractions, leisure facilities, event, conference, exhibition, entertainment and cultural venues.

5. Housing

- a. A minimum of 7,135 homes will be built in the ward.
- b. Build to rent and co-living schemes will be suitable in the Lansdowne. They may be suitable elsewhere in the town centre provided they do not result in an over concentration of similar uses, including student accommodation and HMOs, which may be detrimental to the overall balance and mix of uses within the town centre.

6. Site allocations

The following sites are allocated for development and are shown on the policies map. Temporary, meanwhile uses that enhance the cultural and leisure offer of the town centre will supported on vacant sites provided these do not compromise the delivery of the allocated site and are consistent with other policies within this Plan. The Council will work with service providers to secure the required sustainable transport infrastructure, additional school capacity and medical provision.

- a) **Bournemouth Arc (BC.1)** Sites that make up the Bournemouth Arc must be planned comprehensively as part of a masterplan to deliver a high-quality leisure and cultural offer which contributes to the role of the town centre as a major destination for tourists and local residents. Development must:
 - i. Ensure the delivery of leisure and cultural uses (Use Classes F1(b-e), F2(c-d), theatres, venues for live music performance, concert halls and conferencing facilities);
 - ii. Include hotels, residential, community and commercial, business and service uses (Use classes C1,C3, F2(b) and E) to support and enable the delivery of leisure and cultural uses;
 - iii. Together sites within Bournemouth Arc will provide a minimum of 400 homes;
 - iv. Enhance the natural qualities of the area by retaining and providing high quality soft landscaping within sites, along with preserving or revealing public views of the sea;
 - v. Provide public car parking in accordance with a strategy agreed to by the Council;
 - vi. Ensure building heights are informed by Landscape and Visual Impact Assessment and be predominantly between 4 - 7 storeys (12 - 24m) in height;
 - vii. Preserve or enhance nearby heritage assets and their settings including the Registered Gardens, the Pavilion and the Royal Exeter Hotel; and
 - viii. Work with topography, ensuring building forms step gradually up sloping sites.
- b) **Westover Road (BC.2):** Development in the Westover Road area must:
 - i. Provide a mix of uses with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2, theatres, venues for live music performance, concert halls and conferencing facilities);
 - ii. Together sites on Westover Road will provide in the region of 130 new homes;
 - iii. Ensure the historic building facades are retained and, where relevant, better revealed;

- iv. Preserve or enhance nearby heritage assets and their settings including the listed Pavilion, registered gardens, the Old Christchurch Road Conservation Area and the East Cliff Conservation Area;
- v. Be predominantly between 4 - 6 storeys (12 – 21 metres) in height; and
- vi. Not compromise public realm, walking and cycling improvements on Westover Road.

c) **Avenue Road/Commercial Road quarter (BC.3):** Development in the Avenue Road/Commercial Road area must:

- i. Provide for mixed use development which includes active ground floor retail, commercial, leisure or cultural uses addressing Commercial Road (Use Classes E, F1 and F2, theatres, venues for live music performance, concert halls and conferencing facilities);
- ii. Provide an active street frontage on Terrace Road and Avenue Road;
- iii. Together ensure sites within the quarter will provide in the region of 500 new homes including around 150 homes on the former M&S site and around 100 homes on the Avenue Centre Site;
- iv. Create an attractive, landscaped, public pedestrian route lined by building frontages connecting Commercial Road, Avenue Road and the Gardens;
- v. Preserve or enhance the heritage assets and their settings including, the Registered Gardens, listed War Memorial, listed former St. Andrew's Church, 1-9 Upper Terrace Road, the West Cliff and Poole Hill conservation area and locally listed buildings;
- vi. Work with the topography, ensuring building forms step gradually up the slope;
- vii. Not have an overbearing impact on views from within and across the Gardens; and
- viii. Predominantly range from 4 - 8 storeys (12 – 27 metres) in height. There may be potential for a small area of built form to extend up to 10 storeys (approximately 30 - 33 metres) in height if this is set back from the street frontages and located towards the north-west of the site.

d) **Lansdowne area (BC.4/Em.7):** The Lansdowne area is appropriate for mixed use development and will continue to act as a major office hub and area for higher education uses. Together sites within the Lansdowne will provide a minimum of 900 homes. Development within the Lansdowne must:

- i. Support economic growth through the provision of high quality office, research and development or educational space (Use Classes E(g)(i-ii) and F1(a));
- ii. Ensure major development on existing employment sites re-provides at least 20% of the proposed gross internal floor space is for high quality office use, research and development for sale or let on the open market, teaching space or medical/health care space (Use Classes E(e), E(g)(i-ii), and F1(a));
- iii. Ensure that development on the Cotlands Road car park and York Road site provide in the region of 12,000 sqm of high quality office space and secure the provision of replacement public car parking spaces in the Lansdowne area in accordance with a parking strategy agreed to by the Council. If medical/health care premises to meet the needs of the local people has not been secured on an alternative site in the Lansdowne then space should be provided on the Cotlands Road site;
- iv. Ensure varied buildings building heights, with building heights up to in the region of 30 storeys (approximately 90 metres) on the north east ends of Holdenhurst Road and Oxford Road, with heights dropping down significantly to lower scale townscape with buildings in the region of 9 storeys (approximately 30 metres) on the eastern edge of the area opposite 2-20 St Swithun's Road South and adjacent to 1-44 Holdenhurst Road;
- v. Provide active ground floor uses (Use Classes E, F1 and F2) along Holdenhurst Road;
- vi. Take available opportunities to provide and enhance soft landscape and trees;
- vii. Preserve or enhance heritage assets and their settings including, the East Cliff Conservation Area, the listed fire station, listed Bournemouth and Poole College, listed

East Cliff United Reformed Church, locally listed buildings and the terrace at 1-44 Holdenhurst Road; and

- viii. Not compromise proposals to enhance the public realm and improve walking and cycling infrastructure.
- e) **Glen Fern Road (BC.5):** Development on Glen Fern Road must:
- i. Provide a mixed use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2);
 - ii. Provide in the region of 300 new homes;
 - iii. Secure public car parking within the town centre in accordance with a strategy agreed to by the Council;
 - iv. Create attractive, active frontages to Glen Fern Road and Fir Vale Road;
 - v. Enable footway widening and public realm improvements on Glen Fern Road and Fir Vale Road;
 - vi. Be predominantly between 4 - 9 storeys (12 - 30 metres) in height;
 - vii. Preserve or enhance heritage assets and their settings, including the listed St Peter's Church, The Shul, Bournemouth Hebrew Congregational Synagogue, and the Old Christchurch Road Conservation Area; and
 - viii. A drainage strategy will be needed for the site, with SuDS and permeable surfaces must be provided along Glen Fern Road.
- f) **Richmond Gardens (BC.6):** Development on Richmond Gardens must:
- i. Provide a residential development within the region of 200 new homes;
 - ii. Retain the multistorey public car park;
 - iii. Be predominantly between 9 – 12 storeys (29 - 38 metres) in height; and
 - iv. Preserve or enhance nearby heritage assets and their settings, including the Old Christchurch Road Conservation Area and the listed Dalkeith Building
- g) **Former Buzz Bingo, 13 Lansdowne House, Christchurch Road (BC.7):** Development on the former Buzz Bingo site must:
- i. Provide a residential development within the region of 35 new homes;
 - ii. Be predominantly between 3 - 5 storeys (9 – 18 metres) in height;
 - iii. Provide walking and cycling links to Christchurch Road at both ends of the site and connect to the public right of way to the east;
 - iv. Preserve or enhance nearby heritage assets and their setting including East Cliff Conservation Area and the listed Bournemouth and Poole College; and
 - v. Retain the frontage building to Christchurch Road.
- h) **Former Highway Depot, Cambridge Road (BC.8):** Development on Cambridge Road must:
- i. Provide a residential development within the region of 100 new homes;
 - ii. Be predominantly between 4 - 13 storeys (12 – 41 metres) in height;
 - iii. Preserve or enhance nearby heritage assets and their settings including the listed St Michael's Church and the registered gardens;
 - iv. Allow sufficient room to the north and western boundaries for the retaining wall of the Wessex Way to be inspected and maintained; and
 - v. Provide additional tree planting on the land to the south of the site.
- i) **Former Beales, 36 Old Christchurch Road (BC.9):** Development on the former Beales site must:
- i. Provide a mixed use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2) and within the region of 90 homes;

- ii. Preserve or enhance nearby heritage assets and their settings including the Old Christchurch Road Conservation Area and the adjacent listed St Peter's Church; and
- iii. Provide servicing and accessing arrangements that do not compromise the pedestrianised area at Beale Place and Gervis Place.

j) **Brandon, Clifton and Streate Place, St Peters Road (BC.10):** Development must:

- i. Provide residential development within the region of 30 homes;
- ii. Be predominantly between 4 - 6 storeys (12- 21 metres) in height; and
- iii. Retain a soft landscaped frontage.

k) **Former Belvedere Hotel and surrounds (BC.11):** Development must:

- i. Provide replacement tourist accommodation with a minimum of 80 beds, alongside in the region of 60 homes;
- ii. Be predominantly between 3 - 7 storeys (9 - 24 metres) in height; and
- iii. Provide a soft landscaped frontage to Bath Road.

Subject to Council agreement of a car parking strategy for the town centre Central, Richmond Hill, Park Road, Eden Glen and the Town Hall Annexe may become available for residential development.

l) **Central car park (BC.12):** Any development of Central car park must:

- i. Deliver in the region of 100 homes;
- ii. Preserve or enhance surrounding heritage assets and their settings, including the role of the spire of the listed St Peter's Church as a prominent feature on the sky line; and
- iii. Be predominantly between 5 - 7 storeys (15 – 24 metres) in height and should not exceed the height of neighbouring Bath Hill Court.

k) **Richmond Hill car park (BC.13):** Any development of Richmond Hill car park must:

- i. Deliver in the region of 70 homes;
- ii. Be predominantly between 7 -10 storeys (24 to 33 metres) in height.

l) **Park Road car park (BC.14):** Any development of Park Road car park must:

- i. Deliver in the region of 60 homes; and
- ii. Be predominantly be between 2 - 5 storeys (6 - 18 metres) in height.

m) **Eden Glen car park (BC.15):** And development of Eden Glen must:

- i. Deliver in the region of 20 homes; and
- ii. Be predominantly five storeys (15-18 metres) in height.

n) **Town Hall Annexe: (BC.16)** Any development of the annexe must:

- i. Provide mixed use scheme that could incorporate high quality office or research and development space (Use Class E(g)(i-ii), education (Use Class F1(a), medical/healthcare (Use Class E(e)) alongside residential uses delivering in the region of 50 homes;
- ii. Preserve or enhance surrounding heritage assets and their settings, including St Stephen's Church, Town Hall and Meyrick Park and Talbot Woods Conservation Area;
- iii. Provide a strong and attractive frontage to Braidley Road and St Stephen's Road; and
- iv. Be predominantly four storey (12-15 metres) in height when viewed from Braidley Road.

If the following sites become available for development, they would contribute positively to regeneration.

o) **Telephone exchange, Bath Road (BC.17):** Any development must:

- i. Provide a mixed use development incorporating within the region of 150 homes and commercial or community floorspace (Use Classes E(e), E(f), E(gi-ii), F(1) or F(2));

- ii. Be predominantly between 4 - 7 storeys (12- 24 metres) in height;
- iii. Retain soft landscape and trees along the site frontage; and
- iv. Explore the retention of the brick mural on the front of the building.

p) **ASDA, St Pauls Road and surrounds (BC.18):** Any development must:

- i. Provide a mixed use scheme with a minimum of 100 homes, hotel, retail, commercial, leisure or cultural uses (Use Classes C1, E, F1 and F2);
- ii. Explore opportunities to work with the Council to deliver a comprehensive scheme that includes the reconfiguration of adjoining highway land at St Paul's Road and Bournemouth Station Roundabout;
- iii. Provide a direct pedestrian route between the station entrance and Holdenhurst Road and between the station and Oxford Road;
- iv. Provide public car parking in accordance with a strategy agreed to by the Council;
- v. Be predominantly between 5 - 9 storeys (15-30 metres) in height;
- vi. Preserve or enhance nearby heritage assets and their settings including the listed station and the listed East Cliff United Reformed Church;
- vii. Reconfigure the access onto St Paul's Road and work with the Local Highway Authority to ensure the scheme supports the reconfiguration of the Bournemouth Station Roundabout, the Station Approach/Southcote Road junction and Holdenhurst Road; and
- viii. Unless the surface water flood risk area is avoided, undertake a sequential test and prepare a flood risk assessment.

7. Local opportunity areas

Within the **Madeira Road and surrounds (BC.A)** and **Crescent Road and surrounds (BC.B)** local opportunity areas, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. be up to and not in excess of 4.5 storeys (approximately 15 metres) in height;
- ii. integrate with and enhance the area's positive historic characteristics;
- iii. respond to the topography of the area; and
- iv. provide or enhance soft landscape and tree planting to the front of plots where development is set back from the street.

Broadstone

Broadstone is located towards the northwest of the BCP area bounded by Bearwood & Merley to the east, Canford Heath and Creekmoor to the south. Its western edge is defined by an old Roman Road which also marks the boundary between BCP Council and Dorset Council. Parts of Broadstone fall within 400 metres of a Dorset heathland.

Sustainable Neighbourhood

The **Broadstone sustainable neighbourhood** covers most of the ward and is based on the approximate walking catchment of Broadstone District Centre, a busy vibrant hub with a strong retail core offering a wide range of shops, services, facilities and offices. Much of the area is residential and is well-connected to strategic and local open spaces, benefitting from direct bus routes to Poole town centre and Wimborne. There are primary, middle and upper schools, play areas, GP surgeries, five churches and a sports centre.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling opportunities within this area are good with green links to strategic open space at Upton Country Park from Pinesprings and to Wimborne via Castleman Trailway, as well as high quality cycling and walking infrastructure which supports active travel along Dunyeats Road towards Bearwood and Merley, Wimborne, Poole, and Bournemouth. There are a number of open spaces at Springdale Park and Broadstone Recreation Ground and many informal additional greenspaces and pleasant wooded areas including Delph Woods. We have identified opportunities to enhance the open spaces and recreational facilities to improve liveability in the area.

The area does not benefit from a high frequency bus route and is more than 15 mins away from Poole Railway station and the Poole town centre primary shopping area, it is therefore likely that people will use private vehicle transport to access these sites. Public transport to other parts of the BCP area is also quite limited, and there are areas on the fringes of the ward which have poorer access to amenities overall. The area would benefit from opportunities to improve the choice and frequency of bus routes to encourage sustainable travel options.

Broad townscape characteristics

In the retail core and beyond, the sustainable neighbourhood predominantly consists of residential uses. The settlement was developed on former heathland following the expansion of the railway network with Broadstone Junction forming an important intersection of the local and regional transport network in the 19th century. Although large tracts have been built over, significant remnants survive, notably at Corfe Hills, including Broadstone golf course, to the north, Broadstone Heath recreation area to the south-east and Upton Heath to the west. Broadstone was a Victorian and Edwardian creation and whilst some houses of this period remain and continue to define some parts of the character of the settlement, much of the area is characterised by bungalows and detached housing dating from 1930 onwards with significant post-war development taking place on what was part of the Upton Heath and Broadstone Heath. Part of the sustainable neighbourhood is constrained by the 400-metre heathland exclusion zone and at the northern edge it is adjacent to green belt.

Retail areas

Broadstone District Centre is the retail area shown on the policies map. This centre is the focal point of the sustainable neighbourhood. Proposals within the district centre should maintain or enhance its vitality, viability and diversity.

Employment areas

The Broadstone Business Centre in Moor Road provides a range of commercial space for small businesses and start-ups and is safeguarded for employment as shown on the policies map.

Housing

We expect around 150 homes to be built in the ward, 90 homes already have permission (including the former Broadstone Hotel/Goods Yard Public House) and around 60 homes are expected to come forward as windfall opportunities. Provision of new homes is encouraged within the local opportunity area and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Broadstone is constrained by the 400-metre heathland exclusion area and at the northern edge is adjacent to green belt land. Other constraints include two conservation areas taking in Tudor Road/Golf Links Road and the Ridgeway/Broadstone Park – these areas reflect the special architectural quality of the buildings, their setting and prominence, the landscaping and views. It is important that new development in these areas is sensitively managed to preserve the overall character or appearance.

Site allocations

Land at the former Broadstone Hotel/Goods Yard Public House car park on Station Approach will provide in the region of 30 new homes and has secured planning permission. Development must retain the adjacent public house.

Local opportunity area

Broadway and surrounds' local opportunity area is focused on the Broadway District Centre, a sustainable location served by high frequency bus route. Within the area there is potential for new development to enhance the area's townscape character and strengthen local distinctiveness. Development should take design cues from positive characteristics of period architecture within the area and preserve or enhance the character or appearance of the conservation areas. Development within the district centre should improve the quality of its retail, community, and cultural offer to enhance its vibrancy and vitality. On other streets within the local opportunity area there are some infill/redevelopment opportunities, but a more sympathetic scale of development is required.

Local opportunity streets

Part of Lower Blandford Road has been designated as a local opportunity street where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine-grained character, provide soft landscaping, and tree planting to the front of plots where development is set back from the street.

The map displays the following locations and features:

- Top Left:** Happy Bottom Nature Reserve, Ashington Cutting, Corfe Hills/Barrow Hills SSSI North, Corfe Hills/Barrow Hills SSSI Middle, Corfe Hills West.
- Top Right:** Castleman Trailway, Delph Woods, Castleman Trailway, Dunsyots Nature Reserve.
- Center:** Broadstone, Broadstone SN, Broadstone Heath, Planfield Farm Recreation Ground, Pocket Park, The Clump.
- Bottom Left:** Pinesprings LNR (Roman Road), Pinesprings LNR (Roman Road), Castleman Trailway, Longmeadow Lane, Creekmoor SN.
- Bottom Right:** Waterloo SN, Waterloo (Milne/Marshall Road), Thorn Road Open Space, Canford Heath, Poole C, Arrows, Mer.
- Other Labels:** BROADSTONE, CREEKMOOR, Cr.1, BEARWOOD & MERLEY.

Strategic Policy P6: Broadstone

1. Sustainable neighbourhoods

The Broadstone Sustainable Neighbourhood will be enhanced by:

- a. Strengthening the role of Broadstone District Centre;
- b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Broadway
 - Lower Blandford Road
 - Higher Blandford Road
- c. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Broadstone Leisure Centre, retention and further enhancement of its sporting offer
 - Broadstone Recreation ground, retention of pitches and upgrades to play area including new skate park
 - Plainfield Farm, pavilion and pitch improvements
 - Charborough Road, cricket pavilion improvements
 - Castleman Trailway, upgrades to improve its function as a strategic greenway including improving surfacing and access points
 - Opportunities for natural play in woodland and natural spaces
 - Springdale Park, upgrades to play area
 - Lytchett Drive, consideration of natural play
 - Exploring opportunities to provide a sustainable mobility hub
- d. Improving the safety and attractiveness of walking and cycling routes to and around schools; and
- e. Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to improve bus journey times to Bournemouth town centre and provide local routes.

2. Housing

A minimum of 150 homes will be built in the ward.

3. Site allocations

- a. **Goods Yard Car Park, Station Approach (B.1)**, as shown on the policies map, is allocated for in the region of 30 homes on the former car park. Development must:
 - i. Retain the Broadstone Hotel/former Goods Yard public house building;
 - ii. Provide an active frontage to Station Approach;
 - iii. Be predominantly 3 to 4 storeys (approximately 9 -15 metres) in height, stepping down to the public house; and
 - iv. Preserve or enhance heritage assets and their settings including the Tudor Road/Golf Links Road Conservation Area and the locally listed Goods Yard public house.

4. Local opportunity areas

Within the **Broadway and surrounds' local opportunity area (B.A)**, as shown on the policies map, development is encouraged that enhances the area's quality and character. Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the Broadway frontage and of a sympathetic scale on other frontages;
- ii. Integrate with and enhance the area's positive historic characteristics; and
- iii. Enhance the district centre's retail, cultural and community facility offer.

5. Local opportunity streets

The local opportunity street on Lower Blandford Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Burton and Grange

Burton & Grange Ward is located to the east of Christchurch Town and west of Highcliffe. The ward contains two built up areas – the Somerford area to the south which forms part of the wider Christchurch built-up area, and the village of Burton, which is separated from the rest of Christchurch by the railway line.

Sustainable Neighbourhoods

Burton and Grange contains 3 sustainable neighbourhoods:

- **Somerford Sustainable Neighbourhood** is served by a network of shops and community facilities within local centres. These form the focal points of the sustainable neighbourhood and provide amenities and facilities to meet residents' day-to-day needs, although their offering could be improved in some cases. The area also benefits from a high frequency bus service which provides access to Christchurch Town Centre for a greater variety of amenities and facilities, employment areas at Somerford Road and Airfields Way which provide local employment opportunities, and easy access to primary and secondary schools, open spaces, play areas and doctors surgeries.
- **Burton Sustainable Neighbourhood** is one of the less sustainable locations within the BCP area given the relatively limited facilities. However, the village is served by some local community shops (one including a post office), a community centre and several churches (with church halls), and a primary school which help to meet residents' day-to-day needs and provide focal points for the village. There is scope for these facilities to be improved where there is a need. Sustainable transport options for access to employment opportunities and locations that provide a wider range of facilities and amenities are available, although bus routes are not high frequency. Pedestrian and cycle routes to surrounding places could also be improved. The nearest doctors surgery is in Somerford.
- **Roeshot Hill Sustainable Neighbourhood** is a strategic housing allocation providing a minimum of 875 homes and facilities to help meet the daily needs of new residents. As the site is separated from the existing built-up area by roads that support fast-moving traffic, careful design is required to ensure the new community is well integrated into the wider Christchurch area, including through high quality connectivity for pedestrians and cyclists to and from the Somerford & North Mundeford Sustainable Neighbourhood. A new open space with play facilities and sports pitches will be provided whilst green corridors will improve biodiversity. Pedestrian and cycle routes will be required to link with Burton and Somerford.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within the sustainable neighbourhoods is relatively good, but there are opportunities to enhance the pedestrian and cyclist environment between Burton, Winkton, Roeshot Hill and Somerford. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The inner parts of Burton are characterised by postwar housing estates, typical suburban housing and bungalows whilst on the outskirts there remains clusters of properties which form the 18th and 19th century parts of Burton. Somerford is characterised by postwar housing estates, typical suburban housing.

Retail areas

The centres at Somerford Road (West) and Somerford Road (East), as shown on the policies map, and the local community shop at Burton will be the focal point of sustainable neighbourhoods, and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Within the Burton Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Burton and Grange; Somerford Road and (collectively) Airfields Way employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 130 homes to be built in the ward, 20 homes already have permission, 40 new homes are allocated and around 70 homes are expected to come forward as windfall opportunities. Provision of homes is encouraged within the local opportunity area where there is potential for regeneration and enhancements to townscape character.

Part of the ward include the Roeshot Hill strategic urban extension the detail of this site are provided within the Mudeford, Stanpit and West High Cliff Ward.

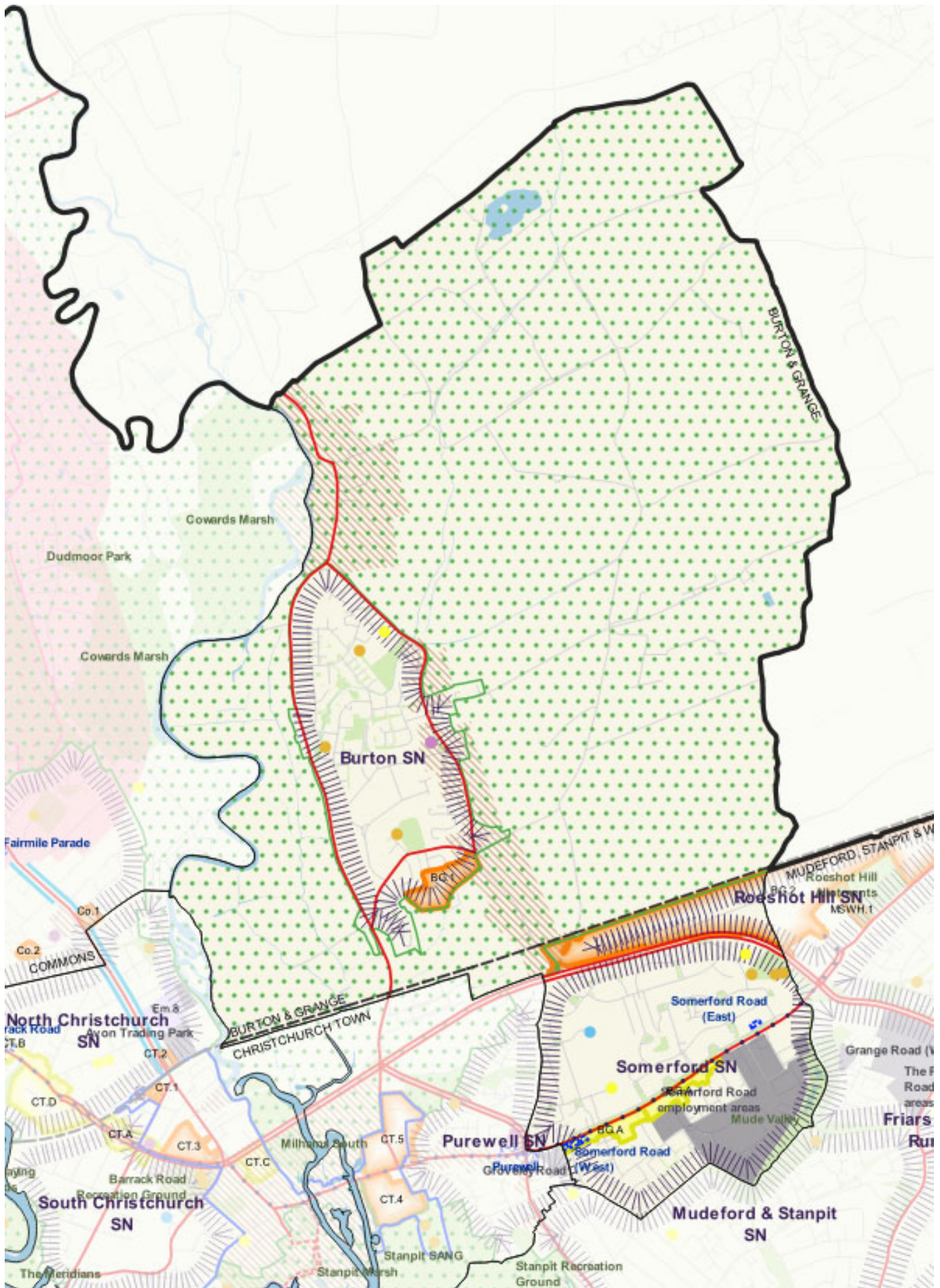
Allocations

Land South of Burton has been allocated for in the region of 40 new homes. The development is in a sensitive location partly falling within the Burton Village Conservation Area and contains a listed barn on site. Development proposals will need to preserve or enhance these heritage assets and their settings considering the scale, layout and appearance of new development. It is also important the new development creates a robust Green Belt boundary to the south of the site.

Local opportunity areas

The Somerford Road local opportunity area is located on a sustainable location within a walkable distance of local centres and being on a high frequency bus route and adjacent to existing employment areas. However, it is also located on a key highway route that supports fast moving motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large setbacks from the street and is two residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area. Development should provide enhanced retail or community uses on the ground floors within the retail centre.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P7: Burton and Grange

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Burton and Grange will be enhanced by:

- a) Strengthening the retail and community facility offer and enhancing the townscape quality of the Somerford local centres;
- b) Supporting provision of local community shops and facilities within Burton where a need is demonstrated;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between Burton and Winkton (enhancement of pedestrian route)
 - Somerford Road
 - Stony Lane
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Enhancements to the retail and community facility offer within the Burton Sustainable Neighbourhood;
 - Avon Valley Path, exploring opportunities to enhance wayfinding and accessibility to improve its function as a strategic greenway;
 - Recreational paths over water meadows to the east of River Avon;
 - Mude Valley Nature Reserve and the Mude Valley path, including to improve accessibility, enhancing the nature in the area and environmental management;
 - Martin's Hill Recreation Ground;
 - Winkton Fields and Adjacent School Field; and
 - Waterman's Park (Green Heart Park), realising the agreed masterplan for the area
- e) Improving the safety and attractiveness of walking and cycling routes to and around schools; and
- f) Working with public transport operators to maintain high frequency bus routes within the area, improve other bus services within the area and explore opportunities for evening services.

2. Retail areas

In the Burton Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 130 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Land south of Burton (BG.1)

The site is allocated for in the region of 40 homes and commercial and/or community uses (Use classes E, F2(a) and F2(b)). Development must:

- i. Provide 40% affordable housing and focus on delivering housing suitable for families;
- ii. Reflect the scale and character of properties within Burton Village Conservation Area;

- iii. Preserve and enhance heritage assets and their settings including Burton Village Conservation Area and the listed Barn on site;
 - iv. Create a separation distance between the heritage assets and new buildings using a suitable landscaped buffer;
 - v. Retain and sympathetically convert the listed barn on site;
 - vi. Provide a footpath link to the proposed Roeshot Hill SANG;
 - vii. Contribute towards community facilities to enhance the sustainability of Burton;
 - viii. Ensure good permeability and accessibility within the site;
 - ix. Provide pedestrian and cycle access which integrates with the surrounding neighbourhoods;
 - x. Provide vehicular access from Salisbury Road;
 - xi. Create a sympathetic edge to the adjacent countryside with a robust Green Belt boundary;
 - xii. Demonstrate that flood risk has been sufficiently mitigated through the exceptions test; and
 - xiii. Provide an archaeological assessment to accompany any planning application.
- Developer contributions may be required towards sustainable transport infrastructure.

b) Roeshot Hill (BG.2) (see Mudeford, Stanpit and West Highcliffe Ward Policy)

5. Local Opportunity Areas

Within the **Somerford Road local opportunity area (BG.A)**, as shown on the policies map, development is encouraged that enhances the area's quality and character. Development proposals must:

- a) Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- b) Enhance the local centre's retail and community facility offer;
- c) Introduce a fine-grained character and vertical rhythm; and
- d) Provide soft landscape and tree planting to the front of plots where development is set back from the street.

Canford Cliffs

Canford Cliffs is located in the south of the BCP area and includes the Sandbanks peninsula, which is a popular beach destination. The ward has large areas of trees on both public and private land, and is one of the most heavily treed wards within the conurbation. A large proportion of the ward is covered by conservation areas, and it also contains numerous listed and locally listed buildings.

Sustainable Neighbourhoods

Canford Cliffs contains seven sustainable neighbourhoods:

- **Canford Cliffs Sustainable Neighbourhood** is based around the local centre at Haven Road, which provides a number of services and shops. This area benefits from good access to open space, including the beach promenade. There is potential for the commercial and services offering to be improved, particularly with the provision of improved medical and healthcare services, and improvements to the public realm.
- **Sandbanks Sustainable Neighbourhood** covers the Sandbanks peninsula. There are some limited facilities and shops, however it would be beneficial to provide additions to this to serve local residents as well as tourists. Due to its geography and limited facilities the area is not particularly sustainable, however it does have bus services running regularly throughout the summer. Bus connectivity could be better improved here to allow access up to the Canford Cliffs village local centre, and to provide a better all-year-round service for residents.
- **Branksome Park and Alum Chine Gardens Sustainable Neighbourhood** is an area which provides multiple sustainable access routes to the coastline, however these would benefit from some improvement. There are very few facilities and shops for residents, with what is available being focused on tourism along the seafront, therefore it would be a benefit to the area to provide more local shops and services to encourage sustainable travel, and less journeys by private vehicle. Bus connectivity could be better improved here to allow easier access to Westbourne District Centre.
- **Lilliput Sustainable Neighbourhood** falls partially within Canford Cliffs ward, and includes residents south of Lilliput Road and to the east of Luscombe Valley. There is access to a retail centre at Lilliput. Walking and cycling infrastructure could be improved here to facilitate sustainable travel to Lilliput Church of England Infant School.
- **Westbourne Sustainable Neighbourhood** falls partially within Canford Cliffs ward, with its southern boundary along Leicester Road and part of Western Road. The area is within walking distance of Westbourne District Centre, however there are several parts of this area where significant walking and cycling improvements are required to make this a more attractive and viable option, including the provision of a footpath along Wilderton Road and Wilderton Road West, a key north-south route through the sustainable neighbourhood, and along The Avenue, including improvements to the junction with Western Road and Tower Road.
- **Branksome Sustainable Neighbourhood** falls partially within Canford Cliffs ward. There is good access to Branksome Local centre, and also Branksome Train Station, and high frequency bus routes. Improvements to walking and cycling in this area to encourage sustainable travel would be beneficial.
- **Penn Hill Sustainable Neighbourhood** falls partially within Canford Cliffs ward, and has easy access to the retail centre at Penn Hill along Canford Cliffs Road and Leicester Road.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience in Canford Cliffs could be enhanced along main roads and at key junctions, especially in the north of the ward. There are also opportunities to improve open spaces, e.g. Branksome Chine Woods and the walking and cycling experience within them. The provision of increased bus services to serve residents all year round would be beneficial to enhance sustainable travel within the ward. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The ward is mostly contains large detached residential dwellings and purpose-built flats, on spacious plots with a sylvan character, although dwellings on Sandbanks peninsula are of a higher density. Most properties in the area were constructed from the 1950's onwards. Some properties date back to pre-1900's and are of a Victorian Arts and Crafts style. New development should typically incorporate good quality soft landscaping and boundary treatments, and retain trees (and enhance provision where possible or required). Development should be high quality, but not be more dominant than the sylvan character, where applicable, and should integrate with the positive characteristics of existing development, taking in to account any heritage assets, which may impact upon the architectural features.

Flood risk

Sandbanks has particular issues with regard to tidal flood risk. As a peninsula, access and egress by land is via Shore Road and Banks Road (other than pedestrian access along the beach). The access onto the peninsula is at high risk of flooding due to predicted sea level rise, therefore in view of national guidance regarding flooding and access and egress and advice from the Environment Agency, the Sandbanks peninsula is at significant flood risk and needs to be subject to an area specific flood risk policy.

Whilst the SMP proposal for the Sandbanks peninsula is to hold the line and defend property from flood risk and coastal erosion, this protection will require public funding and intervention to raise/replace sea walls. We are currently undertaking feasibility work for sea defences in this area to protect the Sandbanks peninsula, however, there is unlikely to be sufficient benefit (in terms of number of homes it would protect) to apply for Flood Defence Grant in Aid before 2028 when the Poole Bay, Poole Harbour & Wareham FCERM Strategy (adopted in 2014) is reviewed and updated. Therefore, currently there is no agreed long-term funding to deliver a strategy to defend Sandbanks from sea level rise and wave overtopping. In view of national guidance and policy, the local plan policy position is to allow no further intensification of residential development and no additional hotel bedspaces along the Sandbanks peninsula as defined on the policies map. Some small scale commercial development such as convenience shops selling food and/or other essential goods, will be supported where a need is identified and subject to flood risk policies including the sequential test: these uses are less vulnerable than residential/hotel uses and could help ensure necessary facilities are available on Sandbanks should access and egress to Sandbanks not be possible in a flood event.

In future, if an updated strategy and funding to deliver it is agreed, then further development at Sandbanks could be supported. However, developer contributions would be required towards flood defences. The level of contribution will be subject of further work. In the meantime, replacement dwellings will be allowed subject to an appropriate financial contribution towards the strategic flood defence of Banks Road, to be agreed with the Environment Agency and the Council.

Retail areas

The ward contains Canford Cliffs Local Centre on Haven Road and part of Lilliput Local Centre and Branksome Local Centre, as shown on the policies map, which offer a number of shops, services and facilities for residents. Proposals within these areas should maintain or enhance their vitality, viability and diversity. Proposals to introduce new community shops and facilities will be supported along key streets within the area (as shown on the key diagram) where a need is demonstrated.

Housing

We expect around 865 homes to be built in the ward, 375 homes already have planning permission, 80 new homes are allocated and around 410 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development and intensification of sites. Provision of new homes is encouraged within the local opportunity area.

Site allocations

Two sites within Canford Cliffs have been allocated for residential development. Part of the existing Beach Road car park is allocated for around 60 homes. The site is surrounded by trees which form an important characteristic of the site, with the vast majority of views into the site screened by trees and soft landscaping. It is therefore important that these features still remain dominant, with built form being subservient, and below the tree canopy. Penn Hill car park is allocated for around 20 homes. The site is constrained by protected trees, and is a prominent corner plot on Canford Cliffs Road and Leicester Road. The site also falls within Branksome Park and Chine Gardens Conservation Area, so the design and form of development needs to preserve or enhance the character and appearance of the conservation area, retain trees and provide a form of development subservient to them.

Local opportunity areas

The **7-23 Lindsay Road** local opportunity area is located in a sustainable location just south of Poole Road, which supports high frequency bus routes. It currently contains small single storey residential properties on large plots which, whilst not typical of the surrounding character, is pleasant in appearance. Well-designed residential development that enhances the area's townscape quality will be supported in this area, subject to preserving or enhancing the character of Branksome Park and Chine Gardens Conservation Area. Development could be in the form of upward extensions to the existing dwellings, or redevelopment through land assembly, and should seek to retain and enhance existing tree planting and soft landscaping, and retain a set back from the street to maintain a balance between landscaping and the built form.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P8: Canford Cliffs

1. Sustainable neighbourhoods

The sustainable neighbourhoods in Canford Cliffs will be enhanced by:

- a. Strengthening the role of Canford Cliffs Local Centre;
- b. Supporting provision of local community shops and facilities on key streets within the Branksome Park & Alum Chine Sustainable Neighbourhood where a need is demonstrated
- c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - County Gates roundabout, including the underpass
 - Canford Cliffs Road
 - Shore Road and Banks Road, including improvements to drainage
 - The promenade between Sandbanks and Bournemouth
 - Western Road/The Avenue, including the associated junction
 - Wilderton Road and Wilderton Road West (provision of pavements)
- d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Lilliput Church of England Infant School;
- e. Exploring opportunities to reconfigure parking bays on Banks Road, opposite Sandbanks car park adjacent to the shops and restaurants, and along Haven Road within the local centre to allow for outdoor seating and pavement widening, subject to sufficient parking to support local businesses;
- f. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Sandbanks Pavilion;
 - Branksome Dene Chine Community Room;
 - Canford Cliffs Chine, improvements to play and adult fitness equipment
 - Branksome Chine;
 - Luscombe Valley;
 - Sandbanks Open Space;
 - Branksome Dene Chine, improvements to infrastructure and woodland management
 - Branksome Chine Woods, infrastructure improvements to the woodland walks, paths, stream and pond areas, including walls and natural features
 - Branksome Park bowls club;
 - Branksome Park tennis;
 - The Seafront;
 - Poole Harbour Trail, including way-finding and accessibility to improve its function as a strategic greenway;
 - Enabling infrastructure for the provision of a water taxi service along the seafront;
 - Coach/bus pick up and drop off areas for the seafront.
- g. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the Branksome Park & Alum Chine Sustainable Neighbourhood, and (subject to flood risk policies) Sandbanks Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 865 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Beach Road car park (CC.1)

The site is allocated for in the region of 60 homes. Development must:

- i. Be accessed via Western Road and have a separate access from the remaining car park area;
- ii. Retain mature trees on site;
- iii. Preserve or enhance the character and appearance of nearby heritage assets including the Branksome Park and Chine Gardens Conservation Area; and
- iv. Demonstrate it is subservient to the surrounding trees, being predominantly 6 storeys (approximately 18-21 metres) in height.

b. Penn Hill car park (CC.2)

The site is allocated for in the region of 20 homes. Development must:

- i. Retain mature trees on site;
- ii. Preserve or enhance the character and appearance of nearby heritage assets including the Branksome Park and Chine Gardens Conservation Area; and
- iii. Demonstrate it is subservient to the surrounding trees, being predominantly between 2 and 3 storeys (approximately 6 to 12 metres) in height.

5. Local opportunity areas

Within the **7-23 Lindsay Road local opportunity area (CC.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- a. Be up to and not in excess of 2.5 storeys (approximately 9 metres) in height; and
- b. Be of a high quality of design that integrates with and preserves or enhances the character and appearance with the Branksome Park and Chine Gardens Conservation Area, including with regards to bulk and massing of buildings and preservation or reinforcement of the dominance of planting and landscaping.

6. Approach to flood risk along Sandbanks peninsula

Until there is an updated, adopted and funded strategy to protect Sandbanks and its access from tidal flood risk, the following proposals will not be permitted:

- i) Applications with a net increase in the number of residential units;
- ii) Applications for hotel/holiday accommodation with a net increase in bed spaces; and
- iii) Conversions of, or replacement of hotel bed spaces to permanent residential use as permanent occupancy would increase the vulnerability.

If an updated strategy and funding are confirmed, these uses may be permitted subject to flood risk policy C6 and financial contributions towards flood defences.

Replacement of existing dwellings will be permitted in advance of an adopted and funded flood defence strategy for Banks Road, subject to an appropriate financial contribution towards the strategic flood defence of Banks Road, to be agreed with the Environment Agency and the Council.

Canford Heath

Canford Heath is located on the outer edge of Poole, with the Canford Heath SPA located to the north and Oakdale to the south. The area primarily consists of a housing estate constructed from the 1960s onwards, prior to its development the area was heathland.

Sustainable Neighbourhoods

The built up area of Canford Heath wholly falls within the Canford Heath Sustainable Neighbourhood. The sustainable neighbourhood has many strengths, including very good access to primary and secondary schools, many play areas and open spaces and high frequency bus services to Poole Town Centre. The area also contains the Nuffield and Mannings Heath employment areas which offer local employment opportunities, and strategically important leisure facilities at Tower Park. These characteristics mean the area is a notably sustainable location for family households. The area also benefits from local centres at Adastral Square and Culliford Crescent which provide focal points for the neighbourhood. Alongside large supermarkets at Tower Park and on Waterloo Road, they provide a reasonable range of facilities and amenities to meet the day to day needs of residents.

Active travel infrastructure, open space and recreational facility enhancements

Canford Heath benefits from a comprehensive network of traffic free paths and cycle routes. However, the number of facilities and amenities within the ward can lead to traffic congestion at peak times, particularly on Adastral Road and Canford Heath Road. The Council will therefore explore opportunities improve the attractiveness of walking and cycling on and/or around these routes through improvements to infrastructure, and will review opportunities to address highway issues at the junction between Learoyd Road and Adastral Road and enhance pedestrian crossing points on Hatch Pond Road. Where development within the Learoyd Road would result in highway impacts it should contribute to the redesign of the Adastral Road/Learoyd Road junction. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is predominantly a mix of postwar and contemporary suburban detached or postwar estate housing. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Development should also take any opportunities to improve housing layouts to create clear perimeter blocks to overlook streets and public spaces.

Retail areas

Two retail centres wholly fall within Canford Heath: Adastral Square and Canford Heath (Culliford Crescent) local centres, as shown on the policies map. These centres are the focal points of the

sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.

Employment areas

The Nuffield Industrial Estate and Mannings Heath employment area, as shown on the policies map, will be safeguarded for employment uses.

The site at Vantage Way (Em.12) has been allocated for employment uses within which only the following acceptable use classes will be permitted: E(g), B2, B8. These use classes will allow for the development of General Industrial, Storage, Offices, research and development, and Industrial processes uses on the site.

Housing

We expect around 140 homes to be built in the ward, 10 homes already have planning permission and we expect 130 to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. Large parts of the ward are therefore located within 400 metres of the Dorset Heathlands where new residential development is not suitable.

Local opportunity areas

Canford Heath contains three local opportunity areas:

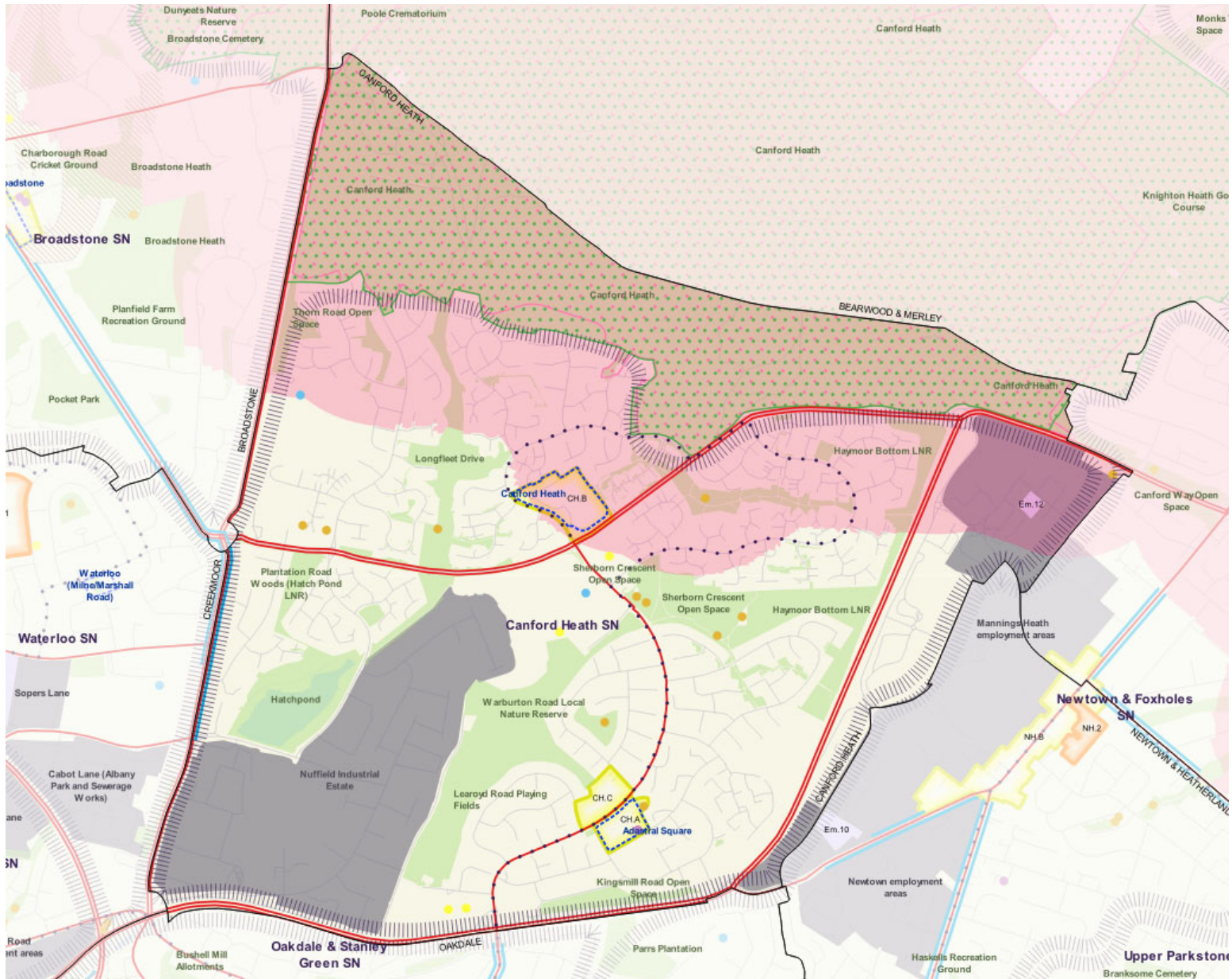
- **Adastral Square Centre and Culliford Crescent Centre:** These local opportunity areas cover the local centres within the ward, and are located in sustainable locations served by high frequency bus routes. However, their current layouts, including the prevalence of surface car parking, represent poor use of land. The centres have a poor quality relationship with the surrounding streets and their townscape quality could be improved. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the sites, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the sites, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the sites' complexity and likely need for phasing. Given the important role these centres play in Canford Heath's identity we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function. Development should provide enhanced retail or community uses on the ground floors. As the Culliford Crescent Local Centre is within 400m of the Dorset Heathlands any residential development would need to be in the form of residential care for those with advanced physical needs or dementia.

- **Downland Place:** Located opposite Adastral Square, this local opportunity area is also sustainably located. Within the area there is potential for redevelopment to improve townscape quality and increase the provision of homes. Regeneration of Downland Place should result in a stronger relationship with Adastral Square, provide high quality public and private spaces that are likely to be used, and contribute to strengthening the distinctiveness and attractiveness of this key focal point within Canford Heath. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents.

Local opportunity streets

Sections of Waterloo Road have been designated as a local opportunity street where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P9: Canford Heath

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Canford Heath will be enhanced by:

- a) Strengthening the retail and community facility offer, and townscape quality of the Adastral Square and Culliford Crescent local centres;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Adastral Road (including Adastral Square), including replacement of subways with street level crossings where appropriate
 - Canford Heath Road
 - Culliford Crescent, including replacement of subways with street level crossings where appropriate
 - Dorset Way
 - Hatch Pond/Lidl junction
 - Waterloo Road
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Ashdown Leisure Centre, retention and enhancement of community and sports facilities, including the provision of a 3G pitch and upgrades to athletics track and facilities.
 - Provision of an upgraded multiuse games area and the provision of a sports pavilion with associated car parking at Learoyd Road.
 - Improvements to play areas within the ward, particularly at Hasler Road and Sherborn Crescent play areas.
 - Urban Greening within Nuffield estate
 - Creation of accessible green corridor through plantation wood to Hatch Pond
- e) Mitigating surface water flooding around the Nuffield Estate and Fleetsbridge roundabout, exploring the provision of SuDS and works to Hatch Pond water levels; and
- f) Working with public transport operators to maintain high frequency bus routes within the area to Poole Town Centre, and to explore opportunities to better serve other areas within the ward and improve services to Bournemouth Town Centre and other destinations.

2. Housing

A minimum of 140 homes will be built in the ward.

3. Site allocations

The **Vantage Way** site (**Em.12**) is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Adastral Square Centre (CH.A)

Any redevelopment proposals should be informed by a comprehensive masterplan or Design Code and make efficient use of land. Development proposals must:

- i. Enhance the retail and community facility offer;

- ii. Introduce a fine grained character and vertical rhythm;
- iii. Feature buildings up to 4 storeys (approximately 12-15 metres) in height on the Adastral Road frontage and 3.5 storeys (approximately 9-12 metres) in height on other frontages;
- iv. Enhance the public realm within and around the site, and retain or replace the public square;
- v. Form perimeter blocks, with buildings facing the streets within and around the site; and
- vi. Feature enhanced tree planting and landscaping along key routes within and around the site.

b) Culliford Crescent Centre (CH.B)

Any redevelopment proposals should be informed by a comprehensive masterplan or Design Code and make efficient use of land. Development proposals must:

- i. Enhance the retail and community facility offer;
- ii. Introduce a fine grained character and vertical rhythm;
- iii. Feature buildings up to 4 storeys (approximately 12-15 metres) in height;
- iv. Enhance the public realm within and around the site, and incorporate a new public square;
- v. Form perimeter blocks, with buildings facing the streets within and around the site;
- vi. Feature enhanced tree planting and landscaping along key routes within and around the site; and
- vii. Explore opportunities to relocate some of the community facilities located at Learoyd Road into the centre.

Due to the location of the area within 400m of a Dorset Heathland any residential development would be restricted to residential care for those with advanced physical needs or dementia.

c) Downland Place (CH.C)

Any redevelopment proposals should be informed by a comprehensive masterplan or Design Code and make efficient use of land. Development proposals must:

- i. Introduce a fine grained character and vertical rhythm;
- ii. Feature buildings up to 4 storeys (approximately 12-15 metres) in height, with reduced heights on Bader Road and Warburton Road frontages;
- iii. Strengthen relationship between buildings, streets, spaces and Adastral Square and make efficient use of land; and
- iv. Feature enhanced tree planting and landscaping along key routes within and around the site.

5. Local opportunity streets

The local opportunity street on Waterloo Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Infrastructure

The existing car park and multi use games area at Learoyd Road will be safeguarded for the provision of an upgraded multiuse games area and the provision of a sports pavilion with associated car parking. Any additional highway impacts should contribute to the redesign of the Adastral Road/Learoyd Road junction.

Christchurch Town

Christchurch town includes the historic town centre of Christchurch. The area is rich in history and contains many heritage assets which particularly cluster around the Priory and castle. The high street is the main shopping area. The main residential areas lie north and west of the town centre and to the east at Purewell. The towns rich heritage and attractive riverside setting are a key draw for residents and visitors to the area. The Green Belt areas to the south include part of the Stanpit Marsh SSSI, an important wildlife habitat, the Riversmeet greenspace, the marina, boatyard and the Quomps.

Like many other centres, Christchurch town centre has experienced a shift away from traditional retail uses and the town centre includes a number of cafes and restaurants. North of the railway line is the Avon Trading Park employment area and the Christchurch Retail Park. To the east is Purewell Local centre and Groveley Road employment area.

Given the historic pattern of development, the scope for regeneration in Christchurch town is more limited than Bournemouth or Poole town centres and future development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, and access key facilities and services.

Sustainable Neighbourhoods

There are three sustainable neighbourhoods in the ward:

- **North Christchurch and South Christchurch Sustainable Neighbourhoods** are based on the 15 minute walking catchment to the primary shopping centre. They are two of the most sustainable areas within the BCP area, with good access to the railway station, a high frequency bus route and walking access to a good range of shops and services in the town centre. Both sustainable neighbourhoods are within 15 minute walk from primary schools and doctors surgeries, and are within 30 min bus or walk to secondary schools. The North Christchurch neighbourhood also has the benefit of access to shops and facilities at Barrack Road and the employment area at Avon Trading Park. Whilst the South Christchurch neighbourhood also has good access to open spaces, the North Christchurch neighbourhood lacks this. The natural coastal environment and harbour are key to the tourism draw to this area, and important for residents.
- **Purewell Sustainable Neighbourhood** is focussed on the local centre of Purewell. The neighbourhood has good access to shops and services with some areas within a 15 minute walk of the primary shopping area and some areas within a 15 minute walk of the local centre. The ward has a primary school and play areas with 15 minutes' walk and is within 30 mins bus/walk to a secondary school. The neighbourhood benefits from a high frequency bus route running east-west through the ward. All but the northern most tip of the neighbourhood have good access to large open spaces. The natural coastal environment and harbour are key to the tourism draw to this area, and important for residents.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within the ward is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations, particularly around the Fountain Roundabout and the Christchurch bypass. We have identified opportunities to

enhance the pedestrian and cyclist environment and infrastructure, and to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The historic town centre focused on the conservation area is characterised by narrow streets, attractive older buildings, many of which are listed with key heritage features including The Priory and Castle ruins. The area to the north between Barrack Road and Fairmile road is largely residential comprising detached and semi-detached two storey homes with some bungalows and flats, most of the two storey properties were built between the wars and into the 1950's, in the 90's onwards there has been some back building and infill development.

To the East of Fairmile road there is a large industrial and business area. The residential area in the north eastern corner of the ward comprises mostly detached and semi-detached two storey homes built in the 1990s. This area also contains Knapp Mill waterworks.

Most of the homes in the west of the South Christchurch sustainable neighbourhood were developed between the two wars and into the early 1950's, with the exception of the areas closest to the River Stour, where there is a development of retirement flats and a number of more modern homes and a private marina.

Within the Purewell Sustainable Neighbourhood, development along the main road and on some streets north of this is predominantly of Victorian origin and an urban character, and forms an extension to the town centre's historic character. The remaining development was predominantly developed in more recent years and has the character of contemporary suburban housing estates with the prevalent use of cul-de-sacs.

Retail Centres

The town centre and centres at Barrack Road and Purewell, as shown on the policies map, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment

The Avon Trading Park and Groveley Road employment areas, as shown on the policies map, will be safeguarded for uses which generate employment.

Reid Steel is allocated for employment use classes consisting of Class E(g) and B2 uses enabling the site to only provide uses which are either general industrial uses or light industrial or office uses to enable expansion of the existing site in this area.

Housing

We expect around 950 homes to be built in the ward, 405 homes already have planning permission (Including the former Magistrates Court), 40 new homes are allocated on other sites and around 505 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there

is potential for regeneration and/or enhancements to townscape character. The provision on windfall properties in some areas and further homes being delivered is subject to resolution of flood risk issues.

Local opportunity areas

Christchurch Town contains three local opportunity areas:

- **Barrack Road (south of railway):** While sustainably located on a high frequency bus route and in proximity to Christchurch Rail Station and Town Centre, this local opportunity area is located on a key highway route that supports fast moving motorised traffic and presents an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and provides a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area.
- **Barrack Road (north of railway):** This local opportunity area is focused on the Barrack Road Local Centre, and located in a highly sustainable location served by a high frequency bus route. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture characteristics within the area, such as through use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. Development within the local centre should provide enhanced retail or community uses on the ground floors.
- **Christchurch Retail Park:** This local opportunity area is in a highly sustainable location adjacent to a high frequency bus route and is in proximity of Christchurch Town Centre and Rail Station. However, the current big box and surface parking format represents poor use of land, encourages travel by private vehicle and likely contributes to congestion problems within the area, while resulting in a low quality environment for pedestrians and cyclists. The existing townscape quality of the area is poor, and the retail park has a poor quality relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. Furthermore, proposals for retail and other main town centre uses will be subject to a full retail sequential test and in some cases a retail impact assessment as the site is located outside of a retail centre. Given the scale of the site we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function.

Local opportunity streets

Sections of Fairmile Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Flood risk

Areas of Christchurch Town Centre, Purewell, Stanpit & Mudeford are at risk from both sea level rise, and fluvial flooding from the River Stour and Avon. There are some strategic sites centred on Stony Lane and Stony Lane South that could make a significant contribution to meeting housing and other development needs if the flood risk issues could be resolved including safe access and egress. However, at this stage, and in view of new evidence provided by the SFRA Level 1 these sites are in the Very High Flood Risk Area (future functional flood plain) and cannot be developed for residential and commercial uses. We are working with the Environment Agency to identify a strategic approach to defences that would protect property from flood risk.

Whilst there are existing flood defences in Christchurch, there are significant shortfalls in funding for necessary future upgrading of existing defences required in view of future climate change (sea level rise and increased rainfall events). In view of this funding shortfall, and consequent uncertainty in deliverability of future defence improvements, large areas of Christchurch now fall within the Very High Risk Flood Area.

We are working with the Environment Agency to address how this funding gap can be met. If we can secure the funding to improve the defences, we will, through Christchurch SFRA level 2 review the extent of the Very High Risk Area. However, until that point the SFRA level 1 Very High Risk Flood Area extent applies.

To deliver flood defences and provide for development needs, in principle, we will support residential and commercial development within areas at risk of flooding in the Christchurch Sequential Test Area, as defined on the policies map subject to:

- (i) Adoption of an FCERM and agreed funding strategy to deliver flood defences;
- (ii) An updated Christchurch SFRA level 2 which demonstrates that sites do not fall within the Very High Flood Area; and
- (iii) Demonstration by the applicant that the development, can be made safe for its lifetime in accordance with national policy.

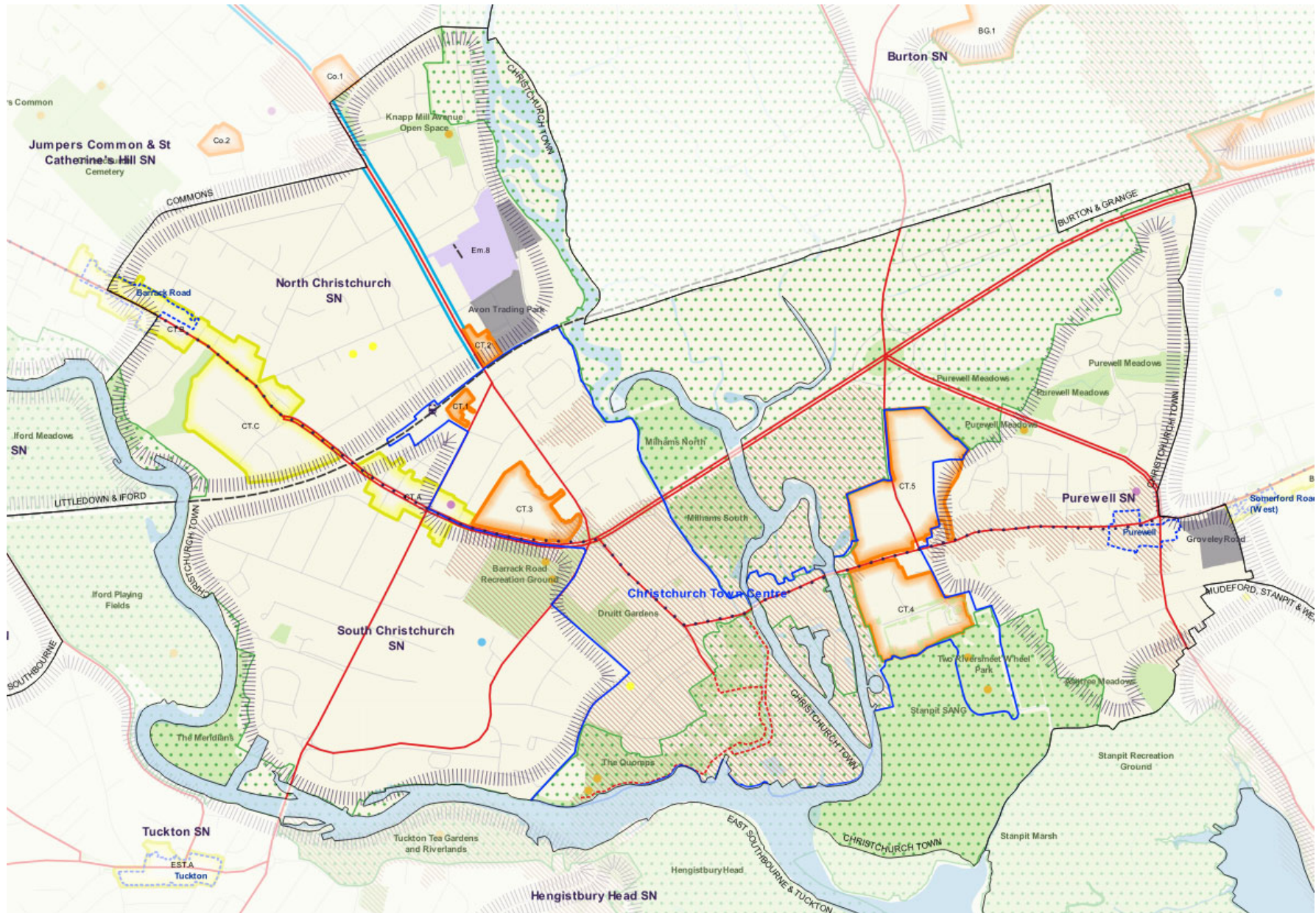
For residential and commercial development within the Christchurch Flood Risk Sequential Test Area, we have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs for the Christchurch area. Therefore, development for these uses within the Christchurch Sequential Test Area will not be required to undertake the sequential test at planning application stage but will still need to demonstrate that the exception test is passed. A comprehensive masterplan approach will be required to cover the Sequential Test Area.

Development on land subject to flood risk outside the Christchurch Sequential Test Area, or within the Christchurch Sequential Test Area for uses other than housing or commercial, will be required to undertake the sequential test at planning application stage.

Town Centre Archaeology

Many historic buildings, structures and old burgage plots within the Town Centre Heritage Conservation Area contain earlier structures and materials. Where a site is considered to have archaeological interest (a site holds, or potentially holds, evidence of past human activity worthy of excerpt investigation) the site should be assessed using appropriate expertise where necessary. The council will require the developer to submit an appropriate desk-based assessments and where necessary a field evaluation.

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Strategic Policy P10: Christchurch Town

1. Town centre and sustainable neighbourhoods

Christchurch town centre will continue to be a key destination for visitors and residents, a place rich in history and character. Christchurch town centre and the sustainable neighbourhoods within Christchurch will be enhanced by:

- a) Encouraging heritage-led regeneration that preserves or enhances the area's heritage;
- b) Supporting proposals that would increase the footfall within the primary shopping area;
- c) Strengthening the retail and community facility offer, and townscape quality of the Barrack Road and Purewell local centres;
- d) Seeking to improve the leisure and cultural offer;
- e) Continuing to work with the Environment Agency and other external partners to develop the Christchurch Bay and Harbour Flood and Coastal Erosion Risk Management Strategy.
- f) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Around Fountain Roundabout and Stony Lane Roundabout
 - Across River Avon in the northern part of the ward (provision of pedestrian and cyclist bridge) to provide access to the water meadows
 - Barrack Road
 - Bargates and Fairmile Road
 - Bridge Street and Purewell
 - Stour Road
 - Stony Lane and Stony Lane South.
 - Willow Drive and Sopers Lane
 - Additional pedestrian and cycling bridges over the railway
- g) Improving the safety and attractiveness of walking and cycling routes to and around schools;
- h) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - The Stour Valley River Corridor Project
 - Christchurch Harbour Trail and Avon Valley Path, enhancements to wayfinding and accessibility to improve their function as a strategic greenways.
 - Two Riversmeet Leisure Centre
 - Stanpit and Riversmeet SANG, continued enhancements
 - Barrack Road Recreation Ground, including the children's hub and options for wider use for recreation use, play area improvements and use as a strategic green space
 - Mill Stream
 - Quay/Quomps, improvements such as native planting near rowing club, successive willow planting, pathway and quay wall improvements
 - East Dorset Bowls Club
 - Portfield Community Hall
 - Druitt Hall.

2. Retail

- a. Development in Christchurch Town Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.

- b. The Christchurch primary shopping area will continue to be focused along High Street, Bargates and Castle Street, and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages through the provision of retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2).

3. Housing

It is expected that around 950 homes will be built in the ward, further homes and windfall on some sites will be built subject to resolution of flood risk issues.

Residential development will be supported in the town centre where it complements the retail, leisure/tourism and employment function of the town centre, and where it provides well-designed high quality living environments that include a mix of unit sizes and the provision of outside amenity space for residents.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Land at Stour Road (CT.1)

The site is allocated for residential uses within the region of 20 homes, development must:

- i. Overlook the station car park; and
- ii. Be predominantly between 2 and 4 storeys (6 to 15 metres) in height.

b. Avon trading park frontage (CT.2)

The site is allocated for residential uses within the region of 20 homes, development must:

- i. Overlook Fairmile Road; and
- ii. Be predominantly 3.5 storeys (9 to 12 metres) in height;

c. Former Magistrates Court and surrounds (CT.3)

This site is allocated for in the region for 200 homes, development must:

- i. Provide 40% affordable housing;
- ii. Address Barrack Road;
- iii. Incorporate retail, commercial and/or community uses (Use Classes E and F1) fronting onto Fountain Roundabout and part of Barrack Road;
- iv. Create a new vehicular, pedestrian and cycle access from Barrack Road;
- v. Provide a good quality pedestrian and cycle connection between Barrack Road and Bargates;
- vi. Incorporate footway widening to provide a shared pavement of a minimum of 4m along Barrack Road and linking around into Bargates;
- vii. Preserve and enhance heritage assets and their settings, including Christchurch Central Conservation Area; and
- viii. Be predominantly between 2 and 4 storeys (6 to 12 metres) in height.

d. Reid Steel, Reid Street (Em.8)

This site is allocated and safeguarded for development which generates employment and only development which falls within use class E(g) and B2 will be permitted on this site.

Sites subject to SFRA Level 2 assessment

The following sites will be brought forward subject to ongoing work on the Christchurch Bay and Harbour FCERM Strategy and a corresponding funding plan to resolve the flood risk issues; and completion of an updated SFRA Level 2 for Christchurch Harbour. It is not anticipated that this will be until later in the plan period. These sites are required to deliver strategic housing requirements and have passed the sequential test.

d) Stony Lane South (south of Bridge Street) (CT.4): Development in the Stony Lane South area must:

- i. Together provide a minimum of 240 homes including in the region of 150 homes on the former gas works site and in the region of 25 homes on the two Rivers Meet car park to the west of the leisure centre;
- ii. Retain the Two Rivers Meet Leisure centre with sufficient parking to support its operation;
- iii. Be predominantly between 2 – 4 storeys (6 – 15 metres) in height;
- iv. Preserve or enhance heritage assets and their settings including the Christchurch Central Conservation Area, Purewell Conservation Area, the Listed Buildings on Bridge Street and Purewell, and the Locally Listed Gas Works building fronting Bridge Street;
- v. Provide an active frontage to Bridge Street; and
- vi. Provide permeable site layouts with pedestrian and cycle links between Bridge Street and Two Rivers Meet Leisure Centre.

e) Stony Lane (north of Bridge Street) (CT.5): Development in the Stony Lane area must:

- i. Together provide a minimum of 300 homes including in the region of 85 homes on the Beagle site;
- ii. Be predominantly between 2-4 storey (6-15 metres) in height;
- iii. Preserve or enhance heritage assets and their settings including the Christchurch Central Conservation Area, Purewell Conservation Area and the Listed Buildings on Bridge Street and Purewell; and
- iv. Provide active frontages to Bridge Street and Stony Lane;

Development of these sites will be supported in principle for residential and commercial development, subject to:

- i. Further evidence from the Christchurch Bay and Harbour FCERM Strategy;
- ii. An associated, realistic and substantiated funding strategy;
- iii. An updated SFRA level 2 that confirms the sites can be considered to fall outside the Very High Flood Risk Area (Future Flood Zone 3b – Functional Flood Plain);
- iv. That an updated SFRA Level 2 and / or site specific flood risk assessments confirms that the sites can be made safe for their lifetime; and the exception test is passed. In all cases a financial contribution of £x,000 per home will need to be secured through a Section 106 Agreement towards the delivery of the strategic flood defences.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Barrack Road (south of railway) (CT.A)

Development proposals must:

- iii. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage; and

- iv. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

b) Barrack Road (north of railway) (CT.B)

Development proposals must:

- i. Be up to and not in excess of 3 storeys (approximately 9-12 metres) in height on the road frontage;
- ii. Enhance the local centre's retail and community facility offer; and
- iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

c) Christchurch Retail Park, Barrack Road (CT.C)

Any redevelopment proposals should be informed by a comprehensive masterplan or design code, make efficient use of land and enhance the area's townscape character. Development proposals must:

- i. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;
- ii. Provide a fine grained character and feature building heights up to and not in excess of 3.5 storeys (approximately 12 metres);
- iii. Form perimeter blocks, with buildings facing the streets within and around the site; and
- iv. Enhanced tree planting and landscaping along key routes within and around the site.

Proposals for retail and main town centre uses will be subject to a full sequential test and in some cases a retail impact assessment. Such proposals should make efficient use of land through a mix of uses with provision of residential uses on upper floors.

6. Local opportunity streets

The local opportunity street on Fairmile Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Commons

Commons is a large ward to the north west of Christchurch. It includes the historic village of Hurn which was listed in the Domesday Book. The other parts of the ward historically contained little development but did include the main town cemetery serving Christchurch.

Today the majority of ward is heathland and woodland, the settlement at Hurn remains and the arrival and expansion of Bournemouth airport is a notable feature of the ward. In the south east of the ward the built up area has a character of relatively typical twentieth century suburb with main properties dating from the 1930s as Christchurch expanded outwards.

Sustainable Neighbourhoods

The built up part of the ward across Jumpers Common is identified as a the Jumpers Common sustainable neighbourhood. This area contains a number of facilities and local shopping opportunities that provide the potential for the area to operate as a sustainable neighbourhood. While there is not one central focal point the shops within the local centres provide a range of facilities for local residents. The neighbourhood also benefits from schools, a scout hut, allotments, Christchurch hospital, open spaces and is in relatively close proximity of Churchtown Town Centre.

Hurn is a much smaller settlement but along with the community shop contains a sports and social club. Other facilities and attractions also exist in the north of the ward including a theme park, Aviation museum, ski centre and sports ground at Chapel Gate.

Active travel infrastructure, open space and recreational facility enhancements

Barrack Road and Fairmile Road both suffer from traffic congestion, particularly at peak times. We will review opportunities to enhance/improve the environment on Barrack Road for all users. Opportunities will also be explored to calm streets around schools and enhance existing public open spaces. Chapel Gate provides a range of sports pitches and facilities and is currently operated by Bournemouth University. Retaining community use of the facilities is important to the overall supply of pitches across the BCP area. We will continue to work with BU to support community use and the improvement of existing facilities. The site is situated in the Green Belt any proposals need to be appropriate given that designation. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The sustainable neighbourhood predominantly consists of residential uses. Residential development within the area is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Hurn has its own unique village character and is within a conservation area.

Retail areas

The centres at The Grove, Marlow Drive, St Catherine's Parade, Barrack Road and Fairmile Parade, as shown on the policies map, and the community shop at Hurn are important retail areas within the ward. Proposals should maintain or enhance the vitality, viability and diversity of these retail areas in line with Policy E12 Retail and town centres.

Employment areas

The Bournemouth Airport employment area, as shown on the policies map, will be safeguarded for employment uses, in accordance with Policy E3 Bournemouth Airport.

Housing

We expect around 270 homes to be built in the ward, 130 homes already have planning permission, 70 new homes are allocated and around 70 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes such as Barrack Road and Fairmile Road. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. Large parts of the ward are covered by the Avon Valley, the Dorset Heathlands and the South East Dorset Green Belt which limit the amount of development that can take place.

Site allocations

There are two site allocations within the ward. The former Queensmead care home which has reached the end of its operational life can be repurposed. As a Council owned site we will look to use the site for uses not delivered by the market. The site has potential to be used as a school providing education for children with Special Educational Needs and Disabilities but if this provides not to be feasible the site would be appropriate for residential uses. As a Council owned site, it has a role to play in providing uses not always readily delivered by the market such as affordable housing or extra care.

Christchurch hospital also represents a development opportunity, while this is an important site for health care, making more efficient use of the site could free up land for improved health facilities and residential uses. There is a strong opportunity to provide key worker housing or homes which may benefit from the proximity to health facilities such as care or extra care.

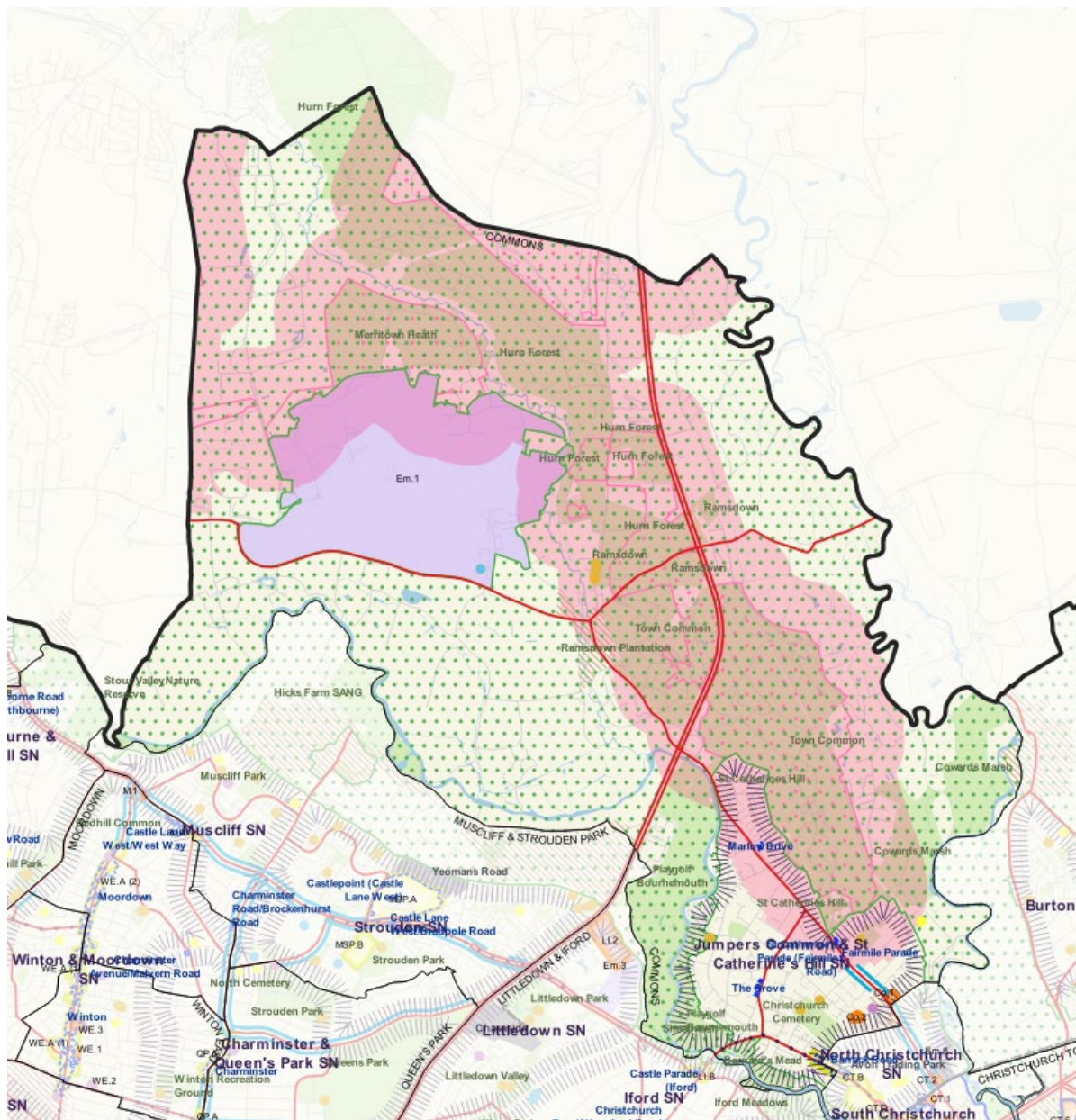
Local opportunity areas

Barrack Road (north of railway) local opportunity area is focused on the Barrack Road Local Centre, and located in a highly sustainable location served by high frequency bus route. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture characteristics within the area, such as through use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. Development within the local centre should provide enhanced retail or community uses on the ground floors.

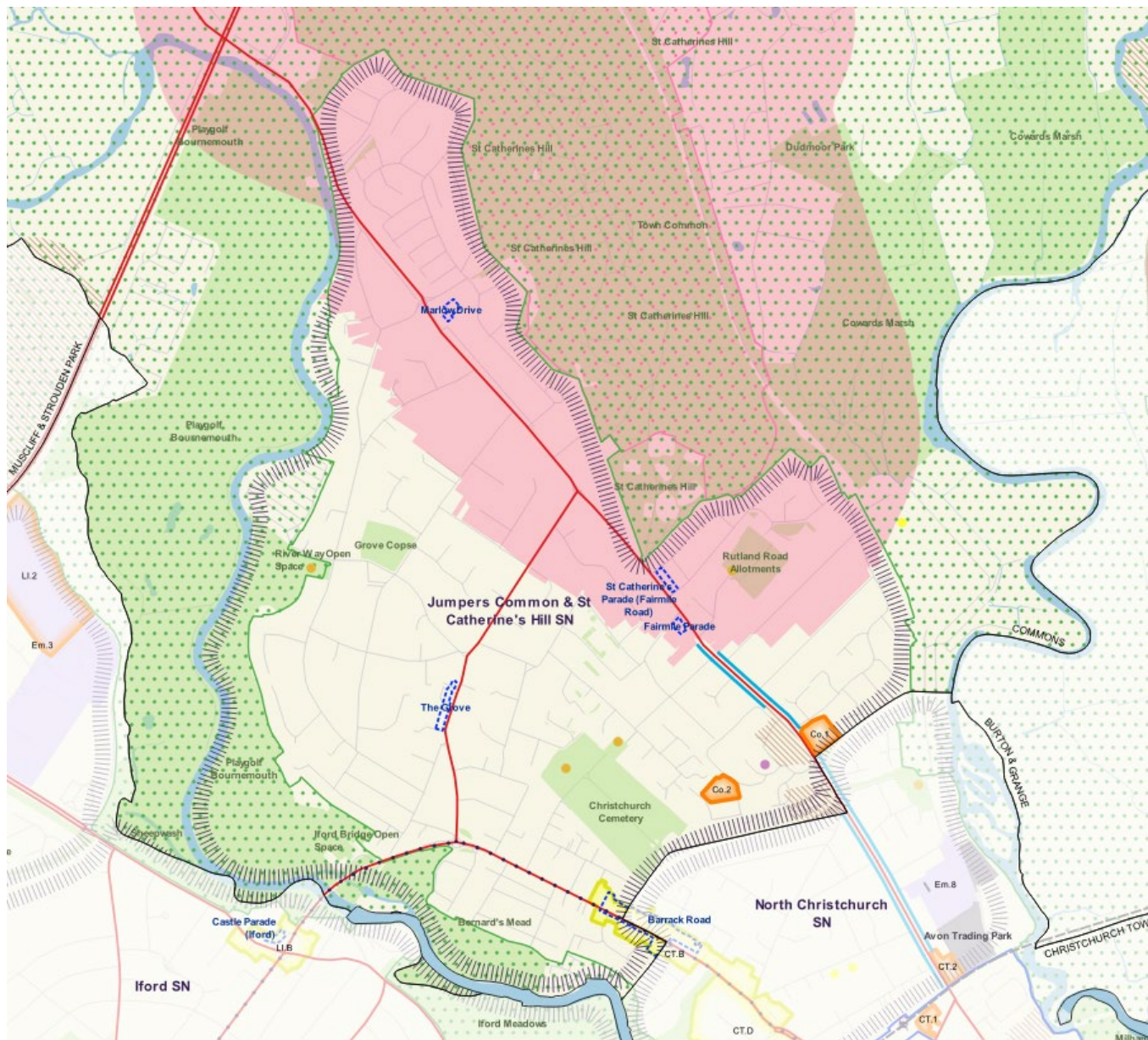
Local opportunity streets

Sections of Fairmile Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Ward key diagram inset map (below) to be replaced with updated pdf version with legend and title



Strategic Policy P11: Commons

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Commons will be enhanced by:

- a) Strengthening the retail and community facility offer, and townscape quality of the Barrack Road Local Centre;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Barrack Road
 - Fairmile Road
 - The Grove
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Twynham Primary School;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Jumpers Common Recreation Ground, including the retention of playing pitches and upgrades to play area
 - River Way, including upgrades to play area
 - Bernard's Mead
 - Littledown Greenway
 - Links to the Stour Valley River Corridor, including the Stour Valley Way
 - Sheepwash, including improved pedestrian and cycle links to neighbouring wards.
 - St Catherine's Hill
- e) Supporting retention and improvement of existing sporting facilities at Chapel Gate; and
- f) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to improve other bus services.

2. Housing

A minimum of 270 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Queensmead, Fairmile Road (Co.1)

The site is allocated for education purposes (Use Class F1(a)) or residential uses. It is anticipated the site will deliver in the region of 20 homes, which should include some housing suitable for families or in the region of 30 extra care bed spaces. Development proposals must:

- i. Provide access off Bronte Avenue;
- ii. Retain mature trees on site: and
- iii. Be predominantly 2-3 storey (6-12 metres) in height.

b) Christchurch Hospital (Co.2)

The site is allocated for health care uses (Use Class E(e)), proposals to expand and improve these facilities will be supported. Where existing health uses are consolidated residential uses which could include key worker homes, care or extra care uses, would be suitable on any surplus land providing in the region of 50 homes. Development proposals must:

- i. Be predominantly 2-3 storeys (6-12 metres) in height.

4. Local opportunity areas

In **Barrack Road (north of railway line) local opportunity area (CT.B)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. Up to and not in excess of 3 storeys (approximately 9-12 metres) in height on the road frontage;
- ii. Enhances the local centre's retail and community facility offer; and
- iii. Provides soft landscaping and tree planting to the front of plots where development is set back from the street.

5. Local opportunity streets

The local opportunity street on Fairmile Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Creekmoor

The ward contains local centres on Northmead Drive and Milne Road which offer some services and facilities for residents, with a large supermarket at Fleets Bridge in the south east corner of the ward. The industrial estates on Sopers Lane, Creekmoor Lane, Cabot Lane and at Fleetsbridge are also located within the ward.

Sustainable Neighbourhoods

Creekmoor contains two sustainable neighbourhoods:

- **Creekmoor Sustainable Neighbourhood**, located to the west of Broadstone Way and to the North of the A350. The neighbourhood benefits from access to minor local centres throughout, good access to secondary schools and play facilities, healthcare services, and open spaces (particularly in the western side of the neighbourhood).
- **Waterloo Sustainable Neighbourhood**, located in the north east of the ward to the east of Broadstone Way. The neighbourhood has good access to local centres, with Milne/Marshall Road local centre located within the neighbourhood, as well as schools located within 15 minutes' walk or 30 minutes' walk/bus for almost all who live within the neighbourhood.

Active travel infrastructure, open space and recreational facility enhancements

Opportunities to improve active travel infrastructure include enhancing the access to Upton Country Park from Northmead Drive, improving the availability of cycle infrastructure and storage at Creekmoor Local Centre, and other walking and cycling infrastructure on key roads and at key points such as Parkstone Grammar School.

In addition to these active travel measures, the Creekmoor Park and Ride site will be safeguarded to enable the future provision of park and ride services from this location into the rest of the conurbation.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas these include the land north of the A35 which has potential for sports pitches and other community uses, as well as opportunities at Upton Country Park where there is potential for the further expansion of the SANG.

Broad Townscape Characteristics

The ward mainly consists of suburban housing estates built throughout the 1960s up to the 1980's. The ward is adjacent to Upton Heath, one of the largest remnants of the Dorset Heathland, parts of the ward are therefore contained within 400 metres of the heath where new residential development is not suitable.

Retail areas

The centres at Creekmoor and Waterloo, as shown on the policies map, and the local shops at Creekmoor Lane, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity in accordance with Policy E11: Retail and town centres.

Employment areas

The Creekmoor Industrial Estate, Cabot Lane, Albany Park, Alpha Centre Fleetsbridge Industrial Centre, Marshes End and Sopers Lane Estate employment areas, as shown on the policies map, will be safeguarded for employment uses.

The former Siemens site at Sopers Lane has been allocated for employment uses within which only the following acceptable use classes; E(g), B2, and B8 will be permitted. These use classes will allow for the development of General Industrial, Storage, Offices, research and development, and Industrial processes uses on the site.

Housing

We expect around 220 homes to be built in the ward, 50 homes have planning permission, 110 new homes are allocated and around 60 homes expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Allocations

There are two allocations explicitly for the provision of housing within the ward at Hillbourne School and Roberts Lane. Roberts Lane has planning permission but has not yet been built, it is therefore counted under the homes with planning permission in the figures above. Land at Hillbourne school has also obtained planning permission, although this was after our annual monitoring of housing took place and therefore in the figures above it is recognised as an allocation.

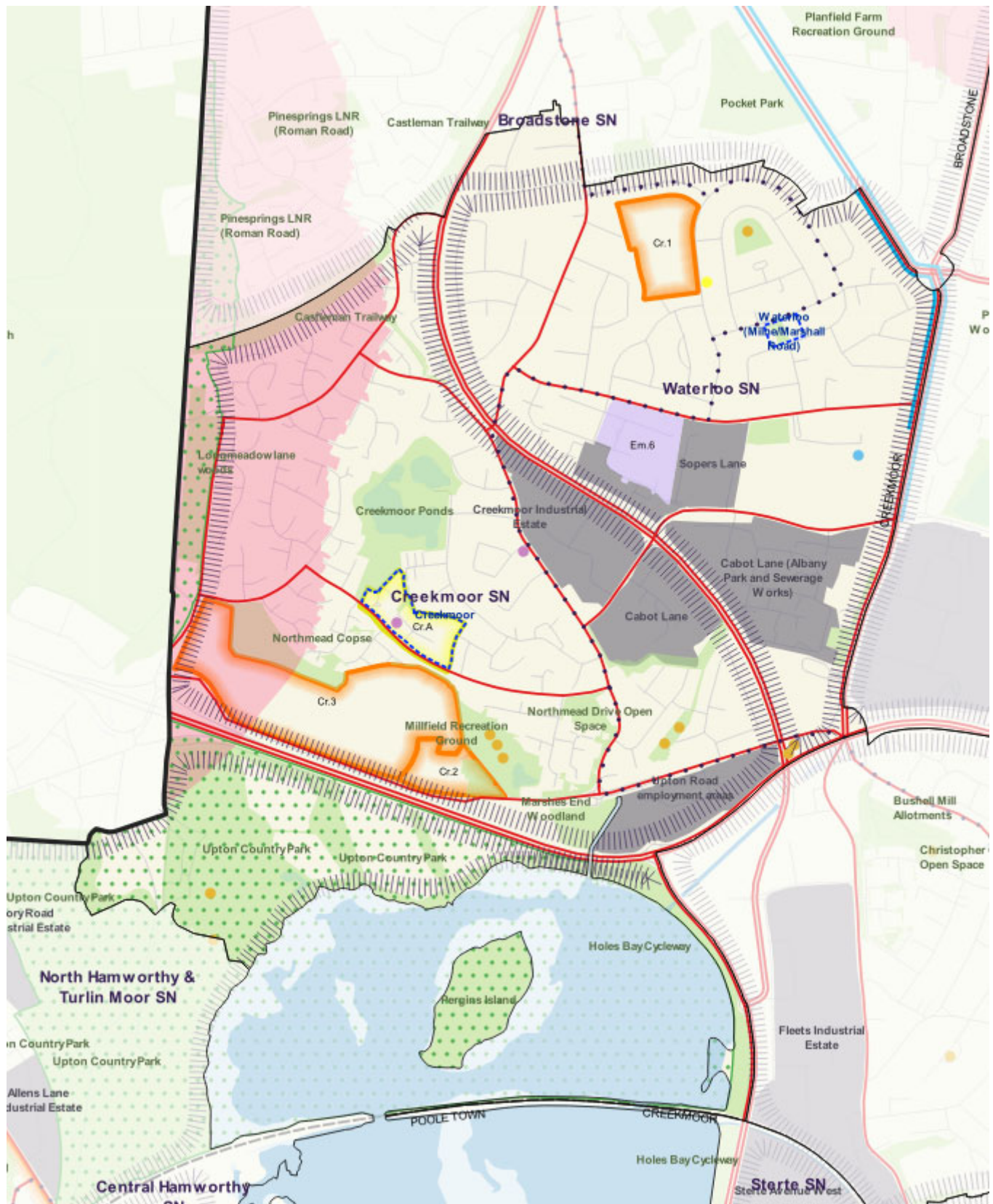
Local opportunity areas

Creekmoor Centre local opportunity area is focused on the Creekmoor Local Centre. The existing townscape quality could be enhanced and the centre has a poor quality relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the sites, and enhanced tree planting and landscaping.

Local opportunity streets

Sections of Waterloo Road and Lower Blandford Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P12: Creekmoor

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Creekmoor will be enhanced by:

- a) Strengthening the retail and community facility offer, and townscape quality of the Creekmoor and Milne Road local centres;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between Northmead Drive and Upton Country Park, including improved pedestrian and cycle links from Northmead Drive to Upton Country Park, that should explore a bridge over the A350, providing opportunities for onward travel to Poole Town Centre and Poole Rail Station.
 - Broadstone Way, specifically providing safe pedestrian and cycle crossing points
 - Creekmoor Local Centre
 - Longmeadow Lane and Beechbank Avenue
 - Northmead Drive
 - Upton Road
 - Waterloo Road
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Parkstone Grammar School;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Millfield Recreation ground, improvements to play and youth facilities, potential for local nature recovery projects
 - Gough Crescent Recreation Ground, improvements to play and youth facilities
 - Creekmoor Ponds Nature Reserve, including access improvements
 - Castleman Trailway, improvements to its function and quality as a strategic greenway
 - Poole Harbour Trail, to enhance wayfinding and accessibility and improve its function as a strategic greenway
 - Upton Country Park, enhancements to its quality and offer, including the expansion of SANG and the diversification of the visitor and recreational offer
 - Provision of new facilities for young people
- e) Working with public transport operators to maintain existing bus routes and explore opportunities for enhancements.

2. Housing

A minimum of 220 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Hillbourne School (Cr.1)

The land either side of Hillbourne school is allocated for residential development providing with in the region of 110 homes. Development must deliver 40% affordable housing and be focused on the provision of houses suitable for families. Development proposals must:

- i. Retain existing mature trees on site;
- ii. Be predominantly 2 storey (6 to 9 metres) in height; and
- iii. Provide 0.2 hectares of public open space that includes play provision.

A Flood Risk Assessment is required at planning application stage. Surface Water storage areas should be maintained and surface water flow paths avoided.

b) Land at Roberts Lane (Cr.2)

The site is allocated for residential uses and providing within the region of 40 homes. Development must deliver 40% affordable housing and be focused on the provision of houses suitable for families. Development proposals must:

- i. Provide a pedestrian and cycle link from the site to Roberts Lane and Millfield recreation ground;
- ii. Retain existing mature trees on site; and
- iii. Be predominantly two storey (6-9 metres) In height.

c) Land north of the A35 (Cr.3)

The land north of the A35 is allocated for sports, recreational, education and/or community uses (Use Classes E(d), F1(a), F2(c)). Any residual land would be appropriate for residential development that must deliver 40% affordable housing and be focused on the provision of houses suitable for families or specialist forms of housing. Proposals must provide pedestrian and cycle connections to Creekmoor Local Centre and improved connections between Northmead Drive and Upton County Park, which should include the exploration of a bridge over the A350.

d) Siemens, Sopers Lane (Em.6)

The former Siemens site at Sopers Lane is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.

5. Local opportunity areas

In **Creekmoor Centre local opportunity area (Cr.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height;
- ii. Strengthen the retail and community facility offer;
- iii. Enhance the public realm within and around the site;
- iv. Introduce a fine-grained character and vertical rhythm;
- v. Form perimeter blocks, with buildings facing the streets within and around the site;
- vi. Provide enhanced tree planting and landscaping along key routes within the area; and
- vii. Provide adequate car parking to support the role of the Local Centre.

6. Local opportunity streets

The local opportunity streets on Waterloo Road and Lower Blandford Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

East Cliff and Springbourne

East Cliff and Springbourne Ward is located in the centre of Bournemouth just to the east of Bournemouth Town Centre encompassing a wide range of residential and commercial areas, bordered by the clifftop and beaches to the south. The area around Southcote Road and St Swithuns Road was once a thriving tourist area with hotels and guest houses, although many of these are now operating as HMOs or emergency housing providers.

Sustainable Neighbourhoods

East Cliff and Springbourne contains three sustainable neighbourhoods wholly or partially within the ward:

- **Springbourne Sustainable Neighbourhood**, which encompasses the majority of the area within the ward located between the Wessex Way and the Railway line and bordered on the east end by the Primary School Kings Park Academy and the west by the train station and an ASDA supermarket. The area has ready access to the minor district centre of Holdenhurst Road which benefits from a library, a post office, community facilities, supermarkets, cafes and other businesses. Although the neighbourhood does not have any schools within its area it does have good access to both primary and secondary schools. There is a small play area within the neighbourhood boundaries at Springbourne Gardens and a wider range of facilities north east of the ward within Kings Park.
- **East Cliff Sustainable Neighbourhood**, represents most of the ward south of railway line down to the beach. The neighbourhood have good access to the shopping opportunities offered by both Holdenhurst Road and Boscombe shopping area, however, those residents located in southwest of the sustainable neighbourhood are not within easy walking distance of many of these amenities. Good access to primary and secondary schools is present throughout the neighbourhood as well as some access to a small play facility in the north of the ward. There are doctors surgeries to the north, east, and west of the neighbourhood and of high frequency bus routes which run along Christchurch Road, increasing the range for access to these facilities.
- **Charminster and Queens Park Sustainable Neighbourhood**, the section of the Charminster and Queens Park sustainable neighbourhood which is located within the ward has good access to retail and amenity due to its proximity to Charminster Road district centre. It also possesses good access to play as well as primary and secondary schools.

Active Transport Infrastructure, Open Space, and Recreational Facility enhancements

Improvements to active travel infrastructure within the ward could help to capitalise on the ward's proximity to Bournemouth train station and the key attractions such as the beach, as well as provide greater access to schools and public open spaces within the ward whilst also improving safety. Proposals for the improvement of community facilities and public open spaces within the ward such as Boscombe Chine Gardens which is an important open space within the ward, and other such community facilities within the ward including those which are free at the point of use will be supported. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad Townscape Characteristics

The ward is predominantly an urban neighbourhood with examples of Victorian villas, with narrow streets of terraced and semi-detached cottages and increasing numbers of flats as you progress towards the East Cliff side of the ward. In recent years some large student halls have also been built. The area is situated immediately adjacent to Bournemouth Train Station, with some industrial areas such as those on Southcote

Road. East Cliff is designated as a conservation area, developed in the Victorian era with wide streets lined by pine trees and substantial villas set in large grounds. It is also home art deco blocks as well as some more modern buildings.

Retail areas

The Holdenhurst Road District Centre, as shown on the policies map, will be the focal point the Springbourne Sustainable Neighbourhood and proposals within the centre should maintain or enhance its vitality, viability and diversity in accordance with Policy E11: Retail and town centres.

Employment areas

The Southcote Road employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 710 homes to be built in the ward, 160 homes already have planning permission, 90 new homes are allocated and around 460 homes are expected to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Two sites are allocated to help deliver housing within the ward, these consist of Southcote Road Depot providing approximately 50 homes and the Former Travis Perkins and surrounds providing approximately 40 homes.

Local opportunity areas

The Holdenhurst Road and surrounds local opportunity area is focused on the Springbourne District Centre and surrounding areas. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 177 Holdenhurst Road, Springbourne Library (293 Holdenhurst Road and associated garden), 316 Holdenhurst Road and 403 – 406 (evens) Holdenhurst Road, should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Gentleman's Public Convenience, Church of St Mary and 224 Holdenhurst Road (all Grade II Listed), must be preserved or enhanced. Development within Springbourne District Centre should also improve the quality of the area's retail, community and leisure/cultural offer .



Local opportunity streets

Sections of Wellington Road and Cleveland Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P14: East Cliff and Springbourne

1. Sustainable neighbourhoods

The sustainable neighbourhoods within East Cliff & Springbourne will be enhanced by:

- a) Strengthening the role of Holdenhurst Road District Centre;
- b) Supporting proposals that would achieve heritage-led regeneration within the East Cliff Conservation Area and better reveal the positive characteristics of the area, including maintaining the distinctive wooded character of the area with tree lined streets and well landscaped plots;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Holdenhurst Road
 - At and around Bournemouth Station
 - Between the Springbourne Sustainable Neighbourhood and Chaminster & Queen's Park Sustainable Neighbourhood (across Wessex Way), including at Springbourne Roundabout
 - Between Springbourne Sustainable Neighbourhood and the seafront.
 - Improving pedestrian and cycle access to green space from within the Springbourne Sustainable Neighbourhood.
 - Christchurch Road
 - Cleveland Road
 - Ashley Road
 - East Overcliff Drive
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - New healthcare and youth facilities and public toilets on Holdenhurst Road
 - Provision of leisure facilities
 - Seafront: enhancements in accordance with the Seafront Strategy, through investment in public toilets, beach huts, public realm, cafes, water sports provision and improvements to accessibility, safety and lighting
 - Spencer Road Gardens
 - Boscombe Chine Gardens (Green Heart Park), including improvements to public toilets and to improve safety.
 - Knyveton Gardens, including nature improvements and exploring potential to improve public access.
 - East Cliff
- f) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to provide higher frequency bus services within parts of the area that are less well served.

2. Housing

A minimum of 710 homes will be built in the ward.

3. Site allocations

a) Southcote Road Depot (ECS.1), as shown on the policies map, is allocated for development.

Subject to an alternative depot location being secured, and the land becoming surplus to Council operational requirements, the site is allocated for a mixed-use development that could include in the region of 50 homes, which should include some houses suitable for families and commercial, education or community space (Use Classes E(c-g), F1(a) or F2(b)). Development must;

- i. Provide a built frontage to Southcote Road following the existing building line;
- ii. Be between two and three storeys in height (approximately 6-12 metres); and
- iii. Incorporate a well overlooked communal amenity area for all residents, which includes play provision.

b) Former Travis Perkins and surrounds, Windham Road (ECS.2), as shown on the policies map, is allocated for residential development within the region of 40 homes, which should include some housing suitable for families. Development must:

- i. Front onto Windham Road; and
- ii. Be predominantly 2-3 storey (approximately 6 -12 metres) in height.

4. Local opportunity areas

In **Holdenhurst Road and surrounds local opportunity area (ECS.A)**, as shown on the policies map, development is encouraged that enhances its quality and character. Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage;
- ii. Enhance the district centre's retail, cultural and community facility offer; and
- iii. integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity street on Wellington Road and Cleveland Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

East Southbourne and Tuckton

East Southbourne and Tuckton is the most easterly coastal ward in the Bournemouth area and covers the eastern area of Southbourne, the suburb of Tuckton, and stretches eastwards to include Hengistbury Head, an open space of international importance for its ecology and archaeology which attracts a significant number of visitors. Southbourne's cliff top and seafront makes a strong contribution to the BCP area's overall leisure offer and is a key focal point for the area.

Sustainable Neighbourhoods

East Southbourne & Tuckton contains 3 sustainable neighbourhoods. Tuckton and Hengistbury Head Sustainable Neighbourhoods fall wholly within the ward along with the majority of the Southbourne Crossroads Sustainable Neighbourhood which has a small area to the east falling within neighbouring West Southbourne ward.

- **Tuckton Sustainable Neighbourhood** which is based on the approximate walking catchment of the Tuckton district centre. This area has bus links to Bournemouth and Christchurch town centres but these are not high frequency. There is good access to open space and play areas. Only the southern part of the area has good access to healthcare, the rest of the area has none within 15 minutes bus / walk. There is good access to retail at Tuckton district centre. There is good access to primary schools within the ward at St Katherine's Primary and to the west at Stourfield Schools in neighbouring West Southbourne ward. The area also benefits from Tuckton Library and a purpose built community centre at the edge of Tuckton district centre.
- **Southbourne Crossroads Sustainable Neighbourhood** which is based on the approximate walking catchment of the Southbourne Crossroads local centre. A small part of the area is within 5 minutes walk to a bus stop served by a high frequency route. There is good access to open space at the seafront and play park. There is good access to retail facilities at Southbourne Crossroads and part of area is within walking distance to Tuckton district centre. All of the area has good access to primary and secondary schools.
- **Hengistbury Head Sustainable Neighbourhood** which is based on the approximate walking catchment of the Broadway shopping parade. The area does not have good access to public transport or healthcare. Most of the area is within walking distance to the Broadway parade, but is more remote from the better retail and service facilities at Tuckton and Southbourne Crossroads. All of the area has good access to primary and secondary schools. The area benefits from very good access to open space and play areas within walking distance to Hengistbury Head and the seafront, as well as the play park at Tuckton.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, speeding traffic and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets within the areas have therefore been identified and will be explored. We have also identified opportunities to enhance the seafront, open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The majority of the built-up area of the ward comprises suburban housing. Beyond the retail areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. The number of guest houses has declined over recent years and there has been an increase in the number of new apartments being constructed near the cliff top.

Retail areas

Three retail areas wholly fall within East Southbourne & Tuckton: the Tuckton district centre, which offers a wide range of facilities and services, a local centre at Southbourne Crossroads and a shopping parade at The Broadway as shown on the policies map. Proposals within these areas should maintain or enhance their vitality, viability and diversity. Given the remoteness from the district and local centres within the Hengistbury Head Sustainable Neighbourhood, proposals to incorporate or increase ground floor shopping or service uses within the existing parade will be supported.

Housing

We expect around 320 homes to be built in the ward, 50 homes already have planning permission (Including Southbourne Crossroads Car Park), with around 270 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Southbourne Crossroads Car Park site has planning permission for 27 flats but the scheme has not been built yet. Reflecting the permission, the site is allocated for in the region of 25 homes. The site allocation policy includes criteria to retain or replace the community garden and improve or enhance the existing Public Right of Way network. There could be opportunities to create new pedestrian paths between St Catherine's Terrace, St Catherine's Road, Southbourne Overcliff Drive and Southbourne Coast Road increasing permeability in the vicinity of site.

Local opportunity areas

East Southbourne & Tuckton contains two local opportunity areas:

- **Tuckton Road:** This local opportunity area is focused on the Tuckton District Centre, a thriving district centre offering a wide range of shops and services to meet the needs of local residents, alongside a couple of bars and restaurants open in the evenings which provide an element of night time economy. The Tuckton Social Club is situated at the edge of the shopping area and Tuckton Library is nearby in Wick Lane. There is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive period architecture characteristics within the area. Development should provide enhanced retail, cultural or community uses on the ground floors.
- **Southbourne Crossroads:** This local opportunity area is focussed on the local shopping centre along Belle Vue and St Catherine's Road. This was once a vibrant shopping area but has declined

over recent years, and many of the ground floor commercial units have converted to residential. There is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive period architecture characteristics within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 107 – 127 Belle Vue Road (odds) and 129 – 141 (odds) Belle Vue Road/2 – 6 (evens) St Catherine's Road should be retained and restored. Solutions that incorporate the garage frontage at 6 St Catherine's Road in new development should be explored. Development should provide enhanced retail, cultural or community uses on the ground floors.



Local opportunity streets

Sections of Belle Vue Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P13: East Southbourne and Tuckton

1. Sustainable neighbourhoods

The sustainable neighbourhoods within East Southbourne & Tuckton will be enhanced by:

- a) Strengthening the vitality of Tuckton High Street, and supporting enhancements to the retail and community facility offer and townscape quality of the Southbourne Crossroads and Broadway local centres;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Tuckton Road
 - Belle Vue Road
 - Broadway
 - Cranleigh Road
 - Tuckton Bridge, including improved pedestrian / cycling infrastructure
 - Seafront promenade
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools including St Peters School;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Seafront, including through designation of the coastline as a Coastal Nature Park and associated enhancements, investment in public toilets, beach huts, public realm, cafes, water sports provision, and improvements to safety and lighting, in accordance with the Seafront Strategy
 - Hengistbury Head, including conservation and improvements to facilities, replacement/improvement of outdoor education and water sports, new buildings for the land train operation, improved cycle and pedestrian routes, reducing lighting along the Broadway, increased usage of Solent Meads car park, additional education and archaeology facilities and improved signage and site information
 - The Stour Valley River Corridor Project, including improvements for access, active travel, signage and interpretation and utilising the Hengistbury head visitor centre as a gateway to the river corridor
 - Christchurch Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway
 - Southbourne Beach restaurant facility, incorporating facilities to meet the needs of visitors, including public toilets, cycle shelter, cycle stands and beach showers
 - Iford Playing Fields, including the provision of a fenced dog training enclosure and enhancements to the quality of the recreational and sporting offer, including the BMX track and surrounding facilities
 - Seafeld Gardens, including improvements to the play area, informal sports, nature recovery and paths
 - Tuckton Tea Gardens
 - Tuckton Social Club
- e) Working with public transport operators to maintain and explore opportunities to enhance bus routes within the area.

2. Housing

A minimum of 320 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Southbourne Crossroads car park (EST.1)

The site is allocated for residential uses, with in the region of 25 homes. Development proposals must:

- i) Be predominantly between one and four storeys (approximately 9 -15 metres) in height;
- ii) Retain or replace the community garden; and
- iii) Enhance or improve the Public Right of Way network that borders the site.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Tuckton Road (EST.A), and Southbourne Crossroads (EST.B)

Development proposals must:

- i. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. integrate with and enhance the area's positive historic characteristics;
- iii. provide soft landscaping and tree planting to the front of plots where development is set back from the street; and
- iv. provide enhanced retail, cultural or community uses on the ground floors;

5. Local opportunity streets

The local opportunity street on Belle View Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Hamworthy

Hamworthy is located on a peninsula, with Poole Quay to the east and Upton to the north, and predominantly features residential and employment areas. Rockley Park holiday park and Upton Country Park are notable features of the ward. The area has a long history, including hosting a Roman military port during the Roman conquest of Southern England. Hamworthy has also historically hosted numerous industries, such as ship-building, brick & tile works, a ropewalk and a pottery.

Sustainable Neighbourhoods

Hamworthy contains four sustainable neighbourhoods:

- **Lower Hamworthy Sustainable Neighbourhood** is based on the approximate walking catchment of Poole Town Centre within Hamworthy. The area benefits from high frequency bus routes to Poole Town Centre North, good access to primary and secondary schools, open space and the shore, play areas, doctors surgeries and local employment opportunities at Poole Town Centre and Poole Port. Poole Town Centre policy (see Policy P26) applies to part of the area as shown on the key diagram.
- **Central Hamworthy Sustainable Neighbourhood** is based on the approximate walking catchment of Hamworthy Local Centre. The area benefits from high frequency bus routes to Poole Town Centre, good access to primary and secondary schools, open space and the shore, play areas, doctors surgeries and local employment opportunities at Dawkins Industrial Estate. The area also benefits from the neighbourhood parades at the Blandford Road/Lake Road and Lake Road/Coles Avenue junctions that alongside the local centre provide a network of shops.
- **North Hamworthy & Turlin Moor Sustainable Neighbourhood** is served by the Turlin Moor neighbourhood parade. The area also benefits from high frequency bus routes to Poole Town Centre and a railway station, along with good access to primary and secondary schools, open space and the shore, play areas, doctors surgeries and local employment opportunities at Allens Lane Industrial Estate.
- **Rockley Sustainable Neighbourhood** is served by the neighbourhood parade at Lake Road/Coles Avenue junction. The sustainable neighbourhood includes Rockley Park, a holiday park that draws in a significant number of holidaymakers who help support our tourism economy. It also hosts a water sport activity centre. While opportunities to improve the offer will be supported the site is in a sensitive location adjacent to Ham Common and Poole Harbour which limits development potential.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets within the areas have therefore been identified and will be explored. Furthermore, while the area benefits from Hamworthy Rail Station, the routes to the station are not obvious or particularly attractive. Well-designed development that enhances pedestrian and cyclist connectivity to the station will be supported. We will also support appropriate improvements to the pedestrian and cyclist connectivity between the Central Hamworthy and Upper Hamworthy & Turlin

Moor sustainable neighbourhoods, and enhancements to the shoreline trail located to the east of Symes Road and Harkwood Drive.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas, including the opportunity to introduce a heritage trail along the shoreline at Turlin Moor to reference the area's interesting history of clamming and smuggling.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of late 19th century and interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Retail areas

Hamworthy Local Centre, as shown on the policies map, and the neighbourhood parades at Turlin Moor, Lake Road/Blandford Road junction and Lake Road/Coles Avenue junction are the focal points of sustainable neighbourhoods. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment areas

The Poole Port, Factory Road Industrial Estate, Allens Lane Industrial Estate and Dawkins Road Industrial Estate employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 2,260 homes to be built in the ward, 700 homes already have planning permission (including the former Sydenhams site and former Pilkingtons Tiles), 1,460 new homes are allocated on other sites and around we expect around 100 homes to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes.

Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. The ward contains heathland areas at Ham Common and north of the Royal Marines Base. Large parts of the ward are therefore located within 400 metres of the Dorset Heathlands where new residential development is not suitable.

Site allocations

Hamworthy contains four site allocations at the Former Power Station, Former Sydenhams, former Pilkingtons Tiles and Turlin Moor sites.

The former power station represents our largest brownfield site which will be developed as a new mixed use community. Given the size of the site a masterplan should be prepared and agreed by the Local Planning Authority to guide the development across the site.

Turlin Moor is one of the most deprived parts of the BCP area due to lower incomes and levels of employment, education, skills and training, and higher levels of health deprivation and disability. The design of some development within the area is of a lower architectural and townscape quality, and the layout of some of the development results in streets and paths not being properly overlooked. There are an opportunities for sensitive regeneration in some parts of the estate to address these issues and improve the overall character of the area. Any development needs to resolve flood risk issues and any proposed development on the recreation ground will need to secure replacement playing pitches of an equal or greater standard.

Given the scale of these sites we expect to see innovative and distinctive design, follow accepted design principles that are known to create high quality places. Development at the Former Power Station and Former Sydenhams sites should innovatively reference the historic building styles with the Poole Quay and High Street areas through use of staggered building heights and narrow plots. The development of these sites should transform the waterfront with an extended public quayside, which should link up the pedestrian cycle route around Holes Bay through the Former Power Station site and run along the quayside.

Local opportunity areas

Blandford Road/Coles Avenue junction, Blandford Road/Lake Road junction and Lake Road/Coles Avenue junction: These local opportunity areas are focused on the local centres and neighbourhood parades within the Central Hamworthy Sustainable Neighbourhood, and are located in a highly sustainable location served by high frequency bus route. Development should provide enhanced retail or community uses on the ground floors. The areas are appropriate for innovative and distinctive design that enhances their local distinctiveness, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. Solutions that incorporate the frontage of the Liberal Hall frontage (within the Blandford Road/Coles Avenue Junction Local Opportunity Area) in new development should be explored.



Local opportunity streets

Sections of Blandford Road and Lake Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Flood risk

Much of the ward is within the Very High Flood Risk Area. Development in the Flood Risk Areas will trigger the Sequential Test. Within the Poole Sequential Test Area, as defined on the policies map, residential, main town centre uses, commercial, leisure, community and health uses, and employment have been sequentially tested (and passed). We have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs to regenerate the area. Therefore, development for these uses within the Poole Sequential Test Area will not be required to undertake the sequential test at planning application stage. Development on land subject to flood risk outside the Poole Sequential Test Area, will be required to undertake the sequential test at planning application stage. This policy approach in Poole is well established through previous local plans as part of the long-term regeneration of the area and its continuation through this local plan has the agreement of the Environment Agency.

In the longer term, further interventions will be necessary to fully protect Hamworthy and its access. We will continue to work with the Environment Agency to do so. The Council is currently (at the time of writing) updating the SFRA Level 2. This will be completed within 12 months of the Local Plan being adopted and may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P15: Hamworthy

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Hamworthy will be enhanced by:

- a) Strengthening the retail and community facility offer (including healthcare provision) and townscape quality of Hamworthy local centre, and neighbourhood parades;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Blandford Road
 - Between the Central Hamworthy Sustainable Neighbourhood and Turlin Moor & North Hamworthy Sustainable Neighbourhood/Upton Country Park
 - Between the Central Hamworthy Sustainable Neighbourhood and Hamworthy Rail Station
 - Holes Bay pedestrian and cycle route
 - Trails along the shorelines at Turlin Moor and east of Symes Road and Harkwood Drive
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Upton Country Park, ongoing investment to enhance historic landscapes, expand the SANG and diversify the visitor offer through the provision of new visitor and educational facilities
 - Hamworthy Railway, including improvements to access from Hamworthy railway station to Upton Country Park and wider active travel routes
 - Hamworthy Park, improvements to the beach hut offer, outdoor education centre, café, toilet and play and recreation facilities
 - Turlin Moor, upgrades to play areas and pavilion, creation of new wheeled play facility
 - Hamworthy Recreation Ground
 - Poole Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway
 - Coastline, enhancements to the coastline in accordance with the Seafront Strategy
 - Lake Pier, repair and refurbish the pier structure, consider opportunities for improved catering and visitor experience
- e) Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to provide improved services to schools from surrounding areas.

2. Housing

A minimum of 2,260 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Former Powerstation (H.1)

The site is allocated for a mixed use development with in the region of 900 homes, which should include housing suitable for families, a community hub and supporting commercial uses (Use Classes E and F). Its redevelopment must be completed in accordance with a masterplan agreed by the Local Planning Authority. Development proposals must:

- i. Provide strategic flood defences, which secures access and egress to the site;
- ii. Provide a minimum 1.2 hectares of public open space, incorporating a play area that serves children of all ages;

- iii. Provide in the region of 3,000 sqm of high quality office space or business incubator units for small start-ups;
- iv. Provide a series of retail and commercial units under 280sqm in size that meet the day to day needs of future occupiers of the site, while ensuring there is no adverse impact on the Poole Primary Shopping Area;
- v. Seek to provide an arts, cultural and/or heritage venue;
- vi. Overlook Hamworthy recreation ground and enhance the space for public recreation;
- vii. Create a continuous public quay side incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide;
- viii. Provide pedestrian and cycle routes through the development site, including along the Quay Side and north shore, connecting into existing Harbourside routes, and connecting through the site to Jefferson Avenue and Hamworthy recreation ground;
- ix. Ensure development is set back at least 12 metres from the north shore and the layout and scale of development is designed to protect the wildlife and habitats within Holes Bay;
- x. Be of an exceptional design quality, innovatively referencing the historic building styles with the Poole Quay and High Street areas;
- xi. Preserve or enhance the character and appearance of heritage assets and their settings including the Town Centre Heritage Conservation Area
- xii. Be predominantly between two and seven storeys (approximately 6- 24 metres) in height;
- xiii. Make a contribution towards junction improvements to Rigler Road / site access road, Rigler Road / Blandford Road, Blandford Road / New Quay Road mini-roundabout and Twin Sails Bridge / West Quay Road junctions within the immediate vicinity of the site to improve provision for pedestrians, cyclists and public transport use;
- xiv. Provide segregated cycle routes along Rigler Road; and
- xv. Make a contribution towards the implementation of a high frequency bus route between the site and Poole Bus station and Railway Station.

b. Former Sydenhams, Blandford Road (H.2)

The site is allocated for a mixed use development with in the region of 300 homes and supporting commercial uses (Use classes E and F). Development proposals must:

- i) Provide strategic flood defences, which secures access and egress to the site;
- ii) Be predominantly between 3 and 7 storeys (9-24 metres) in height;
- iii) Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas
- iv) Preserve or enhance the character and appearance of heritage assets and their settings including of the Listed Buildings opposite the site and the Town Centre Heritage Conservation Area; and
- v) Create a continuous public quay side incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide.

c. Turlin Moor (H.3)

Development proposals should support the overall estate regeneration. Development proposals must:

- i. Be informed by an estate regeneration masterplan or design code;
- ii. Provide in the region of 400 homes;
- iii. Ensure buildings overlook streets and spaces;

- iv. Be predominantly 2-4 storey (6-15 metres) in height;
- v. Incorporate community benefits such as a community centre and all-weather games area;
- vi. Enhance the public realm with improved pedestrian and cycle routes to Hamworthy Rail Station and Upton Country Park;
- vii. Mitigate any impact on wildlife in the Harbour;
- viii. Provide a strategic flood defence.

Any proposals on the recreation ground must secure a suitable location to replace the existing playing pitches to an equal or better standard and deliver 40% of homes as affordable housing with homes suitable for families.

d. Former Pilkington Tiles (H.4)

The site is allocated for a mixed use development with in the region of 160 homes and supporting commercial uses (Use classes E and F). Development proposals must:

- i) Provide strategic flood defences, which secures access and egress to the site;
- ii) Be predominantly between 3 and 7 storeys (9-24 metres) in height;
- iii) Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas;
- iv) Preserve or enhance the character and appearance of heritage assets and their settings including of the Listed Buildings opposite the site and the Town Centre Heritage Conservation Area; and
- v) Create a continuous public quay side incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Blandford Road/Coles Avenue junction (H.A), Blandford Road/Lake Road junction (H.B), and Lake Road/Coles Avenue junction (H.C)

Development proposals within these areas must:

- i. Be up to and not in excess of 3.5 storeys (approximately 9-12 metres) in height; and
- ii. Enhance the retail and community facility offer.

Development within the Blandford Road/Coles Avenue junction local opportunity area must undertake a sequential test and prepare a flood risk assessment.

5. Local opportunity streets

The local opportunity streets on Blandford Road and Lake Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Approach to flood Risk - Poole Sequential Test Area

Within the Poole Sequential Test Area as defined on the policies map, the following uses have been sequentially tested in accordance with national policy: residential, main town centre uses, commercial, leisure, community and health uses, and employment. Applications for these uses in the Poole Sequential Test Area will not need to reapply the sequential test but must apply the exception test and be supported by a flood risk assessment informed by the most up to date strategic flood risk assessment and the Council's FCERM Strategy; and demonstrate that the proposals will be safe for their lifetime and not increase flood risk elsewhere.

The Council will complete the updated Poole SFRA Level 2 within 12 months of the Local Plan being adopted and this may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Highcliffe and Walkford

Highcliffe & Walkford is located on the far east of the BCP area. Its western boundary lies adjacent to the Mudeford, Stanpit & West Highcliffe ward. Its eastern edge is the boundary between with New Forest District Council, close to the boundary of the New Forest National Park. Pockets of the ward at Cranemoor Common, Chewton Bunny, Chewton Common and Chewton Farm, the area between Ringwood Road and Chewton Farm Road fall within the Green Belt.

Sustainable neighbourhoods

Highcliffe and Walkford contains two sustainable neighbourhoods:

- **Highcliffe & Walkford sustainable neighbourhood**, which is based on the approximate walking catchment of Highcliffe District Centre on Lymington Road, a busy linear street offering a good range of everyday and independent shops and services, cafes and pubs. The area contains Highcliffe St Mark Primary School and Highcliffe Secondary School and Sixth form both towards the west of the ward. The ward also has access to GP surgeries.
- **West Highcliffe sustainable neighbourhood** is one of the less sustainable areas within the BCP area. The area does not fall within the walking catchment of a retail centre or GP surgery, although it does include a neighbourhood parade at Saulfland Place. Proposals to introduce new local community shops and facilities will be supported within the area where a need is demonstrated. Most of the area within this ward is more than 15 minutes' walk from primary schools, larger open spaces and play areas, and the area is not served by high frequency buses. However, the area benefits from easy access to Hinton Admiral Railway Station (located to the northeast of the area) and is within 30 walk/bus of a secondary school.

Active travel infrastructure, open space, and recreational facility enhancements

Opportunities should be taken to improve active travel on primary streets shown on the policies map including Lymington Road, Wharncliffe Road, Waterford Road, Ringwood Road, and Hinton Wood Avenue to link to the railway station at Hinton Admiral towards the north of the ward which is on the Weymouth to Waterloo mainline. Cycle lane provision in the area is lacking. Bus services are located some distance away from the railway station on Ringwood Road, Walkford Road and Lymington Road and although these run to Bournemouth, Mudeford, Christchurch, Lymington and Brockenhurst College, there are no high frequency bus routes.

The public realm could be improved to increase the feeling of safety in the evening and appropriate lighting and opportunities to improve overlooking will be encouraged as part of any new development in the Highcliffe District Centre. The volume and constant flow of traffic on Lymington Road poses risks to air quality, noise pollution, pedestrian, and cyclist's safety. Addressing these issues should be considered a priority when delivering public realm improvements.

Residents are well served by many high-quality open spaces shown on the policies map. These include two local nature reserves at Nea Meadows (also an SSSI) in the centre of the ward and Steamer Point adjacent to the coastline (SSSI). Cranemoor Common (south of the railway line), Chewton Common, Chewton Bunny and Chewton Glen Farm. We have identified several opportunities to enhance open spaces and recreational facilities to improve liveability in the area.

Broad townscape characteristics

Until the early 20th century, Highcliffe and Walkford were small villages centred around their high streets on what is now Lymington Road and Ringwood Road. The area contained several large estates including Highcliffe Castle, Chewton Glen, Hinton Admiral, Wolhayes Estate, Greystones House and Saulfland. Following the opening of the railway station the character of the area has gradually changed and numerous bungalows and estates were built in the 1950s-1960s. Flatted development also features along the coast and within close proximity to the High Street.

Retail

There are three retail areas at Highcliffe District Centre on Lymington Road, Walkford Local Centre on Ringwood Road, and a smaller neighbourhood parade at Saulfland Place, as shown on the policies map, are the focal points of sustainable neighbourhoods. Development proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Within the West Highcliffe Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Housing

We expect around 585 homes to be built in the ward, 135 homes have planning permission, and we expect 450 to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. There are no allocations in the ward. In the adjacent Mudeford, Stanpit and West Highcliffe ward, strategic sites will deliver modern family homes including Hoburne Farm Estate and at Roeshott Hill.

Local opportunity areas

Lymington Road (Highcliffe) local opportunity area is focused on the Highcliffe District Centre, which has a varied townscape character. Within the area there is potential for new development to enhance the area's townscape and strengthen local distinctiveness. Development should take design cues from positive period architectural characteristics within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 397 Lymington Road, should be retained and restored. Development should provide enhanced retail, cultural or community uses on the ground floors within the district centre.



Local opportunity streets

Sections of Waterford Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties, where appropriate. All development should provide a fine-grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P16: Highcliffe and Walkford

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Highcliffe and Walkford will be enhanced by:

- a) Strengthening the role of Highcliffe District Centre;
- b) Strengthening the retail and community facility offer, and townscape quality of the Walkford Local Centre and Saulfland Place Neighbourhood Parade;
- c) Supporting provision of local community shops and facilities within the West Highcliffe Sustainable Neighbourhood where a need is demonstrated;
- d) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between Lymington Road and the seafront
 - Lymington Road
 - Walkford Local Centre
- e) Improving the safety and attractiveness of walking and cycling routes to and around schools;
- f) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Seafront, including providing showers and lockers, improving biodiversity and maintaining the undeveloped nature of the seafront in accordance with the Seafront Strategy
 - Highcliffe Recreation Ground
 - Nea Meadows
 - Wingfield Playing fields
 - Steamer Point Nature Reserve, including improvements to visitor centre
 - Cranemoor Common
 - Chewton Common
 - Chewton Bunny
 - Chewton Glen Farm
 - Jesmond Avenue
 - Roeshot Hill strategic greenway
- g) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the West Highcliffe Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

Development within Highcliffe and Walkford will deliver a minimum of 585 homes.

4. Local opportunity areas

In the **Lymington Road (Highcliffe) local opportunity area (HW.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Integrate with and enhance the area's positive historic characteristics; and
- iii. Enhance the district centre's retail, cultural and community facility offer.

5. Local opportunity streets

The local opportunity street on Waterford Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height. Proposals will need to preserve the setting of the Grade II* Listed Greystones.

Kinson

Kinson is located on the northern outskirts of Bournemouth and predominantly features residential areas, with some areas of retail and employment areas and a number of open spaces, including areas of Dorset Heathland at Turbary Common and Kinson Common.

Sustainable neighbourhoods

There are three sustainable neighbourhoods in Kinson:

- **Kinson Sustainable Neighbourhood** focuses on walking catchments of Kinson district centre and the Anchor Road local centre. The neighbourhood has good access to local shops, primary and secondary schools, play areas, and open space. Most areas are within 15 minutes' walk to a doctors surgery. A key issue is the long journey times to Bournemouth and other locations by bus.
- **West Howe Sustainable Neighbourhood** is focused on the Cunningham Crescent local centre which provides some retail and local community facilities. The area also includes Ringwood Road and Turbary Retail Parks (including a supermarket). The neighbourhood mostly has good access to primary and secondary schools, play areas, doctors surgeries and open space. A key issue is the long journey times to Bournemouth and other locations by bus.
- **Northbourne and Redhill Sustainable Neighbourhood** straddles the boundary of Kinson and Redhill & Northbourne wards. The area of Kinson within this neighbourhood focuses on the local centre at Wimborne Rd (Northbourne) which has a limited range of local shops and facilities. It has good access to secondary schools, open space and doctors surgeries but some areas are not within a 15 min walk to a primary school. Public transport options could be improved.

Active Travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience in some areas of the ward is poor, due to traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, have therefore been identified and will be explored. A number of opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas have also been identified.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Retail areas

The centres at Kinson, Anchor Road, Cunningham Crescent and Wimborne Road (Northbourne), as shown on the policies map, will be the focus for town centre uses and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment areas

The Elliot Road, Wallisdown Road and Poole Lane/Ringwood Road employment areas, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 275 homes to be built in the ward, 40 homes have planning permission, 15 new homes are allocated and around 220 homes are expected to come forward as a result of windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets (outside employment areas) where there is potential for regeneration and/or enhancements to townscape character.

Turbary common and Kinson common are areas of protected Dorset Heathland and large parts of the ward are located within 400 metres of the Dorset Heathlands where new residential development is not suitable. Development opportunities for new homes are therefore relatively limited. However, there is a need for care homes within the BCP area and these can be located in 400m of a heathland where residents have advanced physical or dementia care needs.

Site allocations

In many areas telephone exchanges are being reviewed and rationalised. If the Kinson telephone becomes available for development then the site is considered suitable for in the region of 15 homes. The NHS are also looking to rationalise services and if an alternative location is secured for health care activities the West Howe Clinic would be suitable for a care home for those with advanced physical or dementia care needs. The site is within 400m of a heathland which restricts the type of accommodation that can be provided.

Local opportunity areas

Kinson Ward contains two local opportunity areas:

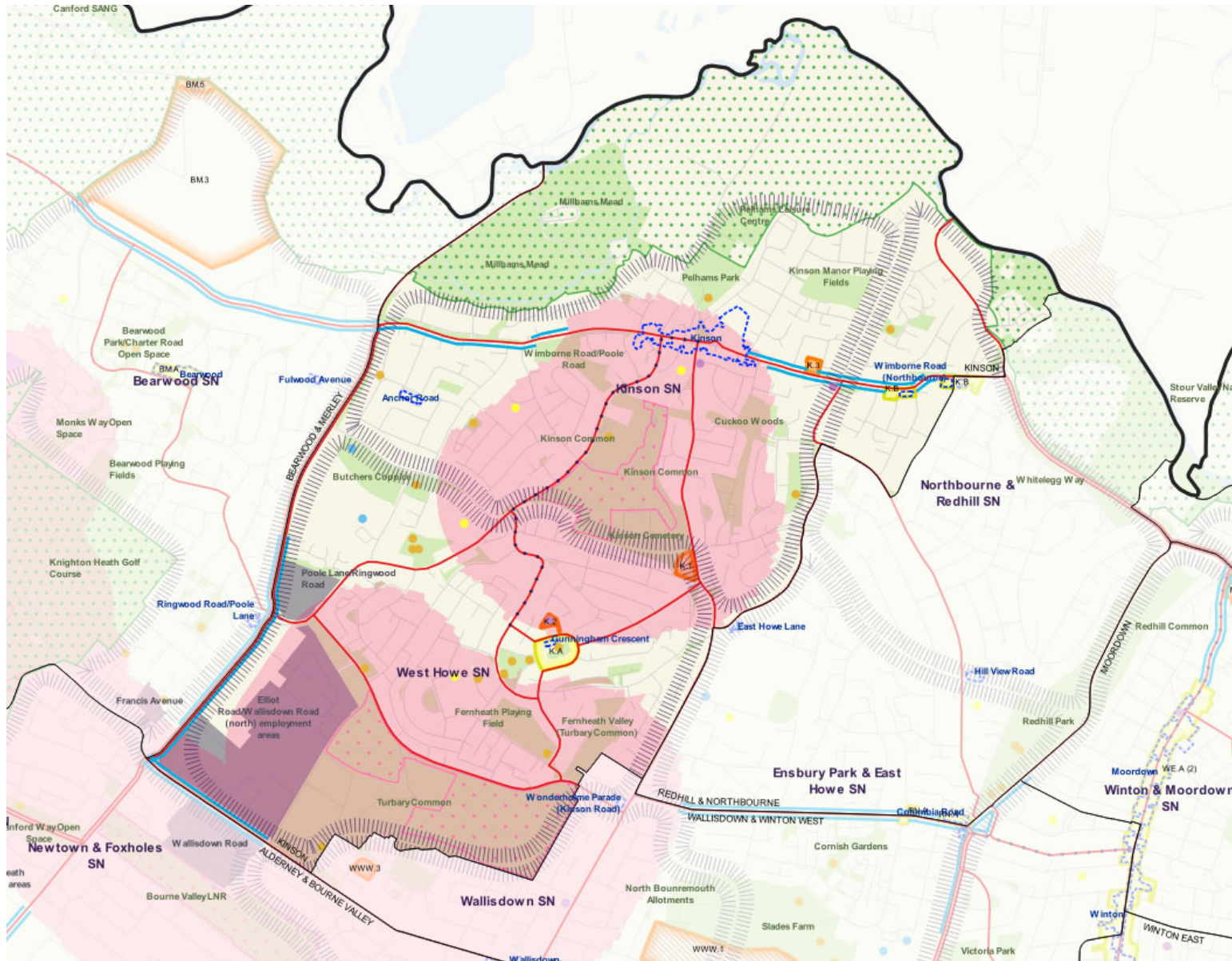
- **Cunningham Crescent:** This local opportunity area is focused on the local centre where there is the opportunity to maintain and improve the range of facilities available and enhance the townscape. West Howe experiences high levels of deprivation and disability. The local opportunity area provides an opportunity for well-designed regeneration to create vibrant, attractive and accessible streets and provide high quality public and private spaces that are likely to be used. The area is appropriate for innovative and distinctive design that enhances its local distinctiveness, but this should follow accepted design principles that are known to create high quality places. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents.

- **Wimborne Road (Northbourne) Local Centre and surrounds:** This local opportunity area is focused on the Wimborne Road (Northbourne) Local Centre. Development should enhance the townscape character of the local area and where located within the local centre should deliver enhanced commercial and community uses. Care should be taken to preserve or enhance the setting of the Grade II Listed Dower House (1300 Wimborne Road) which is adjacent to one of the blocks of shops.

Local opportunity streets

Sections of Ringwood Road, Wallisdown Road and Wimborne Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P17: Kinson

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Kinson will be enhanced by:

- a) Strengthening the role of Kinson District Centre;
- b) Strengthen the retail and community facility offer and townscape quality of Cunningham Crescent, Wimborne Road (Northbourne) and Anchor Road local centres;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between Wimborne Road, Cuckoo Woods and East Howe Lane: introduction of new cycle route, with potential extension to Parley via Millhams Mead Nature Reserve
 - Kinson Road
 - Poole Lane
 - Ringwood Road
 - Turbary Park Avenue
 - Wimborne Road
 - Wallisdown Road
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - The Stour Valley River Corridor Project, including links into the Stour Valley
 - Pelhams Leisure Centre: retention of community and sports facilities and supporting proposals to enhance the sporting offer
 - Kinson Manor: Retention of pitches
 - Pelhams Park (Green Heart Park): Upgrades to play area and pitch improvements.
 - Poole Lane: Improvements should, protect and enhance access to Kinson Common
 - Moore Avenue (Green Heart Park) – play area and infrastructure improvements
 - Fernheath Football Club
 - Enhancing facilities to improve provision for young and disabled people
 - Provision of improved healthcare facilities within Kinson District Centre and Cunningham Crescent Local Centre
 - Provision of a sustainable mobility hub
- f) Working with public transport operators to explore opportunities to improve bus services to Bournemouth Town Centre, Bournemouth Hospital, Castlepoint, and Poole with priority given to improving journey times to the town centres.

2. Housing

A minimum of 275 homes will be built in the ward. Some sites are also identified as having potential for care uses.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Former Kinson Baths (K.1)

The site is allocated for recreational, education and community uses (Use Classes E(d), E(e), E(f), F1(a), F2(b-d)) or a care home with in the region of 50 beds (Use Class C2) limited to those with advanced dementia or/and physical nursing needs. Development proposals must:

- i) Retain the mature vegetation within and around the perimeter of the site;
- ii) Prepare a Flood Risk Assessment (FRA) at planning application stage. The FRA and SuDS strategy will need to demonstrate that the existing water storage and flow routes to storage will be maintained post development.
- iii) Be predominantly between 2 - 3 storeys (approximately 6 – 12 metres) in height

b) West Howe Clinic, Cunningham Crescent (K.2)

Subject to the reprovion of healthcare facilities elsewhere, the site is allocated for a care home within the region of 30 beds (Use Class C2) limited to those with advanced dementia or/and physical nursing needs. Development must:

- i. Create an attractive frontage to the adjacent public open space; and
- ii. Be predominantly 2 – 3 storey (6-12 metres) in height.

c) Telephone Exchange, Wimborne Road (K.3)

The site is allocated for in the region of 15 homes. Any development proposals must:

- i. Create a frontage to Wimborne Road; and
- ii. Be predominantly 2 – 3 storey (6-12 metres) in height.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Cunningham Crescent (K.A)

Any redevelopment proposals should be informed by a comprehensive masterplan or design code and seek to make efficient use of land. Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height;
- ii. Retain and enhance the local centre's retail and community facility offer;
- iii. Form perimeter blocks, with buildings facing the streets within and around the site; and
- iv. Feature enhanced tree planting and landscaping along key routes within and around the site.

b) Wimborne Road (Northbourne) Local Centre and surrounds (K.B)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Enhance the local centre's retail and community facility offer; and
- iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

5. Local opportunity streets

The local opportunity streets on Ringwood Road, Wallisdown Road and Wimborne Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Littledown and Iford

The ward is in the northern part of the Bournemouth area and contains employment, health, sport /leisure uses and schools, as well as residential areas. Strategically important facilities to the wider BCP area are located within the area, including Royal Bournemouth Hospital, Littledown Centre and parkland and Kings Park.

Sustainable Neighbourhoods

Littledown & Iford contains two sustainable neighbourhoods:

- **Littledown sustainable neighbourhood** has a definitive boundary of the A338 on one side and open space on the other. It is split into two areas by Castle Lane East. To the north of Castle Lane East is the Royal Bournemouth Hospital, Wessex Fields Business Centre and Tesco Superstore and petrol station. The area to the south of Castle Lane East contains the Littledown Centre and Park, Kings Park, several schools and suburban residential areas. A small part of the area at Castle Lane East has good access to high frequency bus routes which run from the Hospital. Part of the southern area has good access to high frequency bus routes along Christchurch Road and is within walking distance to Pokesdown Station. All of the sustainable neighbourhood has good access to doctors' surgeries, primary and secondary schools and play areas. The area has very good access to open space and sport/recreation facilities. Small parts of the area are within walking distance to a supermarket on Castle Lane East or Boscombe district centre but the majority of the neighbourhood has poor access to shopping facilities.
- **Iford sustainable neighbourhood** is based on the approximate walking catchment of the Iford district centre. A large part has good access to high frequency bus routes linking Bournemouth, Poole and Christchurch town centres and part of the area has good access to Pokesdown rail station. The area has good access to doctors' surgeries, primary and secondary schools and play areas. The area has very good access to open space. There is good access to shopping facilities along Christchurch Road and at Iford roundabout.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor due to high traffic volumes and lower quality pedestrian and cyclist infrastructure and public realm, particularly along Castle Lane East, Iford Roundabout and Christchurch Road. The railway is also a barrier to movement in the south west area of the ward. There are proposals to improve the public realm and enhance pedestrian and cycling infrastructure along these roads, and along railway under and overbridges. More pedestrian and cyclist crossings over the railway would improve connectivity. The area has several schools accessible by cycling or walking and an objective is to improve the safety and attractiveness of walking and cycling routes to and around schools. A corridor of open space runs from Littledown Park, through Littledown Valley into Kings Park. The ward policy refers to the Littledown Walk forming a green corridor through the whole of the Littledown area. A new walking and cycling bridge parallel to the railway at Bailey Bridge would open up the area for recreational benefits for those living on the Christchurch side onto Iford Meadows and improve access to the retail park on the northern side for those living on the Bournemouth side of the river. A number of opportunities to enhance open spaces and recreational facilities have also been identified.

Broad townscape characteristics

The area to the north of Castle Lane East contains commercial/health uses and is dominated by larger scale modern buildings, roads, surface car parks and traffic junctions along the busy Castle Lane East with the hospital / business park / Littledown Centre and superstore. Contrasting with this urban environment is the open space to the north which forms part of Stour Valley Park. To the south there is suburban housing, late 20th century estate development set around Littledown Park and Chaseside, and earlier suburban housing near Kings Park and in the Iford area.

Retail areas

The centres at Christchurch Road (Iford), Christchurch Road/Warnford Road and Castle Parade (Iford), as shown on the policies map, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity. There is a superstore along Castle Lane East which is within walking distance to part of the residential area to the south, although pedestrian access is difficult. However the majority of the western side of the ward has poor access to shopping facilities.

Within the Littledown Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Ashley Road (Station Approach), Chaseside and Wessex Fields employment areas, as shown on the policies map, will be safeguarded for employment uses.

An area of land next to the hospital (part of Wessex Fields) is allocated for future employment use which could include medical/healthcare, employment, research and development and some key worker housing.

Housing

We expect around 140 homes to be built in the ward, 10 homes already have planning permission, 70 new homes are allocated and we expect around 60 homes to come forward as windfall opportunities, most likely as a result of key worker housing provision at Wessex Fields, rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Kings Park Hospital is allocated for approximately 70 homes. The site allocation includes criteria to consider any impacts on existing trees and ensure that the character and appearance of heritage assets and their settings are preserved or enhanced.

Local opportunity areas

Littledown & Iford contains two local opportunity areas:

- **Christchurch Road (Iford)** This local opportunity area is focussed on the district and local shopping centres along Christchurch Road which offer a variety of shops and services to meet the needs of local residents including a couple of restaurants / bars open in the evening. It is located in a sustainable location served by a high frequency bus route and part of the area is within walking distance of Pokesdown Rail Station. Well designed development that enhances the area's townscape quality and, within the existing shopping centres, incorporates a mix of uses with enhanced retail, cultural or community uses on the ground floors and residential uses on upper floors will be supported. Development may include restoration of period shopping terraces and sympathetic upward extensions or better use of roofspace, and new development that integrates with and takes design cues from positive examples of period architecture within the area. Historic

buildings and frontages that make a positive contribution to the area's townscape, such as the 1097-1101 Christchurch Road, should be retained and restored.

- **Castle Parade (Iford)** This local opportunity area is focused on Castle Parade, Iford roundabout, which is a 1930's distinctively designed curved shopping parade set back from Iford Roundabout. This is also located in a sustainable location served by a high frequency bus route. Well designed development supporting heritage-led regeneration is supported in this area. Proposals which deliver an active commercial or community use at ground floor level within Castle Parade will be supported. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Castle Parade and 972 Castle Lane East, should be retained and restored in accordance with Strategic Policy S2: Spatial strategy and levels of growth. Development may include sympathetic upward extension of the parade if feasible, and new development that integrates with and takes design cues from positive examples of period architecture within the area.



Ward key diagram (below) to be replaced with updated pdf version with legend and title. Please note minor revisions to LI.A pending



Strategic Policy P18: Littledown and Iford

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Littledown & Iford will be enhanced by:

- a. Strengthening the role of Christchurch Road (Iford) District Centre¹;
- b. Strengthening the retail and community facility offer, and townscape quality of the Christchurch Road/Warnford Road and Castle Parade (Iford)² local centres;
- c. Supporting provision of local community shops and facilities within the Littledown Sustainable Neighbourhood where a need is demonstrated;
- d. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Additional pedestrian and cycling bridges over the railway
 - A new walking and cycling bridge parallel to the railway at Bailey Bridge
 - Castle Lane East
 - Christchurch Road
 - Harewood Avenue
 - Iford Roundabout
 - Iford Lane
 - Railway over and underbridges
- e. Improving the safety and attractiveness of walking and cycling routes to and around schools including, Avonwood Primary, Avonbourne Boys and Girls Academies, Iford Academy, St Peter's Catholic Primary and Kings Park Academy;
- f. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - The Stour Valley River Corridor Project, linking from the Littledown Greenway
 - Kings Park, including the provision of a masterplan that considers enhanced stadium capacity for AFC Bournemouth, enhancement of Kings Park Athletics Centre, improvements to cricket pavilion, nature recovery opportunities, improve existing play areas and skate/wheeled facility, changing facilities, nursery improvements and reducing vehicle access
 - Iford Meadows, including access and facility improvements and conservation grazing
 - New bridge over the Stour to link greenspaces to Bernards mead site, as a strategic green corridor
 - Kings Park bowls club to repurpose or replace for other indoor sports, recreational and/or community facilities (Use Classes E(d), F1(a) or F2(b))
 - Littledown Park, including the retention of pitches, upgrades to play area and enhancements to the Littledown Walk green corridor
- g. Working with public transport operators to maintain high frequency bus routes within the area and explore opportunities to enhance bus services within parts of the area less well served.

¹ Previously named Boscombe East District Centre

² Previously named Iford Roundabout Local Centre

2. Retail

In the Littledown Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 140 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Kings Park Hospital (LI.1)

Subject to the reprovision of healthcare uses elsewhere, the site is allocated for residential uses providing in the region of 70 homes, which should include some housing suitable for families. Development proposals must:

- i. Be predominantly between 2 and 2.5 storeys (approximately 6 to 9 metres) in height, and not exceed the height of the surrounding tree canopy;
- ii. Retain trees on and surrounding the site; and
- iii. Preserve or enhance heritage assets and their settings including the Listed Bournemouth East Cemetery Chapels.

Note: **Wessex Fields Employment Area (Em.3)** forms a strategic employment allocation and proposals will be determined in accordance with Policy E6.

5. Local opportunity areas

In the **Christchurch Road (Iford) (LI.A)** and **Iford Roundabout (LI.B)** local opportunity areas, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage.
- ii. integrate with and enhance the area's positive historic characteristics;
- iii. Enhance the retail, cultural and community facility offer; and
- iv. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Moordown

Moordown is located towards the northern edge of the Bournemouth built up area, and predominantly features residential areas, along with retail areas and open spaces. The area contained a separate hamlet that expanded during the 20th century until it was subsumed by Bournemouth.

Sustainable neighbourhoods

Moordown contains three sustainable neighbourhoods:

- **Winton & Moordown Sustainable Neighbourhood**, which is based on the approximate walking catchment of the Winton and Moordown district centres. Wimborne Road benefits from high frequency bus links to Bournemouth Rail Station and Town Centre, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary and secondary schools, play area and doctors surgeries.
- **Charminster & Queen's Park Sustainable Neighbourhood**, which is based on the area served by the Charminster District Centre. Within this ward, the sustainable neighbourhood benefits from the local centre at Charminster Avenue/Malvern Road and a neighbourhood parade. The area is largely within walking distance of open spaces, primary and secondary schools, play area and doctors surgeries.
- **Muscliff Sustainable Neighbourhood**, is based on the area served by the Castle Lane West/West Way Local Centre, shops also exist at Charminster Road/Brockenhurst Road, and is largely within walking distance of open spaces, primary and secondary schools, play area and doctors surgeries.

Active travel infrastructure, open space and recreational facility enhancements

The design of the highway network in some locations reduces the attractiveness of sustainable transport modes. In particular, the limited number of pedestrian crossings on Charminster Road between junctions with East Way and Castle Lane reduces the likelihood of children travelling to some schools on foot. In addition, the northern edge of the ward and this sustainable neighbourhood follows the course of the A3060 (Castle Lane West and Wimborne Road) which forms part of the main east to west transport corridor in north Bournemouth. The road is wide, supports fast moving motorised traffic, and results in both physical and perceived barriers to pedestrian and cyclist movements between areas north and south of the road. We will explore opportunities to address these issues, and enhance the public realm on Wimborne Road, such as through tree planting, improving pedestrian and cycle infrastructure, addressing issues with parking on pavements, improving pavement surfacing and removing street clutter. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas Moordown predominantly consists of residential uses. Development predominantly dates from the 1920's and 1940's as the town expanded outwards. Parts of Moordown are laid out as grids of streets where the properties have a consistent layout, scale and appearance. New development should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of the surrounding existing development. Within

areas including Victorian, Edwardian and Interwar architecture, development should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors that are characteristic of architecture from these periods.

Retail areas

Moordown includes part of the Moordown and Winton district centres, and the Castle Lane West/West Way, Charminster Avenue/Malvern Road and Charminster Road/Brockenhurst Road local centres, as shown on the policies map. The district and local centres are the focal points of the sustainable neighbourhoods within the ward. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 170 homes to be built in the ward, 50 homes have planning permission, 40 new homes are allocated and around 80 homes expected to coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Wimborne Road Retail Park, located on Castle Lane West, is allocated for mixed use development. The retail park currently contains big box retail units which do not make efficient use of land. Redevelopment of the site should make more efficient use of land using the upper floors for residential development. Proposals could help to improve the townscape quality of the site and its surroundings by providing a clearer frontage to Castle Lane West.

Local opportunity areas

Moordown contains two local opportunity areas:

- **Wimborne Road:** This local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Mayfield Park Buildings (933-943 (odds) Wimborne Road) and 711-715 (odds) Wimborne Road, should be retained and restored. Better use of roofspace or sympathetic upward extensions to positive historic buildings may be appropriate in some instances where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Grade II Listed Church of St John and Old St John's Buildings, must be preserved or enhanced. Development within Winton and Moordown district centres should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality.

- Castle Lane West/West Way Centre:** This local opportunity area is located on a key highway route that supports fast moving motorised traffic and presents an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and is 2 residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area. Development should provide enhanced retail or community uses on the ground floors within retail areas.



**Mayfield Park Buildings
Road**



The Grand Parade



711-715 (odds) Wimborne

Local opportunity streets

Sections of Wimborne Road, Charminster Road and Castle Lane West have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P19: Moordown

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Moordown will be enhanced by:

- a) Strengthening the roles of Moordown and Charminster district centres;
- b) Strengthening the retail and community facility offer, and townscape quality of the Castle Lane/West Way, Charminster Road/Brockenhurst Road and Charminster Avenue/Malvern Road local centres;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Castle Lane West
 - Charminster Road
 - Crossing to East Way
 - Malvern Road
 - Redhill Avenue
 - West Way
 - Wimborne Road
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including St Walburga's Primary School, Winton Primary School, Moordown St John's Primary School, Queens Park Academy and Bournemouth School;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Redhill Common, including restoring pockets of heathland
 - Moordown Recreation Ground: retention of tennis courts, enhance quality of open space, upgrades to play area and measures to reduce antisocial behaviour
- f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 160 homes will be built in the ward.

3. Site allocations

Wimborne Road Retail Park (M.1), as shown on the policies map, is allocated for mixed use commercial (Use Classes E) and residential development. Any development proposals must:

- i. Make efficient use of land utilising upper floors;
- ii. Ensure any ground floor commercial uses (use classes E) do not undermine the viability of shopping centres;
- iii. Provide in the region of 40 homes;
- iv. Enhance the public realm and walking and cycling environment within and to and from the site;
- v. Be predominantly between 2 - 3 storeys (6-12 metres) in height; and
- vi. Ensure buildings are set back to enable a segregated cycle route to be constructed on Castle Lane West (3 metres from rear of current kerb line).

Proposals for retail and other main town centre uses within the area will be subject to a full sequential test and in some cases a retail impact assessment.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Wimborne Road (WE.A)

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height in area 1;
- ii. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height in area 2;
- iii. Enhance the district centre's retail, cultural and community facility offer; and
- iv. Integrate with and enhance the area's positive historic characteristics.

b) Castle Lane West/West Way Centre (M.A)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height;
- ii. Enhance the local centre's retail, cultural and community facility offer; and
- iii. Integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

On the local opportunity streets on Wimborne Road, Charminster Road and Castle Lane West, as shown on the policies map, proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the Building Context Height will be supported.

Mudeford, Stanpit and West Highcliffe

This ward is located south and east of Christchurch town based historically on the former fishing village of Mudeford. Mudeford Quay provides a vibrant and attractive entrance to Christchurch Harbour; overlooking the harbour and Mudeford Spit, and Avon beach with its range of cafes and beach huts, make this a popular location for recreation and tourism, particularly for water sports.

The ward includes large part of the Stanpit Marshes SSSI which is also designated Green Belt and provides valuable habitat including mud flats, reed beds and marsh, as well as natural recreational green space. The River Mude and Bure Brook run roughly north to south across the ward providing valuable green space.

Sustainable Neighbourhoods

There are three sustainable neighbourhoods in the ward;

- **Mudeford & Stanpit Sustainable Neighbourhood** is served by a network of local centres at Mudeford, Somerford and Purewell and supermarkets on Somerford Road and shops at the Meteor Retail Park. The area is largely within a 15 minute walk of a primary school. The neighbourhood has good access to play areas and large areas of open space, and is within 30 minutes' walk/bus of a secondary school. However, public transport provision within the area is relatively poor, with the nearest high frequency bus service being on Somerford Rd. Much of the sustainable neighbourhood does not have a GP surgery within 15 mins walk.
- **Friars Cliffe and the Runway Sustainable Neighbourhood** is one of the less sustainable areas within the BCP area. The southern part of the area is within walking distance of the Falcon Drive Local Centre, and supermarkets and further shops are available at the Meteor Retail Park and Somerford Roundabout, although the latter is more than 15 minutes' walk of the area. Most of the area does not have a primary school within 15 minutes' walk, but the whole area is within 15 minutes' walk/bus of a secondary school and most of the area has good access to play areas. None of the neighbourhood is within a 15 minute walk to a GP surgery. The area does have good access to large open space but has very limited access to access to high frequency bus services.
- **West Highcliffe Sustainable Neighbourhood** is one of the less sustainable areas within the BCP area. There is a local parade of shops at Saulfland Place. The western part of the area, near the Somerford Roundabout, is within walking distance of supermarkets and shops at Somerford Roundabout and Meteor Retail Park, primary schools and high frequency bus services, while access to these facilities in the rest of the area is poor. GPs are also generally not within walking distance. However, the whole neighbourhood is within 30 walk/bus of a secondary school, and Hinton Admiral Rail Station is located to the northeast. Furthermore, within this ward the area is largely within 15 minutes' walk of play areas and larger open spaces.

Active travel infrastructure, open space and recreational facility enhancements

Despite its locations between Christchurch town centre and Highcliffe district centre, parts of the wards do not have good pedestrian or cycling access to the full range of everyday facilities and services. This would benefit from improvements to public transport and enhancing facilities and services. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, within the areas have therefore been identified and will be explored. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of late 19th century and interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Development within the conservation areas on and around the Stanpit and Mudeford roads is of a varied character and includes numerous positive examples of period architecture within the conservation areas. In these areas, new development must preserve or enhance the character and appearance of the conservation areas.

Retail areas

The centres at Falcon Drive and Mudeford, as shown on the policies map, will be the focal point of sustainable neighbourhoods. Proposals within these centres and the neighbourhood parades at Jellico Drive, Saulfland Place and Bure Lane should maintain or enhance their vitality, viability and diversity.

Within the Friars Cliff & The Runway and West Highcliffe sustainable neighbourhoods, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Grange Road, Christchurch Business Park and Priory Industrial Park employment areas, as shown on the policies map, will be safeguarded for employment uses.

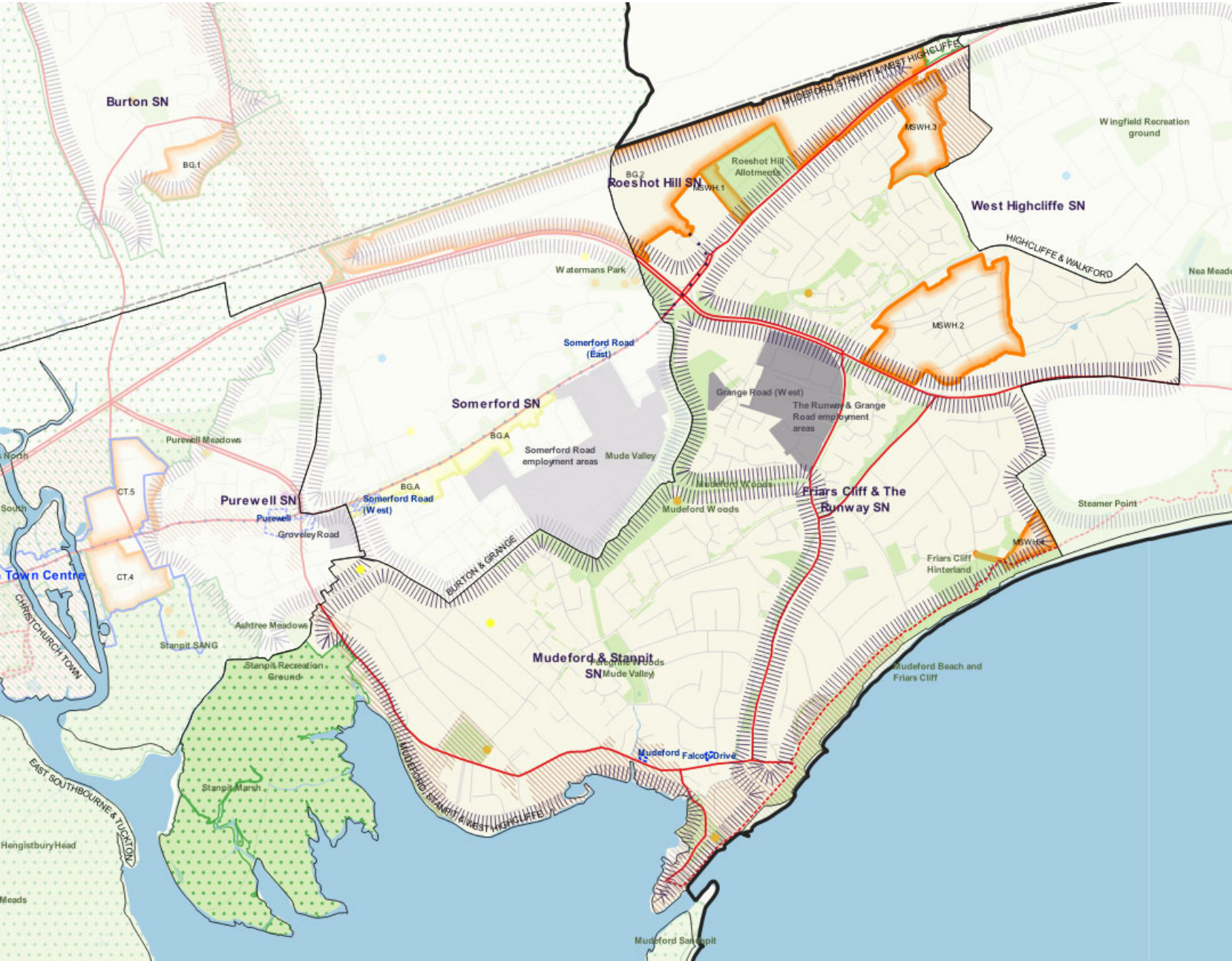
Housing

We expect around 1,430 homes to be delivered in this ward, 934 homes have planning permission (including the strategic urban extension at Roeshot Hill), 145 new homes are allocated on other sites and 350 homes expected to come forward through windfall opportunities.

Site allocations

The Hoburne Farm allocation includes an area identified in the made Highcliffe and Walkford neighbourhood Plan for accessible green space. However, this must be kept largely undeveloped and provide appropriate accessible green space in accordance with the Neighbourhood Plan.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P20: Mudeford, Stanpit and West Highcliffe

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Mudeford, Stanpit and West Highcliffe will be enhanced by:

- a) Strengthening the retail and community facility offer and townscape quality of the Mudeford and Falcon Drive local centres and the Bure Lane Neighbourhood Parade;
- b) Supporting provision of local community shops and facilities within the Friars Cliff & The Runway and West Highcliffe sustainable neighbourhoods where a need is demonstrated;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Between the Roeshot Hill, West Highcliffe and Friars Cliff & The Runway sustainable neighbourhoods
 - Between the Somerford and Mudeford & Stanpit sustainable neighbourhoods
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Mudeford Infants School and Mudeford Junior School;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Mudeford Quay Play Area
 - Mude Valley Nature Reserve, including Mudeford and Pegrine Woods and part of Waterman's Park to provide circular walking and cycle routes connecting Christchurch, Mudeford, Stanpit, Burton, Highcliffe, Walkford.
 - Christchurch Harbour Trail: enhancements to wayfinding and accessibility to improve its function as a strategic greenway for cycling and walking.
 - Stour Valley River Corridor Project
 - The seafront, including improvements to public toilets and lighting, watersports provision and the Coastal Nature Park
 - Mudeford Wood play area improvements
- f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail areas

In the Friars Cliff & The Runway and West Highcliffe sustainable neighbourhoods, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 1,430 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Roeshot Hill (BG.2)

The site is allocated for a minimum of 875 homes and a local centre incorporating shopping and community facilities. Development must deliver 35% affordable housing and provide a mix of housing types with a focus on housing suitable for families. Development proposals must:

- i) Create two walkable neighbourhoods that are well connected to the existing urban area, including the provision of new pedestrian/cycle links;
- ii) Create a central community hub and explore opportunities to include small scale retail provision to serve the development and neighbouring areas.
- iii) Incorporate public open space, including a range of play spaces and green corridors;
- iv) Provide two floodlit all weather 5 aside sports pitches;
- v) Link the neighbourhoods with a bridge over the River Mude for all traffic;
- vi) Where possible, move the overhead cables underground;
- vii) Undertake junction improvements at Watery Lane and provide a new vehicular access to Lyndhurst Road, a new eastbound slip to the A35 and a new vehicular access to Hawthorn Road
- viii) Preserve or enhance the setting of surrounding heritage assets;
- ix) Provide a SANG designed in accordance with the Dorset Heathlands SPD;
- x) Prioritise sustainable transport measures to facilitate cycling and walking for shorter trips within the new community;
- xi) Ensure the scheme is designed to be part of a sustainable transport corridor for bus use, walking and cycling; and
- xii) Provide a buffer to the River Mude that incorporates biodiversity enhancements.

Developer contributions may be required towards education, transport, strategic access maintenance and monitoring, community facilities, public open space, suitable alternative natural greenspace, the scheduled ancient monument and NHS.

b) Roeshot nursery (MSWH.1) is allocated for residential use that could specialist housing such as a care or extra care development with in the region of 45 homes. Proposals should provide a pedestrian and cycle link to connect to the approved development to the north.

c) Hoburne Park (MSWH.2)

Proposals which enhance the tourist offer at Hoburne Park will be supported. The use of a limited number of park homes for permanent residential uses will be supported where it does not undermine the overall viability and operation of the park as a tourist destination.

d) Hoburne Farm Estate (MSWH.3) is allocated for residential development to deliver in the region 80 homes. Development must:

- i) Deliver at least 40% affordable housing;
- ii) Provide a mix of housing types with a focus on housing suitable for families;
- iii) Preserve or enhance heritage assets and their settings, including the Listed Building at Little Thatch and the Verno Lane conservation area; and
- iv) Include a green corridor/accessible green space linking to woodland north of the A35 and to green spaces south and west of the site.

e) Steamer Point (MSWH.4) is allocated for residential development to deliver in the region of 20 homes

Muscliff and Strouden Park

Muscliff and Strouden Park is located at the northern edge of Bournemouth with its northern boundary being marked by the River Stour. While the majority of the development within the ward is a result of the mid 20th century suburban development of northern Bournemouth, Muscliff has a long history dating back to medieval times when it was predominantly an agricultural community, with farming and related activities forming the backbone of its economy.

Sustainable neighbourhoods

Muscliff and Strouden Park contains two sustainable neighbourhoods:

- **Strouden Sustainable Neighbourhood**, is an area of predominantly suburban character containing a significant level of family housing. The area is supported by the Castlepoint shopping centre as well as the retail opportunities offered by the Mallard Road Retail Park. The area has good access to the Bishop of Winchester Secondary School and numerous play parks, however, parts of the ward are not within easy walking distance of a primary school
- **Muscliff Sustainable Neighbourhood**, is a predominantly suburban neighbourhood, Muscliff also contains a large proportion of family housing with the neighbourhood's shopping and community needs being met by the Shillingstone Drive shops as well as the Castle Lane West local centre. The neighbourhood also benefits from two primary schools and a secondary school meeting the areas educational needs as well as a well distributed collection of play areas.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience has potential for improvement, especially along Castle Lane West. Parts of the ward have lower quality pedestrian and cyclist infrastructure and the public realm could be enhanced through additional tree planting or upgrades to landscaping. To give residents more choice in how they travel, the pedestrian and cyclist environment and infrastructure could be improved in a number of key locations. There are particular opportunities to improve safety around schools to encouraging walking and cycling. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of interwar/postwar suburban detached and postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Retail areas

The centres at Castlepoint and Castle Lane West/Muscliffe Lane, as shown on the policies map, and the neighbourhood parade at Shillingstone Drive will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity

Employment areas

The Yeomans Road employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 170 homes to be built in the ward, 25 homes have planning permission and around 145 will come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Broad townscape characteristics

The area is a suburb of Bournemouth and mainly comprises of development from 1950s onwards with large purpose built estates at Townsend, Throop and Muscliff. A modern shopping centre is also located within the ward at Castle Point and Mallard Road. The area also includes part of the south east Dorset Green Belt which wraps around the north of the conurbation

Local opportunity areas

There are four local opportunity areas present in Muscliff and Strouden Park:

- **Castlepoint:** This local opportunity area is focused on the Castlepoint Retail Park which is a modern retail park served by a high frequency bus service. The current big box and surface parking format represents poor use of land, encourages travel by private vehicle and likely contributes to congestion problems within the area, while resulting in a low quality environment for pedestrians and cyclists. The existing townscape quality of the area is poor and the retail park does not have a positive relationship with the surrounding streets. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. If development comes forward we expect to see innovative and distinctive design that's follow accepted design principles that are known to create high quality places. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function. Development should seek to enhance the setting of the Eventide Homes (Edgecombe Gardens) and explore options to retain the church.
- **Mallard Road Retail Park:** This local opportunity area, similar to Castlepoint, is focused on a retail park. The current big box and surface parking format similarly represents poor use of land and likely gives rise to transport-related issues. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine grained character, perimeter blocks with buildings overlooking streets within and around the site, enhanced tree planting and landscaping, and well-overlooked pedestrian routes linking the site with the adjoining school and Strouden Woods. Development should be of an innovative yet sympathetic design that integrates with the character of the Grade II Listed former Yellow Bus Garage, including through provision of an attractive courtyard/public space to the front of the listed building and integration with its finishes and form. Proposals will need to be

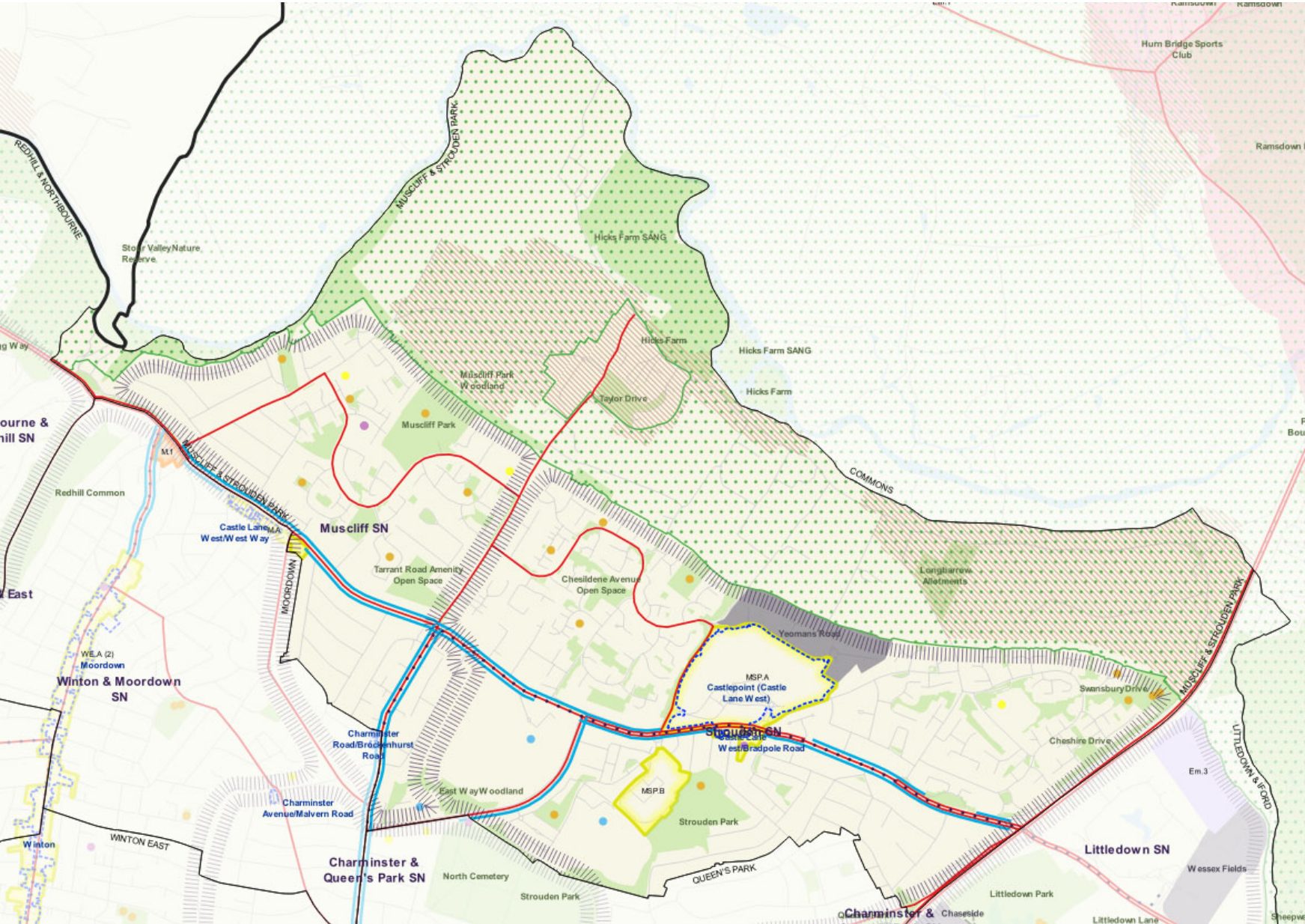
informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing.

- **Bradpole Road/Castle Lane West parade and surrounds** and **Castle Lane West/West Way Centre:** These local opportunity areas are located on a key highway route that supports fast moving motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and fails to provide a strong sense of enclosure. The areas are appropriate for innovative and distinctive design that enhances their local distinctiveness, but that follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas. Development should provide enhanced retail or community uses on the ground floors within the local centres. The rear of the Bradpole Road/Castle Lane West parade presents an opportunity for a low rise mews-style development.

Local opportunity streets

Sections of Castle Lane West, Charminster Road and East Way have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P21: Muscliff and Strouden Park

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Muscliff and Strouden Park will be enhanced by:

- a) Strengthening the retail and community facility offer and townscape quality of the Castle Lane West/West Way Parade and Bradpole Road Local Centre;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Around Yeomans Road industrial estate
 - Castle Lane West, including segregated cycle lanes, increased pedestrian crossings to better connect north and south
- c) Supporting improvements to pedestrian infrastructure within and around retail parks.
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Epiphany School, Muscliff Primary, Jewell Academy, Bournemouth School for Girls and the Bishop of Winchester Academy;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - The Stour Valley River Corridor Project
 - Muscliff Park (Green Heart Park), enhance infrastructure, play area improvements and better links to Stour Valley.
 - Strouden Woods, play area improvements
 - The buildings at Hicks Farm (Throop): to be restored for community uses.
 - Stour Valley Water Meadows SANG, as shown on the policies map, will contribute to the wider offering put forward as part of the Stour Valley Park. Future expansion of the SANG to mitigate impacts on the Dorset Heathlands will be supported.
- f) Working with public transport operators to maintain high frequency bus routes within the area

2. Housing

A minimum of 170 homes will be built in the ward.

3. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Castlepoint (MSP.A)

Development proposals must:

- i. Be informed by a site wide masterplan or design code;
- ii. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;
- iii. Provide a fine grained character and predominantly feature buildings up to 4 storeys (approximately 12 to 15 metres) in height. There may be potential for a limited number of buildings up to and not in excess of 6 storeys (approximately 18 to 21 metres) in height away from surrounding residential streets;
- iv. Form perimeter blocks, with buildings facing the streets within and around the site; and
- v. Enhanced tree planting and landscaping along key routes within and around the site.

b. Mallard Road Retail Park (MSP.B)

Development proposals must be informed by a comprehensive masterplan or design code and make efficient use of land. Development proposals must:

- i. Be informed by a site wide masterplan or design code;
- ii. integrate with and enhance the area's positive historic characteristics, including the listed former bus garage;
- iii. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;
- iv. Provide a fine grained character, and feature building heights height up to and not in excess of 3.5 storeys (approximately 12 metres);
- v. Include an attractive courtyard/public space to the front of the Listed Building;
- vi. Form perimeter blocks, with buildings facing the streets within and around the site;
- vii. Provide direct pedestrian routes between the site and adjoining school and Strouden Wood; and
- viii. Enhanced tree planting and landscaping along key routes within the site.

Proposals for retail and main town centre uses will be subject to a full sequential test and in some cases a retail impact assessment. Such proposals should make efficient use of land through a mix of uses with provision of residential uses on upper floors.

c. Bradpole Road/Castle Lane West parade and surrounds (MSP.C)

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage, with low-rise mews-style development in the rear;
- ii. Enhance the local centre's retail and community facility offer.

d. Castle Lane West/West Way parade and surrounds (M.A)

Development must;

- i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage; and
- ii. Enhance the local centre's retail and community facility offer.

4. Local opportunity streets

The local opportunity streets on Castle Lane West, Charminster Road and East Way, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height

5. Infrastructure

Land off Broadway Lane as shown on the policies map is allocated as a cemetery and safeguarded for natural burial.

Newtown and Heatherlands

Newtown and Heatherlands is located between Bournemouth and Poole town centres and predominantly features residential areas, with some areas of retail and employment areas and numerous open spaces.

Sustainable Neighbourhoods

Newtown and Heatherlands contains 3 sustainable neighbourhoods:

- **Newtown and Foxholes Neighbourhood**, which does not fall within the walking catchment of a retail centre or doctors surgery, but does include some small neighbourhood parades and individual convenience stores (off Herbert Avenue and Ringwood Road). Proposals to introduce new local community shops and facilities will therefore be supported along key streets within the area where a need is demonstrated. There is relatively good access to primary and secondary schools, play areas, open space and local employment opportunities at the Mannings Heath employment areas.
- **Upper Parkstone Sustainable Neighbourhood**, which is based on the approximate walking catchment of Upper Parkstone District Centre. The area benefits from high frequency bus links to Bournemouth and Poole town centres, good access to open space, primary and secondary schools, play areas and doctors surgeries.
- **Bourne Valley & Rossmore** sustainable neighbourhood, which is based on the approximate walking catchments of the Alder Road Local Centre. This area benefits from high frequency bus links to Poole and Bournemouth town centres, good access to open space, primary and secondary schools, play areas, doctors surgeries and local employment opportunities at the Branksome Business Park, Sharps Road and Alder Hills employment areas.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets within the areas have therefore been identified and will be explored. This ward has of the lowest amount of tree canopy cover, tree planting to mitigate high traffic volumes and improve green infrastructure will be explored along main routes such as Ashley Road, Ringwood Road and Herbert Avenue. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is a mix of late 19th century and interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.

Some parts of the ward contain some period architecture from the Victorian and Edwardian eras. In these areas, new development should typically incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features, such as windows and doors.

Retail areas

Two retail centres wholly or partially fall within Newtown and Heatherlands: Ashley Road (East) local centre and Ashley Road district centre, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Within the Newtown & Foxholes Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

Pottery, Haymoor Road, and Mannings Heath industrial estates and Newtown Business Park employment area, as shown on the policies map, will be safeguarded for employment uses.

The site at Yarrow Road (Em.10) has been allocated for employment uses (Use Classes E(g), B2, B8). These use classes will allow for the development of General Industrial, Storage, Offices, research and development, and Industrial processes uses on the site.

Housing

We expect around 500 homes to be built in the ward, 160 homes have planning permission, 55 homes are allocated and around 285 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets (outside employment areas) where there is potential for regeneration and/or enhancements to townscape character.

Local Opportunity Areas

Newtown and Heatherlands contains two local opportunity areas:-

- **Ringwood Road/Old Wareham Road:** This local opportunity area is located on key highway routes that support fast moving motorised traffic and present an unattractive environment for pedestrians and cyclists. Existing development also typically features large set backs from the street and is two residential storeys in height or less, resulting in a poor sense of enclosure. Well designed development that enhances the area's townscape quality will therefore be supported in this area. The type of development (such as mansion blocks, villa blocks or houses) that is appropriate will depend on the characteristics of the site, but all development should introduce a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street. Land assembly will likely be required to achieve satisfactory design solutions and a cohesive townscape, and feasible solutions to avoid and mitigate harm to the significance of non-designated heritage assets, such as the Evangelical Church, should fully explored.
- **Ashley Road:** This local opportunity area is focused on the Ashley Road District Centre and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive period architecture characteristics within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 300 Ashley Road and the St Johns Church Pre-School Nursery building (384 Ashley Road), should be retained and restored. Better use of

rooftop space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive period architecture characteristics within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II Listed), must be preserved or enhanced. Development within Ashley Road District Centre should also improve the quality of the area's retail, community and cultural offer to enhance its vibrancy and vitality.



Local opportunity streets

Sections of Ashley Road, Herbert Avenue, Old Wareham Road, Ringwood Road and Sea View Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P22: Newtown and Heatherlands

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Newtown & Heatherlands will be enhanced by:

- a) Strengthening the role of Ashley Road District Centre;
- b) Supporting provision of local community shops and facilities on key streets within the Newtown & Foxholes Sustainable Neighbourhood where a need is demonstrated;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Along Canford Way, including the provision of segregated pedestrian and cycle routes
 - Ashley Road, including measures to manage parking and vehicles crossing the pavement in areas of high footfall
 - Herbert Avenue
 - Mannings Heath mini roundabouts
 - Old Wareham Road
 - Ringwood Road (including connectivity between Ringwood Road and Old Wareham Road)
 - Through Newtown and Upper Parkstone
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including St Aldhlem's Academy, Livingstone Road Infant and Livingstone Road Junior School;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Turner's Nursery, including enhancement to the natural play provision and community orchard.
 - Haskell's Recreation Ground including, retention of pitch space, upgrades to play area and BMX area and provision of a dog training enclosure. Utilising the sports pavilion to support enhancements and use of the green space.
 - Bourne Valley Greenway, including enhancements to wayfinding and accessibility, and improvements to its function as a strategic greenway.
 - Rossmore Leisure Centre, including the provision of an all-weather pitch.
- f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail areas

In the Newtown & Foxholes Sustainable Neighbourhood, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 500 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Albert Road/Norrish Road car parks (NH.1)

Subject to a review of car parking if any areas are surplus to requirements then these should be used for residential development. Development must:

- i. Deliver in the region of 15 homes and be focused on the provision of houses suitable for families;
- ii. Provide an attractive walking and cycling route between Jubilee Road and Albert Road; and
- iii. Retain sufficient spaces to serve the Ashley Road shopping centre.

b) Trinidad phase 2 (NH.2)

The site is allocated for specialist housing for older people, including the provision of extra care which could deliver in the region of 40 homes. Development must be predominantly 2 -3 storey (6-12 metres) in height.

c) Yarrow Road (Em.10)

This site is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Ashley Road (NH.A)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Integrate with and enhance the area's positive historic characteristics; and
- iii. Enhance the district centre's retail, cultural and community facility offer.

b) Ringwood Road/Old Wareham Road (NH.B)

Development proposals must;

- i. Be up to and not in excess of 3 storeys (approximately 9 to 12 metres) in height on the road frontage;
- ii. Introduce a fine-grained character and vertical rhythm; and
- iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

6. Local opportunity streets

The local opportunity street on Ashley Road, Herbert Avenue, Old Wareham Road, Ringwood Road and Sea View Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Oakdale

Oakdale is located to the north of Poole town centre. In the 19th century the area was sparsely populated with a collection of farms and clay pits. The area contained the main cemetery serving Poole, which at the time was some distance from the main town. Today the ward has the character of relatively typical twentieth century suburb with most properties dating from the 1930s as Poole expanded outwards.

Sustainable neighbourhoods

Oakdale contains two sustainable neighbourhoods:

- **Oakdale and Stanley Green** sustainable neighbourhood is served by Oakdale Local Centre and benefits from high frequency bus link to Poole town centre. The local centre offers some services and facilities for residents. A neighbourhood parade which includes a convenience shop is located on Oakdale Road. The area also benefits from a library, schools, scout hut, allotments, open spaces and is in relatively close proximity of Poole town centre. Fleets Lane industrial estate is located within the ward which is home to a large variety of businesses of different scales. The Wessex Gate/Fleetsbridge retail park in the north west of the ward contains large format retail uses which include a supermarket.
- **Newtown and Foxholes** sustainable neighbourhood is partly located in the ward, it does not fall within the walking catchment of a retail centre or doctors surgery, but does include some small neighbourhood parades and individual convenience stores. Proposals to introduce new local community shops and facilities will therefore be supported along key streets within the area where a need is demonstrated. The part of this sustainable neighbourhood that falls within Oakdale has good access to a schools, open space and local employment opportunities located just outside the ward on the Pottery Industrial Estate.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor, due to relatively high traffic volumes, and lower quality pedestrian and cyclist infrastructure and public realm in some locations. Wimborne Road, Fernside Road, Ringwood Road and Dorchester Road can suffer from traffic congestion at peak times, while a number of other roads experience high traffic speeds including Pound Lane, Oakdale Road, Vicarage Road, Johnston Road, Kingsbere Road, Dale Valley Road and Serte Road. The Council will review opportunities to calm traffic along these routes and improve the walking and cycling experience of the area. Opportunities will also be explored to calm streets around schools to make it safer for children to walk or cycle to school and to enhance existing public open spaces. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail and employment areas the sustainable neighbourhoods predominantly consist of residential uses. Existing residential development within these areas is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street.

Retail areas

Oakdale Local Centre, as shown on the proposals map, is the only retail area within the ward and is the focal point of the Oakdale & Stanley Green Sustainable Neighbourhood. The local shops on Oakdale Road also have a role to play in providing convenience shopping to local people. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Given the lack of access to a centre within the Newtown & Foxholes Sustainable Neighbourhood, proposals to introduce new local community shops and facilities will be supported along key streets within the area (as shown on the key diagram) where a need is demonstrated.

Employment areas

The Fleets Lane employment area, as shown on the policies map, will be safeguarded for employment uses.

Housing

We expect around 130 homes to be built in the ward, 10 homes have planning permission, 40 new homes are allocated with around 80 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Adult education used to take place in a former 1930s school building on Dorchester Road. This use has now relocated to premises in the town centre leaving the current site vacant and in a poor state of repair. The site has therefore been identified to provide residential uses, and as a Council owned site it has a role to play in providing uses not always readily delivered by the market such as affordable housing or extra care. There is also potential to explore community uses as part of the development the ground floor facing the adjacent park. The provision of toilet, café and community space would relate well to the function of the park.

The former school building is a non-designated heritage asset and the redevelopment of the site will result in total loss of the heritage asset. A balanced judgement has been made as part of the Local Plan process regarding the allocation of the site. This has considered the significance of the asset, its state of repair and the viability of bringing the building back into use.

Local opportunity areas

The Oakdale Local Opportunity Area is focused on the Oakdale Local Centre and is located in a highly sustainable location served by high frequency bus route. Development should provide enhanced retail or community uses on the ground floors within the retail centre and residential or employment-generating uses on upper floors. The areas are appropriate for innovative and distinctive design that enhances their local distinctiveness, but this should follow accepted design principles that are known to create high quality places, and integrate with the surrounding areas.

Local opportunity streets

Sections of Wimborne Road, Dorchester Road, Fernside Road, Ringwood Road and Oakdale Road have been designated as local opportunity streets where gentle increases in height may take place. The type of

development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title.



Strategic Policy P23: Oakdale

1. Sustainable neighbourhoods

We will enhance the sustainable neighbourhoods with Oakdale by:

- a) Supporting enhancements to the retail and community offer, and townscape quality of the Oakdale Local Centre;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Dorchester Road
 - Fleets Lane
 - Oakdale Road
 - Oakdale local centre
 - Oakdale Road Neighbourhood Parade
 - Ringwood Road
 - To enhance the existing crossings over and under the A3049
 - Wimborne Road
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Stanley Green Infant School, St Mary's Catholic Primary School, St Edwards RC and CofE School, Oakdale Junior School and Ocean Academy;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Oakdale community park, improvements to the play area and sporting use, potential to link to café/community use and toilets as part of adjacent development.
 - Stanley Green Park, upgrades to play area and access.
 - St George's Playing field, improvements to play area, enhancements to community orchard and sporting use, potential to link to adjacent community facilities.
 - School lane open space, natural flood management scheme and improvements for nature, water retention and introduction of natural water play.
 - Cemetery: improved access.
 - Enhanced community use of schools and school playing fields
- e) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 130 homes will be built in the ward.

3. Site allocations

The **Former Oakdale adult education centre (O.1)**, as shown on the policies map, is allocated for residential uses, which could include an extra care or care scheme with in the region of 40 beds.

Development proposals must:

- i. Provide a frontage along Dorchester Road and Wimborne Road;
- ii. Be predominantly between 1.5 and 4 storey in height (approximately 6 and 15 metres), with any 4 storey elements located on the corner of Dorchester Road and Wimborne Road. The distribution of height should respect adjoining properties;
- iii. Explore the incorporation of a flexible community space facing onto the park that includes public toilets; and

- iv. Contribute to or provide wider pavements along Dorchester Road and Wimborne Road.

4. Local opportunity areas

In the **Oakdale Centre Local Opportunity Area (O.A)**, as shown on the policies map, development is encouraged that enhances their quality and character. Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage; and
- ii. Enhance the local centre's retail and community facility offer.

5. Local opportunity streets

The local opportunity streets on Wimborne Road, Dorchester Road, Fernside Road, Ringwood Road and Oakdale Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Parkstone

Parkstone ward is located towards the west of the BCP area, bounded by Poole Town to the west, Penn Hill/Canford Cliffs to the east and Oakdale and Newtown & Heatherlands to the north. It borders the shoreline at Parkstone Bay to the south.

Sustainable neighbourhoods

The **Ashley Cross sustainable neighbourhood** is based on the approximate walking catchment of the Ashley Road District Centre, which has an attractive commercial and retail offer and many notable Victorian and Edwardian buildings and shopfronts. This gives it an overall sense of a village. It is a vibrant busy hub in the day providing a wide range of shops, services, facilities and offices. It also has an active night-time economy with many bars and restaurants. Residential development is a mix of flats, Victorian terraced and urban detached houses, many of these are of a substantial size. Residential development has a tighter urban grain south of the railway to the area known as 'Whitecliff' around Salterns, Tennyson and Mentone Roads.

The centre is towards the centre of Parkstone ward and the area has access to frequent bus services and a railway station, making it one of the more sustainable locations within the BCP area. The sustainable neighbourhood contains four GP surgeries, excellent access to good quality open spaces and play areas, and two junior schools. There are no infant schools within the sustainable neighbourhood and the nearest secondary schools are Poole High and St Edwards.

Active travel infrastructure, open space and recreational facility enhancements

Strategic public transport links within the sustainable neighbourhood are good. Parkstone Railway Station is located within the ward, the station is a stop on the mainline between Weymouth and London Waterloo, served by South Western Railway. There is a high frequency bus route served by the M1 which runs along A35 Commercial/Bournemouth Road via Westbourne, Bournemouth Square and Bournemouth Railway Station, Charminster, Castlepoint and stops at Royal Bournemouth Hospital. The M2 also runs from Poole (via Parkstone) and onwards to Southbourne.

Lower Parkstone, located to the south of the ward is less sustainable in terms of access to schools and public transport, and residents in this area are more likely to rely on private vehicle transport. There is a lack of public transport south of Parkstone Railway Station along Alton Road towards Conifer Avenue, and this puts residents (particularly schoolchildren) at a disadvantage who need to travel to the south of the ward, and there are no dedicated cycle lanes on this route. Better active travel routes and more bus routes would help increase the sustainability of the neighbourhood. Initiatives to calm traffic and makes streets safer for pedestrians and cyclists would help to encourage walking and cycling.

The ward benefits from access to high quality areas of open space including Poole Park, Whitecliff and Alexandra Park (in adjacent Penn Hill ward). We have identified opportunities to enhance several open spaces and recreational facilities to improve liveability in the area.

Broad townscape characteristics

Upper Parkstone comprises a mixed urban grain of modest two storey detached villas, semis, short-terraced development, and bungalows from the late 19th century onwards. This part of the ward has accommodated change through much redevelopment and infilling. However there remains a vibrant

mixed commercial and retail character along Ashley Road and there is potential for more intensification to strengthen urban grain and character, particularly where larger buildings have fallen into disrepair.

A particular notable feature of this part of the ward is a vantage point from Constitution Hill Road Viewpoint where there are magnificent panoramic views across Poole Harbour and towards the Isle of Purbeck.

Lower Parkstone's character comprises mainly low/medium density residential development built from around 1880 to 1930 with many large/substantial family houses in spacious plots in typical arts and crafts style. Several newer developments have been undertaken with 'quasi' arts and craft features or replaced larger properties with purpose-built blocks of flats with a contemporary style of architecture. The area also has many fine mature trees which are a notable part of the quality of its landscape character.

Part of the ward is covered by Conservation Area designations, in recognition of the special architectural or historic interest of many of the buildings, their settings and prominence, landscaping and views. Ashley Cross Conservation Area covers a large area, which includes the whole of the district centre extending to the north and to the south of Commercial/Bournemouth Road and beyond the railway line taking in Salterns Road Local Centre. Poole Park is also a Conservation Area. Development will need to be sensitively designed within these conservation areas to preserve or enhance their character or appearance.

Retail areas

Ashley Road District Centre and Ashley Cross District Centre offer a wide range of services and facilities and are the focal points of the sustainable neighbourhood. The Salterns Road Local Centre is more limited in terms of retail uses but is conveniently located within easy walking distance at the junction of Pottery Road, Sandbanks Road and Whitefield Road. There is also small neighbourhood parade opposite the former Poole Civic Centre on Parkstone Road providing retail uses and takeaways, although this falls within the Poole town ward, it is also used by residents of Parkstone. Proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Housing

We expect around 1,000 homes to be built in the ward, 340 homes already have planning permission, 240 homes are allocated with around 420 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

There are two site allocations within the ward. Land at the former Poole Civic Centre and surrounds which will provide in the region of 160 new homes as part of a mixed-use development. The former Civic Centre building is Listed and development must preserve or enhance the character appearance of this heritage asset. Land at Constitution Hill Road will provide in the region of 80 new homes. The site includes a number of mature trees and vegetation which should be retained. The site also includes the Lady Russell Cotes House Naval Collage which is a non-designated heritage asset (NDHA) on the local list. Development should seek to retain and convert this building if possible.

Local opportunity areas

Parkstone contains two local opportunity areas:

- **Commercial Road:** This is a predominantly commercial area located between Civic Centre Junction and the Ashley Cross District Centre. Development within the area features a variety of architectural styles ranging from Georgian houses to contemporary office developments, resulting in a transitional character. The strongest positive characteristics of the area are the Georgian and Arts and Crafts style buildings. However, much of the development within the area fails to integrate with its historic townscape characteristics. New development should therefore innovatively enhance the character of the area by complementing and better revealing its positive historic characteristics while making effective use of land in this sustainable location. Development should retain and restore historic buildings that make a positive contribution to the townscape, such as Holly Lodge (Commercial Road), and must preserve or enhance the significance of listed buildings and character or appearance of conservation areas.
- **Ashley Road:** This local opportunity area is focused on the Ashley Road District Centre and is located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive period architecture characteristics prevalent within the area. Historic buildings and frontages that make a positive contribution to the area's townscape, such as Victoria Cross Public House (Ashley Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the positive period architectural characteristics within the area while avoiding poorly executed pastiche. Any development on the Parkstone Tower Practice and water tower sites should be sympathetically designed to better reveal and integrate with the character of the Grade II Listed Water Tower, including through integration with its finishes and form, while making effective use of land. Development within Ashley Road District Centre should also improve the quality of the area's retail, community, and cultural offer to enhance its vibrancy and vitality.



Local opportunity streets

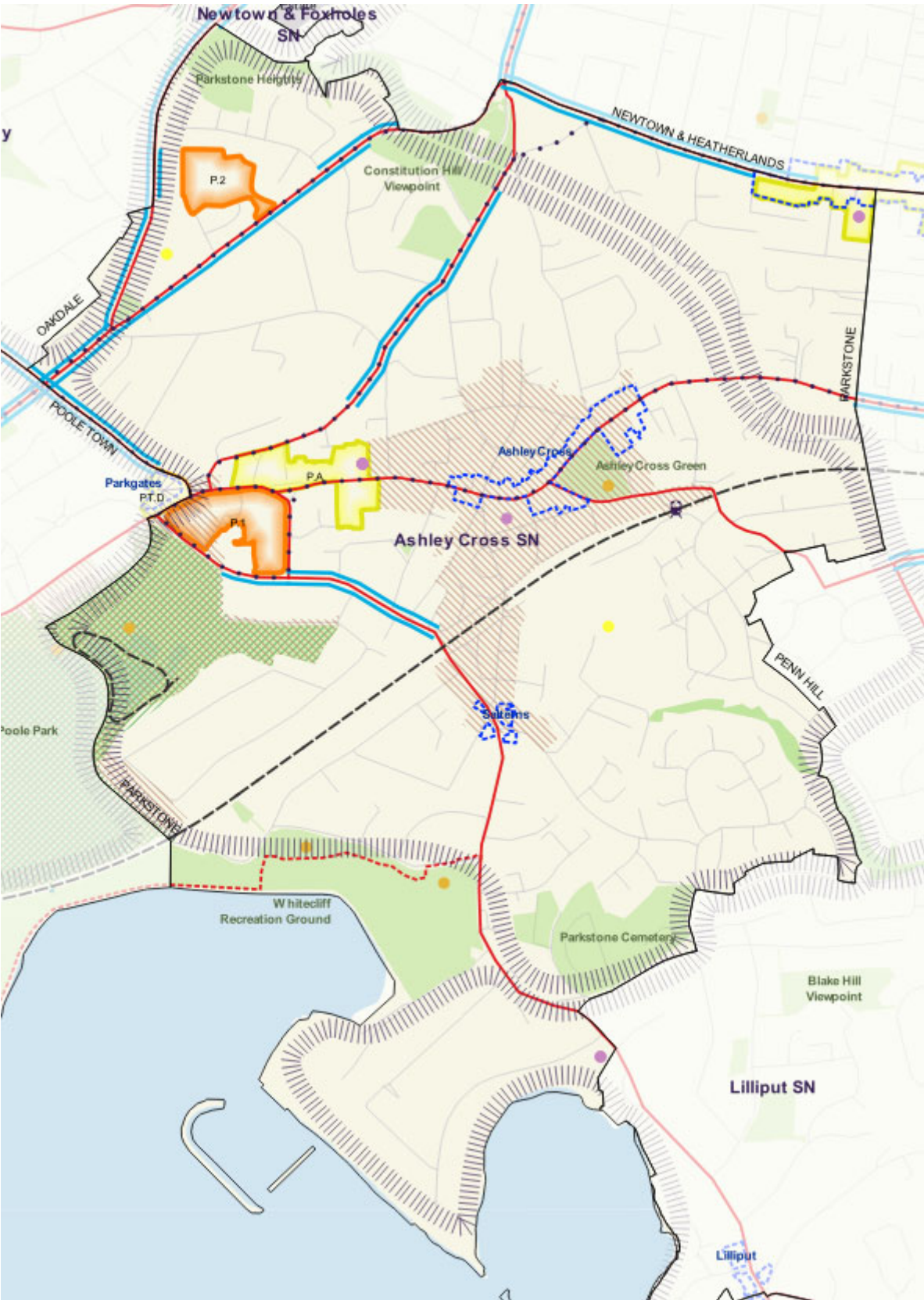
Sections of Ashley Road, Ringwood Road, Fernside Road, Sandbanks Road, North Road and Constitution Hill Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of

the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Geodiversity

Geodiversity is the range of rocks, fossils, minerals, soils, landforms, and natural processes that make up the Earth's landscape and structure. Geodiversity can be important for its intrinsic, scientific, heritage and/or educational value. The Dorset Local Geodiversity Action Plan aims to promote the conservation and enhancement of geology, provide guidance, and increase the appreciation and understanding of the geological heritage of the area. Across the BCP area there is only one Regionally Important Geological Site, the old sea cliff at Whitecliff recreation ground, Poole. Development should not adversely affect this site.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P24: Parkstone

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Parkstone will be enhanced by:

- a) Strengthening the roles of Ashley Cross and Ashley Road District centres;
- b) Strengthening the retail and community facility offer of the Salterns Local Centre;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Bournemouth Road
 - North Road
 - Fernside Road
 - Salterns Road
 - Sandbanks Road
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Ocean Academy;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Whitecliff Harbourside Park, work to deliver the masterplan for the area, including retention of pitches, improved sports, leisure facilities and café/ catering facilities, new toilet facilities and upgrades to play provision.
 - Poole Park, work to deliver the masterplan and conservation plan, including further tree planting, access improvements, reducing traffic volumes, improved litter and waste collection facilities and continued habitat improvements.
 - Ashley Cross Green, improved or new toilet facilities and play equipment.
 - Constitution Hill Road Viewpoint, new toilet facilities and improve the infrastructure for catering facilities.
 - North Road Playing fields.
 - Parkstone Allotments.
 - Poole Harbour trail - wayfinding and accessibility to improve its function as a strategic greenway.
 - Green corridor to Blake Hill Viewpoint.
 - Parkstone Heights link to Constitution Hill and North Road.
 - The seafront (Whitecliff Harbourside Park).
- f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 1,000 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Former Poole Civic Centre and surrounds (P.1)

The site is allocated for mixed use development comprising of commercial uses (Use Classes E(e), E(f) and (g(i))), community use (Use Classes F1 and F2(b)), a hotel and residential development within the region of 160 homes. Development proposals must:

- i. Preserve or enhance the character and appearance of heritage assets and their settings, including the Listed Civic Building and boundary walls, and the Poole Park Conservation Area. Proposals should retain the rooms and features within the Civic with the highest heritage significance for communal uses and retain key views of the building;
- ii. Ensure buildings are predominantly between four and six storeys (approximately 12 and 21 metres) in height and that buildings adjacent to the Listed Building do not exceed its height;
- iii. Retain trees on site; and
- iv. Retain and improve pedestrian and cycle links to and through the site connecting to surrounding routes and Poole Park.

A Flood Risk Assessment is required at planning application stage. A Sequential Test will be required unless the Surface Water flood risk area is avoided. The FRA and SuDS (Sustainable Urban Drainage Systems) strategy will need to demonstrate that the existing water storage and flow routes to storage will be maintained post development.

b) Constitution Hill Road (P.2)

The site is allocated for residential development within the region of 80 homes. Proposals must:

- i. Preserve and enhance heritage assets and their settings including the locally listed Lady Russell Cotes House Naval College;
- ii. Retain and protect existing trees and mature vegetation on site; and
- iii. Ensure development is between two and five storeys (approximately 6 and 18 metres) in height.

A Flood Risk Assessment is required at planning application stage. A Sequential Test will be required unless the Surface Water flood risk area is avoided. The FRA and SuDS (Sustainable Urban Drainage Systems) strategy will need to demonstrate that the existing water storage and flow routes to storage will be maintained post development.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Commercial Road (P.A)

Development proposals must:

- i) Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage;
- ii) Integrate with and enhance the area's positive historic characteristics;
- iii) Introduce a fine-grained character and vertical rhythm; and
- iv) Provide soft landscaping and tree planting to the front of plots where development is set back from the street.

b) Ashley Road (NH.A)

Development proposals must:

- i) Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;

- ii) Integrate with and enhance the area's positive historic characteristics; and
- iii) Enhance the district centre's retail, cultural and community facility offer.

5. Local opportunity streets

The local opportunity streets on Ashley Road, Ringwood Road, Fernside Road, Sandbanks Road, North Road and Constitution Hill Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

6. Geodiversity

Development should not adversely impact upon the Regionally Important Geological Site at Whitecliff. Any proposal affecting the site should be mindful of the aims set out in the Dorset Local Geodiversity Action Plan.

Penn Hill

Penn Hill ward is located towards the west of the BCP area. It lies adjacent to Parkstone ward to the west, Canford Cliffs to the east and Branksome West to the north. It joins Salterns Marina at Poole Harbour. Much of the ward was open farmland before it was developed into a residential neighbourhood in the early 20th century.

Sustainable neighbourhoods

Penn Hill ward contains three sustainable neighbourhoods.

- **Upper Parkstone Sustainable Neighbourhood** which is well-served by the Ashley Road District Centre, Bournemouth Road Local Centre, Penn Hill Local Centre and Poole Road Branksome, a larger retail park. This neighbourhood provides a wide range of retail shops, cafes, restaurants, bars, services, and facilities to meet both daily and occasional needs, in a sustainable location accessible by walking and cycling. The area benefits from high-frequency bus routes into Poole and Bournemouth town centres, to employment areas and to catchment secondary schools. Courthill Junior school is also located in the central area of the neighbourhood and within easy walking distance of Alexandra Park open space.
- **Penn Hill Sustainable Neighbourhood** which is based on the approximate walking catchment of Penn Hill Local Centre has a range of independent shops, convenience food stores and commercial services. It has a vibrant night-time economy due to its bars and restaurants which are also easily accessible by residents in adjacent wards due to its central location. The sustainable neighbourhood also partially falls within the neighbouring Canford Cliffs ward and serves the needs of its residents.
- **Lilliput Sustainable Neighbourhood** which is based on the approximate walking catchment of Lilliput Local Centre with a small range of independent shops, convenience foodstores, cafes and services. Cycling infrastructure could be improved here to help encourage sustainable travel to key destinations and open spaces.

Active travel infrastructure, open space, and recreational facility enhancements

Sustainable transport infrastructure could be improved to encourage walking and cycling in several locations within each of the sustainable neighbourhoods, particularly on primary routes and at junctions. The areas of the ward forming part of the Upper Parkstone Sustainable Neighbourhood are some of the most sustainable areas within the BCP Council area, benefiting from particularly good access to amenities and facilities, and public transport options. To improve sustainability by walking and cycling, a dedicated cycle lane on Canford Cliffs Road, Sandecotes Road/Mansfield Road, and changes to road infrastructure at the junctions and crossing points would help enhance pedestrian safety and accessibility. The ward contains three principal areas of open space, Alexandra Park, Blake Dene Common and Blake Hill which offer scope for improvement to enhance their facilities and biodiversity.

Broad townscape characteristics

The area is characterised by a variety of architectural styles and includes the Arts and Crafts architecture from the late 19th century, 1920's and 1930's and post-war residential development along with modern contemporary-style architecture. Like upper Parkstone, the upper Penn Hill area has a dense urban grain with short-terraced and smaller detached and semi-detached houses. The area containing Penn Hill Avenue consists of a mix of purpose-built and converted flatted development, although it has a suburban character due to the road widths, spacing between the buildings, set back from the street, presence of street trees and boundary treatment. The suburban character carries into the lower Penn Hill area with its wide roads and large residential plots. Canford Cliffs Road forms the eastern boundary of the ward extending into Haven Road. The lower Penn Hill area feels more suburban as it contains larger detached dwellings on spacious landscaped plots and is more heavily treed with a mix of established maritime pine and broadleaf varieties of trees, forming an important part of the leafy suburb.

Retail areas

The centres at Ashley Road, Branksome, Bournemouth Road, Bournemouth Road (East), Lilliput and Penn Hill, as shown on the policies map, will be the focal points of the sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Housing

We expect around 365 homes to be built in the ward, 155 homes already have planning permission (including Salterns Marina) and we expect around 210 homes to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. The site allocation at Salterns Marina already benefits from planning permission and therefore is counted as a site with planning permission in the figures above.

Site allocations

There is one site allocation on Salterns Marina which will provide around 50 new homes as part of a mixed-use scheme with a replacement hotel. Development must enhance opportunities to access the site by walking or cycling and mitigate flood risk by providing flood defences. While the site already benefits from planning permission the development has not been built and therefore the site continues to be allocated.

Local opportunity areas

Penn Hill contains three local opportunity areas:

- **Ashley Road:** This local opportunity area is focused on the Ashley Road District Centre and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design

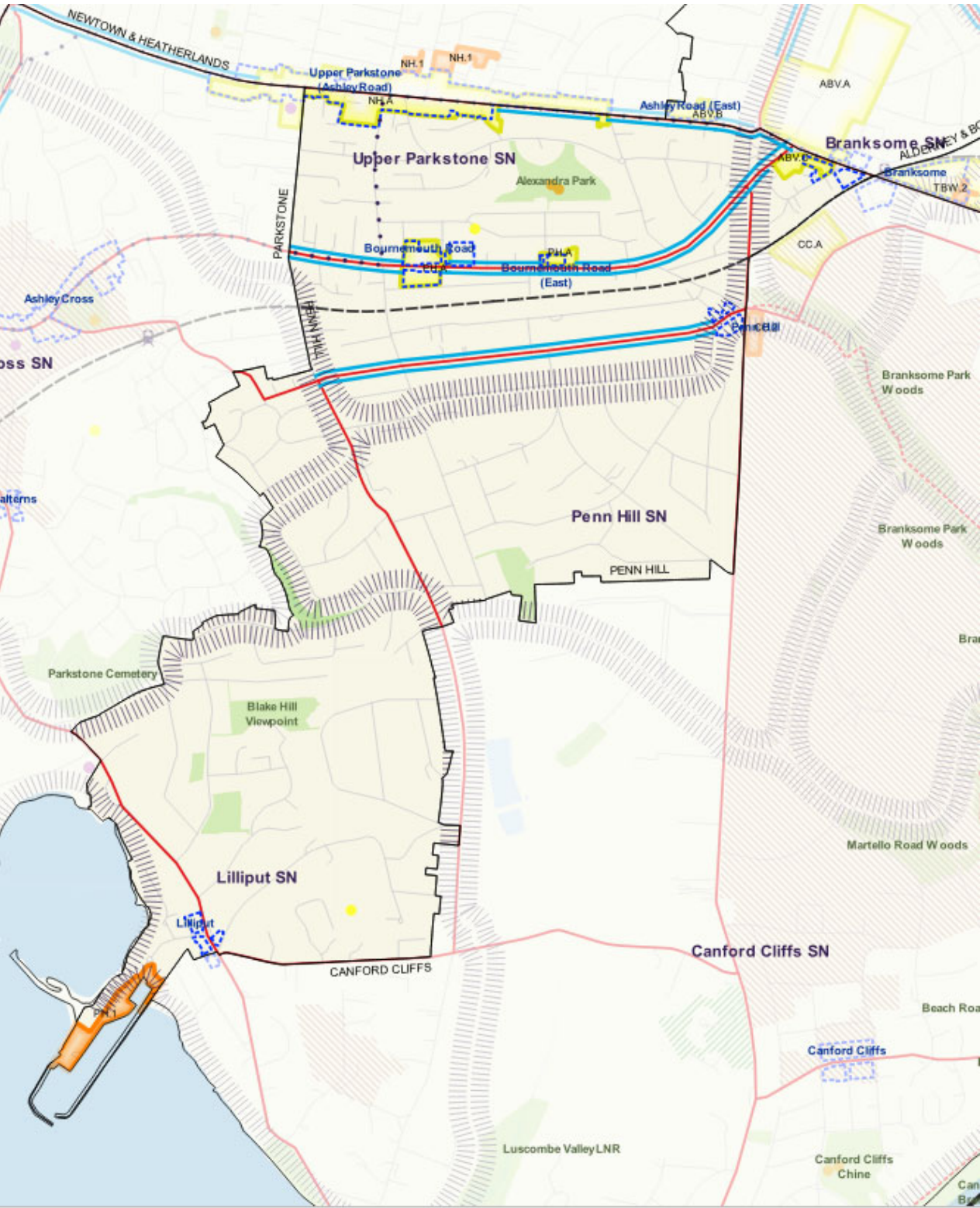
cues from positive examples of period architecture within the area. Historic buildings and frontages that make a positive contribution to the area's townscape should be retained and restored. Better use of roof space or sympathetic upward extensions to positive historic buildings are encouraged where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II Listed), must be preserved or enhanced. Development within Ashley Road District Centre should also improve the quality of the area's retail, community, and cultural offer to enhance its vibrancy and vitality.

- **Bournemouth Road:** This local opportunity area is focused on the Bournemouth Road local centres and is located in a highly sustainable location partially served by a high frequency bus route and between two railway stations. Design varies but is mostly traditional in nature with gables. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture within the area, such as through the use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. The significance of the Church of St Osmund (Grade II* Listed Building) must be preserved or enhanced. Development within the local centre should provide enhanced retail or community uses on the ground floors.
- **Poole Road (Branksome):** This local opportunity area is focused on the Branksome Local Centre and is located in a highly sustainable location served by a high frequency bus route and a railway station. Within this area there is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roof space, and new development that integrates with and takes design cues from positive examples of period architecture within the area.

Local opportunity streets

Sections of Ashley Road, Bournemouth Road and Penn Hill Avenue have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties or create additional properties where appropriate. All development should provide a fine-grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

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Strategic Policy P25: Penn Hill

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Penn Hill will be enhanced by:

- a) Strengthening the role of Ashley Road District Centre;
- b) Supporting enhancements to the retail and community facility offer of the Bournemouth Road, Lilliput, and Penn Hill local centres;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads, and locations (or surrounding routes):
 - Bournemouth Road
 - Canford Cliffs Road
 - Mansfield Road
 - Penn Hill Avenue/Canford Cliffs Road junction
 - Sandbanks Road
 - Sandecotes Road
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Courthill Infant School and Lilliput Infant School;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Alexandra Park (Green Heart Park), including pavilion improvements, introduction of natural play facility, access improvements and the introduction of SuDS
 - Enhancing the community use of school playing fields
 - Broadwater Avenue ponds (green corridor to Blake Hill Viewpoint), improving access
 - Clifton Road and Blake Hill viewpoints
- f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 365 homes will be built in the ward.

3. Site allocations

- a) **Salterns Marina (PH.1)**, as shown on the policies map, is allocated for a replacement hotel and residential use in the region of 50 homes. Proposals must:
 - i. Provide a strategic flood defence;
 - ii. Ensure development is between 2 - 6 storeys (6 - 30 metres) in height; and
 - iii. Enhance the access to the site for walking, cycling and public transport

4. Local opportunity areas

In the **Ashley Road (NH.A)**, **Bournemouth Road (PH.A)** and **Poole Road (Branksome) (ABV.D)** local opportunity areas, development is encouraged that enhances their quality and character. Development proposals must:

- i. Integrate with and enhance the area's positive historic characteristics; and
- ii. Be up to and not more than 3.5 storeys (approximately 9 to 12 metres) in height on the road frontage.

5. Local opportunity streets

The local opportunity street on Ashley Road, Bournemouth Road, and Penn Hill Avenue, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Poole town

Poole town centre has a rich history as a working port and its location on the shores of Poole Harbour and Holes Bay are a huge asset for residents, businesses and the tourism industry. The town centre offers a variety of shops on the High Street and includes a covered shopping area in the Dolphin Shopping centre. There are numerous leisure, heritage and cultural attractions including Poole Quay, the Lighthouse Centre for the Arts, Dolphin Leisure Centre, the Climbing Project and Poole Museum. The area, particularly the old town, Quay and High Street contain a significant number of heritage assets which make a positive contribution to the attractiveness of the centre.

The town centre has long been recognised as having significant scope for regeneration and it contains a number of large brownfield sites that have a potential to transform the overall function of the area. Upgrading or replacing existing facilities such as the Dolphin swimming pool alongside enabling residential development will help to modernise the centre and improve the leisure offer. The Dolphin Shopping centre itself also presents an opportunity to comprehensively improve connections, enhance the bus operation and provide a shopping and leisure experience that attracts people into the town centre.

In recent years a number of permissions have been granted and new homes have been built on sites across the centre, work has commenced on waterfront regeneration sites along the Backwater Channel. Significant works were undertaken to simplify transport movements around West Street and West Quay Road with the provision of new infrastructure for walking and cycling, along with public art and wayfinding initiatives.

Like Bournemouth, Poole town centre has experienced a significant shift away from traditional retail units. However, specific interventions such as the Kingland Crescent project and the introduction of leisure facilities into the Dolphin Shopping centre have boosted footfall. The Poole High Street Heritage Action Zone project has also helped to repurpose part of the High Street and celebrate many of the historic buildings and features in the town which are attractions in their own right.

Sustainable Neighbourhoods

Poole town contains the town centre boundary and the Longfleet Sustainable neighbourhood:

- Within the **Poole town centre** boundary the primary shopping area provides many shops, facilities and services. It benefits from a flat, level and covered shopping centre along with a range of shops and supermarkets which give people access to facilities and services. The area is the focal point of many high frequency bus routes with the conurbation's main bus station located in the area, the town's main train station is also located in the west of the area. The Quay provides an attractive public space within the town centre and other small pockets of open space are located around the town, Poole Park, Baiter and Whitecliff provide large areas of public open space to the east of the area. The town centre includes a primary school and a secondary school is located just north of the town centre boundary.

- **Longfleet sustainable neighbourhood** is situated north of the town centre boundary and has a close functional relationship with the main town centre which provides a range of facilities within easy walking and cycling distance. The neighbourhood also includes some smaller neighbourhood parades that provide shops and services to residents in this area. The neighbourhood includes Poole Park to the south, primary schools, a secondary schools and Poole hospital. A number of high frequency bus routes pass through the area.
- **Sterte Sustainable Neighbourhood** is also situated north of the town centre boundary, but separated from it by the railway line. The neighbourhood has a close functional relationship with the town centre, and has good pedestrian and cycle links along Holes Bay, with Poole railway station in close proximity. The neighbourhood contains a large employment area (Sterte Avenue West) and an area of housing to the south. The area contains a couple of small commercial units and a large area of open space but would benefit from local community convenience shops to make the neighbourhood more sustainable.

Active travel infrastructure, open space and recreational facility requirements

The High Street between the main shopping area and the Quay is long and dissected by a railway line with a level crossing. The pedestrian experience to the north of the railway line is extremely poor with wide roads and large building footprints creating significant barriers to movement. The bus station area is considered to be unattractive and a number of incidents of antisocial behaviour have led to a poor perception of the area. A wide range of improvements could be explored to improve walking and cycling around the area and any new development should contribute to improving connections and permeability.

Broad townscape characteristics

The ward contains a large variety of townscape characteristics. The town centre area itself includes a mix of architecture, their remain examples of medieval and Georgian properties in the Old Town, with Victorian terraces and villas in the north of the area, through to large modern purpose built offices and flatted development. The ward has a high concentration of heritage assets with numerous Listed Buildings, conservation areas and Poole Park is a Registered Park and Garden. These heritage assets are an important component of Poole's character and the regeneration opportunities should seek to embrace the role Poole's heritage can play in driving sensitive regeneration. The Urban Forest Strategy has identified that this ward has few trees with one of lowest amounts in the area. Tree planting and other green infrastructure improvements will therefore be explored in public areas and should be included in new development.

Retail areas

The Primary Shopping Area encompasses the Dolphin Centre, Kingland Crescent and Falkland Square. New retail development should be principally concentrated within the Primary Shopping Area but, in accordance with the NPPF, 'edge of centre' locations which are well connected to and within walking distance of the primary shopping area may be acceptable. Beyond the primary shopping area shopping frontages extend along the High Street, Lower High Street and the Quay.

While there is a national shift away from some types of retail floor space, such as comparison goods which include clothing and household goods, retail floorspace can be used for a variety of other purposes such as food and drink uses, services, medical and some community uses. As the number of people living in the town centre increases we expect existing shops will continue to change to other commercial uses to provide the range of services needed to support the population.

Park Gates local centre, along with the neighbourhood parades on Fernside Road and at Sterte and Tatnam Crescent, as shown on the policies map, are also retail areas which support sustainable neighbourhoods, and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Employment

The Sterte Avenue West employment area, as shown on the policies map, will be safeguarded for employment uses. We will explore access arrangements to see if the number of large lorries using Sterte Road can be reduced.

Housing

We expect around 3,750 homes to be built in the ward, 1,045 have planning permission (including the Quay Silo site, National Tyres and some of land south of the RNLI), a further 2,335 new homes are allocated on other sites, with around 370 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Poole town centre includes a large number of site allocations. The sites include former industrial land around the Backwater Channel and buildings that are at the end of their operational life. These sites will be important to create new homes along with leisure and cultural uses that would add to the offer of the area.

Sites on the west side of the Backwater Channel include the former Powerstation, these are within the Hamworthy ward.

Local opportunity areas

Poole Town Ward contains four local opportunity areas:

- **Skinner street and surroundings:** This local opportunity area covers an estate that was developed during the postwar period onwards and is sustainably located, benefitting from high frequency bus services and proximity to Poole's Primary Shopping Area. The area has many strengths, including its proximity to Poole Quay. However, the design of some development within the area is of a lower architectural and townscape quality, and the layout of some of the development fails to integrate with the area's historic urban fabric and results in streets and paths not being properly overlooked, leading to a perception that some areas are unsafe. There is an opportunity for sensitive regeneration to address these issues and

improve the overall character of the area while providing further high-quality family homes and improved facilities. Any redevelopment proposals should therefore improve the pedestrian environment within and around the site, through improvements to infrastructure and introduction of a fine-grained character that integrates with the historic urban fabric. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents. Development must preserve or enhance designated heritage assets and their settings.

- **Lagland Street and Hill Street:** Sympathetic infill development is encouraged to the 'backs' of buildings with frontages on Poole High Street. Development must preserve or enhance designated heritage assets and their settings, including the Town Centre Heritage Conservation Area.
- **Parkstone Road and surrounds:** This is a mixed use area located between Poole Town Centre North and Poole Park. Development within the area features a variety of architecture styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the area are the higher quality Victorian villas with limited alterations on Parkstone Road. The character of this area has been eroded due to the introduction of hard-surfaced forecourts, unsympathetic alterations and extensions to villas and unsympathetic development from later eras. Seldown Lane is predominantly a service road featuring the 'backs' of development. New development that enhances the character of the area by integrating with its positive characteristics is encouraged. Development on Parkstone Road should retain and restore Victorian villas that make a positive contribution to the townscape, such as 30 – 42 (evens) Parkstone Road. Plots on Seldown Lane provide opportunities for development with more innovative designs, but this should still integrate with the positive characteristics of the area.
- **Parkgates:** This local opportunity area is focused on the Parkgates Local Centre, which is located in a sustainable location served by a high frequency bus route. Development should explore sympathetic upward extension of the parade if feasible and new development should integrate with and take design cues from positive period architecture characteristics within and near the area. Proposals should deliver active commercial or community uses at ground floor level within the local centre. Development must preserve or enhance the the Grade II Listed Former Borough of Poole Municipal Buildings and its setting.



Local opportunity streets

Sections of Wimborne Road, Fernside Road and Longfleet Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Flood risk

Poole Town Centre is at risk from tidal and surface water flooding. Good progress has been made towards implementing flood defences along Poole Quay. We have secured funding for a strategic defence from Poole Bridge to Hunger Hill, with delivery early in the plan period.

To continue the long-term ambition to regenerate Poole town centre, in principle, we will support development within areas at risk of flooding in Poole Town Centre. Within the Poole Sequential Test Area, as defined on the policies map, residential, main town centre uses, commercial, leisure, community and health uses, and employment have been sequentially tested (and passed). We have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs to regenerate the area. Therefore, development for these uses within the Poole Sequential Test Area will not be required to undertake the sequential test at planning application stage. Development on land subject to flood risk outside the Poole Sequential Test Area, will be required to undertake the sequential test at planning application stage. This policy approach in Poole is well established through previous local plans as part of the long-term regeneration of the area and its continuation through this local plan has the agreement of the Environment Agency.

In the longer term, further interventions will be necessary to fully protect Poole town centre and we will continue to work with the Environment Agency to do so. The Council is currently (at the time of writing) updating the SFRA Level 2. This will be completed within 12 months of the Local Plan being adopted and may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Town Centre Archaeology

Where a site is considered to have archaeological interest (either because it holds, or potentially holds, evidence of past human activity worthy of excerpt investigation) the site should be assessed

using appropriate expertise where necessary. The Council will require the developer to submit an appropriate desk-based assessment and where necessary a field evaluation.

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Strategic Policy P26: Poole Town

1. Town centre and Sustainable neighbourhoods

Poole town centre will be a thriving destination that benefits from development that integrates with its heritage and celebrates its maritime, military and artisan history. The town centre and the Sterte and Longfleet sustainable neighbourhoods will be enhanced by:

- a. Strengthening the role of the primary shopping area, supporting retail, leisure, cultural, community, service and businesses uses that attract people into the area;
- b. Strengthening the retail and community facility of the Parkgates Local Centre and neighbourhood parades within the area;
- c. Supporting proposals that would achieve heritage-led regeneration;
- d. Improving the environmental quality and distinctiveness of key arrival points, particularly Poole Rail Station, Poole Bus Station and within the wider town centre north area;
- e. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Fernside Road
 - George Roundabout
 - High Street North, including wider footways
 - Kingland Road, including the provision of a public space outside the Lighthouse
 - Longfleet Road, including wider footways
 - Newfoundland Drive
 - Parkstone Road, including wider footways
 - Sterte Road
 - Towngate Bridge
 - The Quay
 - Wimborne Road
- f. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Poole High School, Longfleet School, Old Town First School and Oakdale Junior School;
- g. Requiring proposals to enhance permeability and connectivity for pedestrians and cyclists, specifically across main roads and the railway line;
- h. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Poole Park, improvements to implement the masterplan and conservation plan, including further tree planting, new bins, habitat improvements, access improvements and reducing traffic volumes
 - Harbourside/Baiter Park work to deliver the masterplan including new catering facilities and a wheeled play hub
 - The Quay, including exploring pedestrianisation
 - Poole Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway
 - Sterte Esplanade, opportunities to enhance green infrastructure
 - Green Park, improvement to play facilities
 - Barbers Piles, opportunity for natural play aimed at younger children
 - Hunger Hill Green
 - Quayside route, creating a continuous public quayside around the Backwater Channel which connects to the Poole Harbour Trail

- The creation of The Coastal Nature Park, aligning with the Seafront Strategy and use of Baiter Park, the Quay and Holes Bay to promote round harbour trails, engagement and education

2. Shopping Centres

- a. Development in the Poole Town Centre boundary should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.
- b. The Poole primary shopping area will continue to be focused within the Dolphin Shopping Centre, along High Street, Lower High Street and Quay and will be applied in undertaking the sequential test for retail uses. Development within this area should provide active ground floor frontages through the provision of retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2).

3. Housing

- a. A minimum of 3,750 new homes will be built in the ward.
- b. Residential development will be supported in the town centre where it complements the retail, leisure/tourism and employment function of the town centre, where it responds positively to the historic context and where it provides well-designed high quality living environments that include a mix of unit sizes and the provision of outside amenity space for residents.
- c. Build to rent and co-living schemes will be suitable in the town centre north area. They may be suitable elsewhere in the town centre provided they do not result in an over concentration of similar uses, including student accommodation and HMOs, which may be detrimental to the overall balance and mix of uses within the town centre.

4. Employment

Across the town centre area at least 10,000 sqm of high-quality office space shall be delivered as part of mixed use development.

5. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Town centre north (PT.1)

Town centre north will be regenerated as a modern and vibrant part of the town. Development should contribute towards transformational change with major new residential, retail, commercial, leisure and office development. The development of sites within the area must be completed in accordance with an overall masterplan agreed by the Local Planning Authority.

The masterplan will explore options to:

- Deliver a high-quality bus station and rail station which are attractive, highly accessible, with good quality passenger waiting areas and pedestrian circulation areas, that enhances the overall operation.
- Relocate the bus depot to free up land for development and provide an east-west pedestrian and cycle link north of the railway line between Falkland Square and Seldown Bridge.
- Enable people to safely and conveniently cross the railway at the north of the High Street to the Dolphin centre.
- Incorporate a minimum two hectares of public open space, incorporating a play area that serves children of all ages.

Proposals in the town centre north area must:

- a. Together, ensure sites within the area provide at least 1,700 homes including a minimum of 500 homes on sites forming part of the Dolphin shopping centre;
- b. Radically improve the walking and cycling experience around the area reducing severance created by large building footprints and/or roads;
- c. Support a vibrant mix of town centre uses with active commercial ground floors fronting key pedestrian routes in and around the Dolphin Centre and along Kingland Road;
- d. Demonstrate that sufficient public car parking, in the region of 3,500 spaces, is retained to serve the town centre;
- e. Be predominantly between 4 - 15 storeys (18 - 48 metres) in height with buildings stepping down significantly towards the areas of lower scale at the edges of the area;
- f. Not compromise the potential closure of Kingland Road to private cars and the creation of a public space outside the Lighthouse;
- g. Preserve and enhance heritage assets and their settings including the Town Centre Conservation Area;
- h. Safeguard land immediately north and south of the railway line between the existing level crossing and the bus depot until an agreed solution to achieve the safe and convenient crossing of the railway has been reached between Network Rail and the council;
- i. Enhance and provide pedestrian and cycling routes that improve connectivity, including:
 - The provision of a route between the existing station and footpath number 18/Poole High School that goes through the former Goodsyield and stadium site
 - Between the existing railway station and Falkland Square
 - Between Falkland Square and both the southern access points of the Dolphin shopping centre
 - Ensuring routes through the Dolphin Centre are available 24 hours a day, 7 days a week

b. Dolphin Swimming Pool and Leisure Centre (PT.2)

The site is allocated for a mixed-use development that must:

- a. Deliver a swimming pool and leisure centre alongside in the region of 70 homes;
- b. Be predominantly between 3-5 storeys (9 - 18 metres) in height, with proposals stepping down towards the residential properties to the north and east of the site. There may be scope for taller buildings in the region of ten storeys (30-33 metres) adjacent to Seldown Bridge;
- c. Preserve or enhance heritage assets and their settings, including Poole Park Conservation Area.

c. Between the Bridges (PT.3)

The site is allocated for a mixed-use development within the region of 300 homes, a replacement rowing club (unless this has been secured in an alternative location) and commercial, business, service and community uses (Use Classes E, F1 and F2). Development must:

- a. Provide a continuous public quayside adjacent to the water with an overall width of approximately 12 metres, that incorporates a 5 metre wide pedestrian and cycle route;
- b. Include community space;
- c. Position the majority of commercial/community uses on the quayside;
- d. Provide public access to the water;
- e. Deliver a new pedestrian/cycle crossing on West Quay linking the site to Barbers Piles;

- f. Have a scale, height and massing that reflects the context of the historic quayside with heights between 2 - 6 storeys (6 - 21 metres) metres, with proposals stepping down opposite the Listed Buildings on West Quay Road;
- g. Preserve or enhance heritage assets and their settings;
- h. Emulate the vertical rhythm and variety of plots on the existing historic quay;
- i. Be positioned to ensure a 5 metre continuous cycle and footway can be delivered alongside West Quay Road; and
- j. If it comes forward before the commencement of the council's strategic flood defence scheme, provide strategic flood defence to a specification agreed by council.

d. South of RNLI (PT.4)

The site is allocated for a mixed-use development with in the region of 250 homes, commercial, business, service and community uses (Use Classes E, F1 and F2). Development must:

- a. Provide a continuous public quayside adjacent to the water with an overall width of approximately 12 metres, that incorporates a 5 metre wide pedestrian and cycle route;
- b. Position the majority of commercial/community uses on the quayside;
- c. Be predominantly between 3-7 storeys (9 and 24 metres) in height;
- d. Secure a public slipway into the Backwater Channel;
- e. Explore the inclusion of a replacement facility for the Sea Scouts; and
- f. If it comes forward before the commencement of the council's strategic flood defence scheme, provide strategic flood defence to a specification agreed by council.

e. Quay Thistle (PT.5):

The site is allocated for a high-quality hotel with a minimum of 80 beds and in the region of 150 homes. Development must:

- a. Provide active ground floor uses onto the Quay (Uses Classes E, F1 and F2);
- b. Ensure heights are between 4-7 storeys (12 and 24 metres), providing a transition in scale to the existing residential properties to the rear and east of the site;
- c. Enhance the public realm on the Quay;
- d. Preserves or enhances any heritage assets and their settings including Town Centre Heritage Conservation Area.

f. Chapel Lane (PT.6):

The site is allocated for in the region of 25 homes. Development must:

- a. Overlook the adjacent park;
- b. Be predominantly between 2 - 5 storeys (6 - 18 metres) in height;
- c. Preserve or enhance heritage assets and their settings including the Listed Brewhouse and Kitchen, and the Town Centre Heritage Conservation Area; and
- d. Proposals must provide ground floor active fronts to Chapel Lane including the footpath.

g. Land at Lifeboat Quay (PT.7)

The site is allocated for a mixed-use development with commercial/community uses (Use Classes E, F1 and F2), and in the region of 20 homes. Development must:

- i. Provide a high quality 15 tree lined link between West Quay Road and the entrance to the adjacent supermarket which is at least 15 metres wide;
- ii. Be set back from the pavement to allow for a soft landscaped frontage; and
- iii. Ensure building heights area up to five storeys (15 -18 metres).

h. St Mary's Maternity Hospital (PT.8):

The site is allocated for in the region of 50 homes with a focus on homes suitable for families. Development must:

- i. Front and overlook the surrounding streets;
- ii. Be predominantly between 2-3 storey (6 and 12 metres) in height; and
- iii. Preserve and enhance heritage assets and their settings including the Heckford Park Conservation Area.

i. Former National tyres West Quay Road (PT.9):

The site is allocated for in the region of 60 homes. Development must:

- i. Front and overlook the surrounding streets;
- ii. Be predominantly six storeys (18 - 21 metres) in height;
- iii. Deliver an improved shared cycle/footway width along the West Street boundary of the site; and
- iv. Preserve and enhance heritage assets and their settings including the Town Centre Heritage Conservation Area.

j. 13-17 High Street (PT.10)

The site is allocated for a heritage led mixed use development within the region of 30 homes and commercial/community uses (Use Classes E, F1 and F2). Development must:

- a. Front and overlook the surrounding streets, including the provision of ground floor commercial/community space on the High Street;
- b. Be predominantly between 2-4 storeys (6 - 15 metres) in height with any four storey element positioned towards Strand Street;
- c. Preserve or enhance heritage assets and their settings including the Town Centre Heritage Conservation Area and 13 High Street;
- d. Provide a public pedestrian and cycle connection between Key Lane, Bennett's Alley and Strand Street; and
- e. Consider the inclusion a courtyard that is surrounded by commercial uses.

k. Quay Silo (PT.11) - 30

The site is allocated for a heritage led mixed use development within the region of 30 homes and commercial/community uses (Use Classes E, F1 and F2). Development must:

- a. Front and overlook the Quay;
- b. Be predominantly between 3 – 4 storey (6-15 metres) in height; and
- c. Preserve or enhance heritage assets and their settings including the Town Centre Heritage Conservation Area.

6. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Skinner street and surrounds (PT.A)

Development proposals should be informed by an estate regeneration masterplan or design code and seek to make efficient use of land. Development proposals must:

- i. Provide a fine grained character that integrates with the historic urban fabric;
- ii. Improve the existing layout so that buildings overlook streets and spaces;
- iii. Enhance and strengthen frontages to provide an appropriate sense of enclosure;

- iv. Enhance tree planting and landscaping along key routes within and around the site; and
- v. Provide enhancements to the public realm and pedestrian and cycling routes.

b. Lagland Street and Hill Street (PT.B)

Development proposals must:

- i. Be of a modest and sympathetic scale, up to and not in excess of 3 storeys (approximately 9 to 12 metres) in height;
- ii. Provide a fine grained character that integrates with the historic urban fabric;
- iii. Create active frontages;
- iv. Enhance and strengthen frontages to provide an appropriate sense of enclosure;
- v. Improve the pedestrian and cycling connectivity between Lagland Street and Poole High Street;
- vi. Provide enhancements to the public realm and pedestrian and cycling routes, in particular the lanes leading from the High Street; and
- vii. Integrate with and enhance the area's positive historic characteristics.

c. Parkstone Road and surrounds (PT.C)

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12 to 15 metres) in height on the road frontage;
- ii. Introduce or sustain the fine-grained character and vertical rhythm;
- iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street; and
- iv. Integrate with and enhance the area's positive historic characteristics.

d. Parkgates (PT.D)

Development proposals must:

- i. Be up to and not in excess of 3 storeys (approximately 9 to 12 metres) in height on the road frontage;
- ii. Enhance the local centre's retail and community facility offer; and
- iii. Integrate with and enhance the area's positive historic characteristics.

7. Local opportunity streets

The local opportunity streets on Wimborne Road, Fernside Road and Longfleet Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

8. Approach to flood risk in Poole Town Centre

Proposals for strategic flood defences or measures around Holes Bay & Poole Harbour, which accord with either (i) the 2014 Flood & Coastal Erosion Risk Management (FCERM) Strategy (or later update) or (ii) are accepted by the Environment Agency and the Council will be supported.

Within the Poole Sequential Test Area as defined on the policies map, the following uses have been sequentially tested in accordance with national policy: residential, main town centre uses, commercial, leisure, community and health uses, and employment. Applications for these uses in the Poole Sequential Test Area will not need to reapply the sequential test but must apply the exception test and be supported by a flood risk assessment informed by the most up to date strategic flood risk

assessment and the Council's FCERM Strategy; and demonstrate that the proposals will be safe for their lifetime and not increase flood risk elsewhere.

The Council will complete the updated Poole SFRA Level 2 within 12 months of the Local Plan being adopted and this may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2.

Queen's Park

Queen's Park Ward is located to the north east of Bournemouth Town Centre, and predominantly features residential areas, along with retail areas and larger open spaces.

Sustainable Neighbourhoods

Queen's Park contains two sustainable neighbourhoods:

- **Charminster & Queen's Park Sustainable Neighbourhood**, which is based on Queen's Park and the area served by the Charminster District Centre, although residents to the east of the sustainable neighbourhood are closer to Holdenhurst Road District Centre as the crow flies. Charminster Road benefits from high frequency bus links to Bournemouth Town Centre and Rail Station, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary schools, play area and doctors surgeries. Secondary schools are accessible on foot or by bus. We will work with public transport operators to explore opportunities for improvements to bus services away from Charminster Road.
- **Strouden Sustainable Neighbourhood**, which is based on the approximate walking catchment of the Castlepoint District centre. Within Queen's Park Ward the area benefits from good access to open space, secondary schools and GP surgeries, but is largely more than 15 minutes walk away from a primary school. We will work with public transport operators to explore opportunities for improvements to bus services.

Active travel infrastructure, open space and recreational facility enhancements

To the south of the ward, particularly within the Malmesbury Park area (south of Richmond Park Road), the grid-style street layout provides good permeability for pedestrians and cyclists, although the Wessex Way bypass and high levels of traffic and lack of quality crossings on key routes (including Charminster Road, Richmond Park Road and Queen's Park Avenue) represent barriers to movement which prevent easy access to schools and open spaces. Opportunities to enhance the pedestrian and cyclist environment, infrastructure safety exist to support increased walking and cycling. In particular, opportunities to enhance the traffic-free pedestrian and cyclist route that runs alongside the Wessex Way and crossings over the Wessex Way, in order to increase active travel opportunities, address issues with antisocial behaviour, increase sense of safety and improve access to facilities at the Holdenhurst Road District Centre will be explored. Other key opportunities include improvements to pedestrian crossings over Richmond Park Road and Queen's Park Avenue, and on key routes used to access schools (such as Queen's Park Avenue and Bennett Road). We will also explore opportunities to enhance the public realm on Charminster Road, such as through tree planting, improving pedestrian and cycle infrastructure, addressing issues with parking on pavements, improving pavement surfacing and removing street clutter. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

Beyond the retail areas and the Queen's Park open space the sustainable neighbourhoods predominantly consist of residential uses. The Malmesbury Park area predominantly consists of denser streets of houses largely originating from the Victorian and Edwardian eras. In these areas, new development should typically incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features, such as windows and doors.

North of Richmond Park Road development also consists of streets of houses but these are less dense, resulting in a more suburban character. Development originates from various eras – predominantly Victorian and Edwardian to the south and Interwar to the north. New development should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development. Within areas including period architecture this should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors.

Retail areas

Queen's Park includes part of Charminster District Centre, as shown on the policies map, which will be the focal point of Charminster & Queen's Park Sustainable Neighbourhood. The ward also includes a small neighbourhood parade on Bennett Road which also supports the local community. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 180 homes to be built in the ward, 60 homes already have planning permission and we expect 120 to come forward through windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Local opportunity areas

Charminster Road Local Opportunity Area is focused on the Charminster District Centre and located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Queen's Park Terrace (360-374 (evens) Charminster Road) and Bayview House (170 Charminster Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Roman Catholic Church of the Annunciation and Church of St Alban (both Grade II* Listed), must be preserved or enhanced. Development within Charminster District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce journeys to Castlepoint via private vehicle transport.



Figure x: Queen's Park Terrace (360-374 (evens) Charminster Road)



Figure x: Bayview House (170 Charminster Road)

Local opportunity streets

Sections of Charminster Road, Richmond Park Road and Queen's Park Road have been designated as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P27: Queen's Park

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Queen's Park will be enhanced by:

- a) Strengthening the role of Charminster District Centre;
- b) Protecting and enhancing the retail and community offer at Bennett Road;
- c) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Along and crossing Richmond Park Road
 - Along and crossing Charminster Road
 - Bennett Road
 - Junction of East Way/Charminster junction
 - Increased pedestrian crossings on Charminster Road between East Way and Castle Lane junctions
 - Lowther Road
 - Queens Park Avenue
 - Springbourne Roundabout;
 - The shared pedestrian/cycle route adjacent to the Wessex Way (including exploring opportunities to straighten route)
 - Wessex Way, specifically improving existing pedestrian and cycling crossing points, particularly the Springbourne Roundabout crossing, exploring additional crossing points
 - Within Queen's Park
- d) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Queen's Park Academy and Malmesbury Park Primary School;
- e) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Queen's Park, including improvements to the recreational offer and play area
 - Strouden Park, retention of pitches, upgrades to play area, pavilion enhancements and improvements to paths to improve accessibility
 - Cyril Park, regeneration and improvement
- f) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 180 homes will be built in the ward.

3. Local opportunity areas

In the **Charminster Road Local Opportunity Area (QP.A)**, as shown on the policies map, development is encouraged that enhances its quality and character. Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Integrate with and enhance the area's positive historic characteristics; and
- iii. Enhance the district centre's retail, cultural and community facility offer.

4. Local opportunity streets

The local opportunity street on Charminster Road, Richmond Park Road and Queen's Park Avenue, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Redhill and Northbourne

Redhill and Northbourne is a ward in the north of Bournemouth and includes the Redhill, Northbourne and Hill View areas, the northern area of Ensbury Park and the eastern area of East Howe. It includes Redhill Park and part of Redhill Common.

Sustainable Neighbourhoods

Two sustainable neighbourhoods fall within the Redhill & Northbourne ward:

- **Redhill & Northbourne Sustainable Neighbourhood** which is based on the approximate walking catchments of the Hill View Road and Wimborne Road, Northbourne local centres. A main focal point is the Hill View local centre, which is a thriving centre with a variety of shops and services serving local residents: the nearby Hill View Primary School and Redhill Park and common are located to the east. The area has bus links to Bournemouth and Poole town centres, Wimborne and Bournemouth rail station but these are not high frequency. The western and eastern parts of the area are within 15 mins bus or walk to a doctors surgery in the neighbouring wards, but the central area of the neighbourhood has poor access. The area has very good access to open spaces at Redhill Park / Common and Stour Valley Park to the north. There is good access to primary /secondary schools and play areas. Most of area has good access to a local shopping centre. There is no access to community facilities within the neighbourhood.
- **Ensbury Park & East Howe Sustainable Neighbourhood**, which is based on the approximate walking catchments of the Columbia Road and East Howe Lane local shopping centres. There is no access to a high frequency bus route. The majority of the area is some distance from a doctors surgery. The area has very good access to open spaces, primary and secondary schools and play areas. The area also benefits from the Ensbury Park library on Columbia Road. Most of the area has good access to a local shopping centre.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within these areas is often poor due to high traffic volumes and lower quality pedestrian and cyclist infrastructure and public realm, particularly along Columbia Road, Kinson Road, Whitelegg Way, Wimborne Road and Redhill Avenue. There are proposals to improve the public realm and enhance pedestrian and cycling infrastructure along these roads. The area has several schools accessible by cycling or walking and an objective is to improve the safety and attractiveness of walking and cycling routes to and around schools. A number of opportunities to enhance open spaces and recreational facilities at Redhill Park / Recreation Ground and along the Stour Valley River Corridor Project, have also been identified. The Crown Pub, Broadhurst Avenue is an important community facility and opportunities to list as a Community Asset will be investigated. There is also potential to incorporate community space in any proposals to improve the Redhill Park café and enhance the community use of schools and school playing fields.

Broad townscape characteristics

The area is a later suburb of Bournemouth and mainly comprises of development from 1930s onwards. There are a couple of listed buildings along East Howe Lane (Thatch Cottage / Brook

Cottage at No. 70 and Primrose Cottages at Nos 119/121). The character of the area is mostly detached housing and suburban estate development.

Retail areas

The ward contains Hill View local centre, Columbia Road local centre, East Howe Lane local centre and part of Wimborne Road, Northbourne local centre, which offer a range of services and facilities for residents. The Neighbourhood Parade at Gillham Road has declined over recent years and most of the ground floor commercial units have converted to residential. These local centres form the focal points of sustainable neighbourhoods and most of the ward is within relatively easy reach of a local centre. However, these centres are small and can offer a more limited range of services and facilities. Proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 150 homes to be built in the ward, 40 homes already have planning permission and a further 110 will come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Local opportunity areas

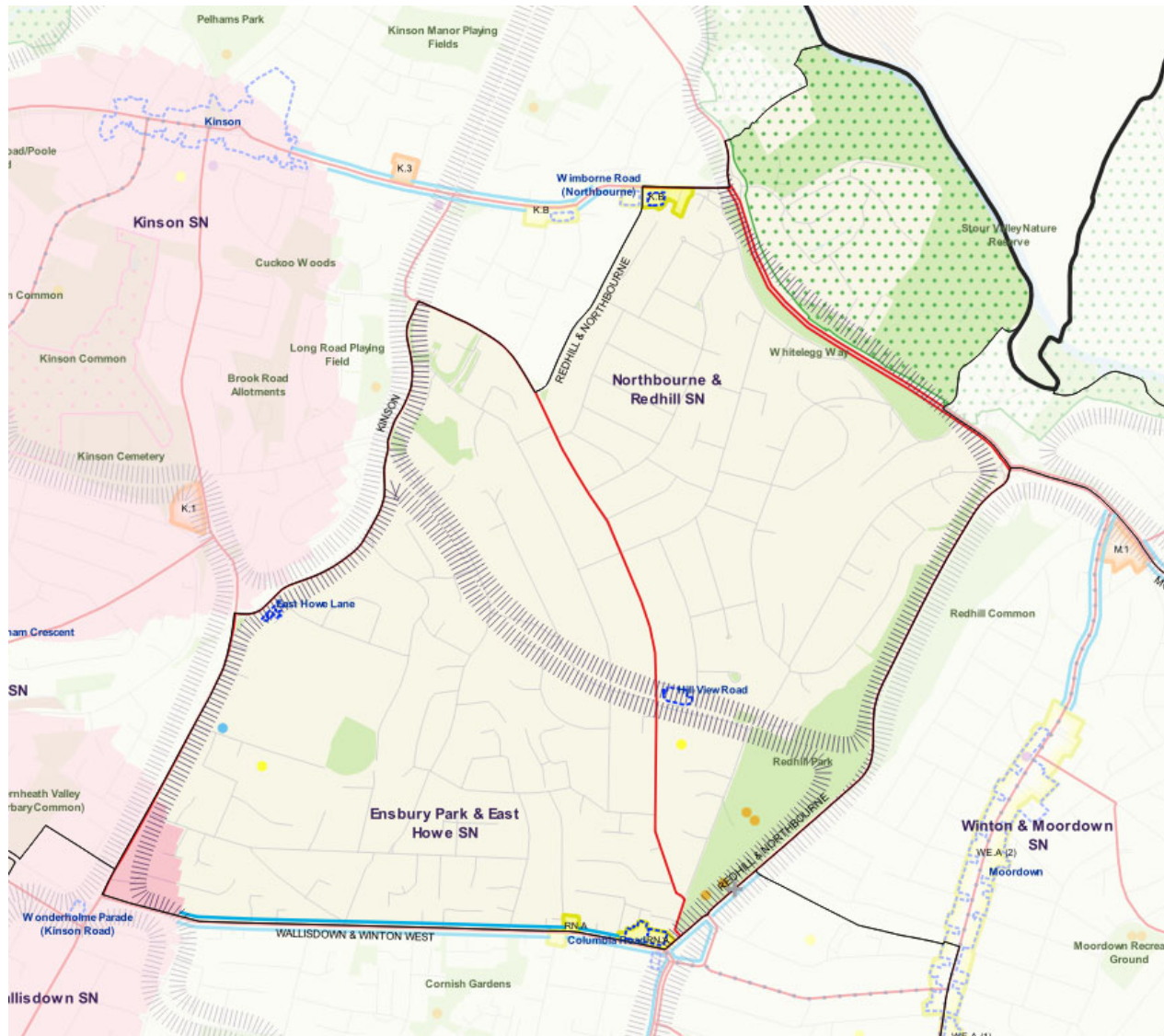
Redhill & Northbourne contains two local opportunity areas.

- **Columbia Road:** This local opportunity area is focused on two areas along Columbia Road which make up the Columbia Road Local Centre, offering a range of shops and services to meet the needs of local residents. Proposals that deliver an active ground floor commercial or community use, enhance the townscape character of the area and make effective use of land will be supported. Columbia Road is very busy and has been identified for exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure.
- **Wimborne Road (Northbourne):** This local opportunity area is focused on the Wimborne Road (Northbourne) Local Centre located at the edge of this ward and within neighbouring Kinson ward. Development should enhance the townscape character of the local area and where located within the local centre should deliver enhanced commercial and community uses. Proposals would need to address how residential development would mitigate the impact of being located on a road that supports fast moving traffic. Care should be taken to preserve or enhance the setting of the Grade II Listed Dower House (1300 Wimborne Road) which is adjacent to one of the blocks of shops.

Local opportunity streets

Sections of Columbia Road have been identified as a local opportunity street where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P28: Redhill and Northbourne

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Redhill and Northbourne will be enhanced by:

- a) Supporting enhancements to the retail and community facility offer and townscape quality of the local centres;
- b) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Along and across Columbia Road
 - Kinson Road
 - Redhill Avenue (A347)
 - Whitelegg Way
 - Wimborne Road (A341)
- c) Improving the safety and attractiveness of walking and cycling routes to and around schools, Hill View Primary School, Bourne Academy and Kingsleigh schools;
- d) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Crown public house (Broadhurst Avenue)
 - Ensbury Park Library
 - Redhill Park and Recreation ground (Green Heart Park), retention of pitch potential, upgrades to play area, addition of community growing space and adult fitness equipment, improvements to café incorporating community room to hire and toilets
 - The Stour Valley River Corridor Project, linking to strategic greenspaces and gateway sites, promoting use of the café at Redhill Park.
 - Enhancing the community use of schools and school playing fields; and
- e) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 150 homes will be built in the ward.

3. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Columbia Road (RN.A)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage; and
- ii. Enhance the local centre's retail and community facility offer.

b) Wimborne Road (Northbourne) Local Centre and surrounds (K.B)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Enhance the local centre's retail and community facility offer; and

- iii. provide soft landscaping and tree planting to the front of plots where development is set back from the street.

4. Local opportunity streets

The local opportunity streets on Columbia Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Talbot and Branksome Woods

Talbot and Branksome Woods is located just northwest of Bournemouth Town Centre and is a suburban neighbourhood of which a significant proportion of the ward contains the Talbot and Branksome Woods conservation area with large detached villas in spacious plots. The area also contains Bournemouth university and more modern housing estate development around Fern Barrow. Numerous open spaces such as Meyrick Park, the upper Gardens and Coy pond are also located in the ward as well as Talbot Heath, one of the large remnants of the Dorset Heathlands.

Sustainable Neighbourhoods

Talbot and Branksome Woods contains three sustainable neighbourhoods:

- **Surrey Road and Branksome Woods Sustainable Neighbourhood**, the majority of this neighbourhood is within 15 minutes of a district or Town centre, with easy access to good quality amenities or facilities in either Bournemouth Town Centre, Branksome local centre, or Westbourne District centre. It benefits from good access to doctors surgeries, and approximately half of the neighbourhood is able to reach a primary school within 15 minutes' walk. The neighbourhood does however need improvement with regards to the public transport offering as it is lacking in access to high frequency bus transport.
- **Winton and Moordown Sustainable Neighbourhood**, is partially located within the north east of the ward with the rest of the neighbourhood stretching into Wallisdown and Winton West and Winton East. The area within this ward benefits from easy access to the Wimborne Road district centre with all of Talbot and Branksome Woods section of the neighbourhood being in easy walking distance to this area. The neighbourhood has good access to secondary schools, doctors surgeries, and open spaces.
- **Charminster and Queens Park Sustainable Neighbourhood**, a small section of the Charminster and Queens Park Sustainable Neighbourhood is located within the ward. The neighbourhood is highly sustainable, with easy access to district centres, primary schools, secondary schools, open space, doctors and public transport.

Active travel infrastructure, open space and recreational facility enhancements

Opportunities to improve active travel infrastructure include improvements to walking and cycling infrastructure on Branksome Wood Road, Glenferness Avenue, Talbot Avenue, Talbot Road, Wimborne Road, Wallisdown Road and at the schools and universities within the ward.

In addition to these active travel improvements, further opportunities for enhancement of existing infrastructure for community facilities, schools, health services, open spaces and play areas as well as the addition for new facilities will be supported.

Broad townscape characteristics

The most distinctive characteristic of Talbot and Branksome Woods is the verdant nature of much of the area, with development set within well landscaped plots.

Streets within the Talbot Woods Sustainable Neighbourhood have a highly coherent suburban character, comprising of detached family houses in well landscaped plots. This character continues in development to the north within the Winton & Moordown Sustainable Neighbourhood in this ward, while the character becomes more urban on the residential streets within the Charminster Sustainable Neighbourhood in this ward, featuring detached Victorian housing. Development within these areas should sustain their high levels of cohesiveness, incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the

proportions of key architectural features. Development on residential streets within the Talbot Woods Sustainable Neighbourhood and Winton & Moordown Sustainable Neighbourhood in this ward should also typically incorporate good quality soft landscaping and retain trees (and enhance provision where possible or required). Development within the conservation area must preserve or enhance its character and appearance.

Streets within the Surrey Road and Branksome Woods Road Sustainable Neighbourhood and south of the railway line are typically more varied in nature, with a variety of architecture styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a more transitional character. Requirements for development within these areas outside of the heathland 400m zone and conservation areas is set out in the sections on the local opportunity areas below. Development within the conservation areas must preserve or enhance their character and appearance.

Development within the Talbot Heath Sustainable Neighbourhood is of a more recent origin. Off Fern Barrow there is a typical contemporary suburban housing estate featuring detached/semi-detached houses on cul-de-sacs. This area largely falls within the Dorset Heathlands 400m zone. East of this residential area are the Talbot Village university campuses, where new development should be of a high quality, innovative design.

Retail areas

There are three retail centres which fall wholly or partially within the ward at Winton High Street and Branksome as well as part of the Charminster Centre as shown on the policies map, additionally there is also the neighbourhood parade at Gillett Road. These retail areas will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability, and diversity.

Within the Talbot Woods Sustainable Neighbourhood and along Gillett Road, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Employment areas

The Wharfdale Road employment area, as shown on the policies map, will be safeguarded for employment uses.

Talbot Village Employment Area forms a strategic employment allocation and proposals will be determined in accordance with Policy E5.

Housing

We expect around 470 homes to be built in the ward, 50 homes already have planning permission, 220 new homes are allocated, with around 200 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

There are three allocations for housing development within the ward which will deliver at least 210 new homes, these consist of the Laguna Hotel Site, 380 Poole Road, Talbot Village, and Branksome Triangle. Branksome Triangle is a Council owned site which can deliver homes to meet specialist needs housing. We have identified that permanent residential plots are needed for gypsies and travellers and this site could be used to meet these needs.

Local opportunity areas

Talbot and Branksome Woods contains five local opportunity areas:

- **Poole Road and surrounds (TBW.A):** This is a predominantly residential area located in a highly sustainable location on a high frequency bus route between Branksome Rail Station and Westbourne District Centre (although part of the area is designated as a local centre).
- **Surrey Road and surrounds (TBW.B) and Branksome Woods and surrounds:** located on either side of the Registered Upper Gardens in the south of the ward, these areas benefit from being within walking distance of Bournemouth's Primary Shopping Area.

Development within the above areas features a variety of architecture styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the areas are the higher quality historic buildings set within verdant plots. The character of the areas has been eroded however, due to the introduction of unsympathetic development from later eras. New development that enhances the character of the areas by integrating with its positive characteristics and retaining and restoring positive historic buildings is encouraged. The type of development that is appropriate will depend on the characteristics of the site and plot assembly may be required to achieve satisfactory design solutions and make effective use of land, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

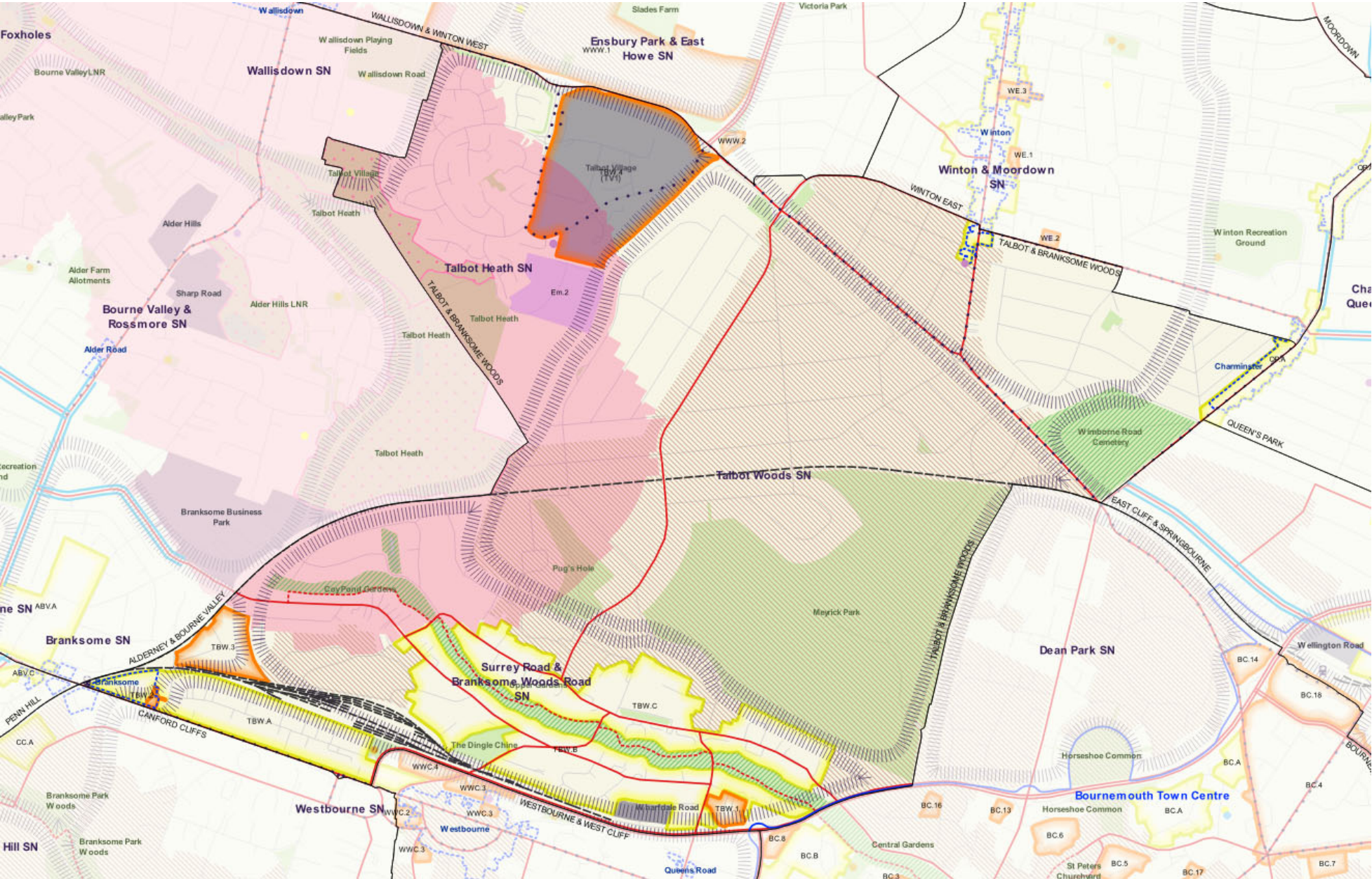
Within the Poole Road Local Opportunity Area there is an opportunity for some buildings ranging from 3-6 storeys (approximately 9 to 21 metres) in height, although buildings at the upper end of the scale should be justified. Proposals should deliver active commercial or community uses at ground floor level within the Branksome Local Centre, where buildings of an innovative and distinctive design that form perimeter blocks and follow accepted design principles are appropriate. Development must preserve or enhance the character and appearance the Westbourne, Meyrick Park/Talbot Woods and Brunstead Road conservation areas and the significance of the Registered Upper Gardens.

- **Charminster Road (QP.A):** Charminster Road Local Opportunity Area is focused on the Charminster District Centre and located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as The Richmond Arms Public House (153 Charminster Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of the Registered Wimborne Road Cemetery must be preserved or enhanced. Development within Charminster District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce journeys to Castlepoint via private vehicle transport.
- **Wimborne Road:** This local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of period shopping terraces and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Period buildings and frontages that make a positive contribution

to the area's townscape, such as Castle Parade, Wimborne Road, should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive period buildings within the area while avoiding poorly executed pastiche. Development within Winton District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce journeys to Castlepoint via private vehicle transport. Development must preserve or enhance the character and appearance of the Meyrick Park/Talbot Woods Conservation Area and the significance of the Church of St Luke (Grade II Listed).



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Strategic Policy P29: Talbot and Branksome Woods

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Talbot & Branksome Woods will be enhanced by:

- a) Strengthening the role of the Winton and Charminster district centres;
- b) Strengthening the retail and community facility offer, and townscape quality of the Branksome Local Centre;
- c) Supporting provision of local community shops and facilities along Gillett Road and within the Talbot Woods Sustainable Neighbourhood where a need is demonstrated;
- d) Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Branksome Wood Road
 - Glenferness Avenue
 - Talbot Avenue
 - Talbot Road
 - Wimborne Road
 - Wallisdown Road
- e) Improving the safety and attractiveness of walking and cycling routes to and around schools, including Talbot Heath School and the universities;
- f) Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Bourne Valley Greenway (including Bournemouth Central Gardens, Upper Gardens and Coy Pond), including enhancements to SUDs, drainage, nature conservation, wayfinding and accessibility, and improvements to its function as a strategic greenway
 - Meyrick Park, improvements towards use as a multifunctional publicly accessible greenspace
 - Enhancing the community use of schools and school playing fields;
 - Enhancing Wimborne Road Cemetery for improved public access and wildlife improvements.
- g) Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the Talbot Woods Sustainable Neighbourhood and along Gillett Road, the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 470 homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a) Laguna Hotel (TBW.1)

- i. The site is allocated for residential uses within the region of 150 homes. Development must: Retain mature vegetation on site;
- ii. Ensure buildings are predominantly between two and eight storeys (approximately 6 to 27 metres) in height; and

- iii. Provide a pedestrian and cycle link through the site between Suffolk Road South and Surrey Road.

b) 380 Poole Road (TBW.2)

The site is allocated for residential uses with a minimum of 15 homes. Development must:

- i. Incorporate SuDS to the front of the site;
- ii. Ensure buildings are predominantly 3.5 storeys (approximately 9 to 12 metres) in height;
- iii. Provide a Flood Risk Assessment at planning application stage. A Sequential Test will be required unless the Surface Water flood risk area is avoided. The FRA and SuDS strategy will need to demonstrate that the existing water storage will be maintained post development and development immediately adjacent to the Poole Road should be avoided.

c) Branksome Triangle (TBW.3)

The site is allocated for the provision of at least 15 specialist homes, that could include permanent gypsy and traveller pitches. Part of the site is an SNCI and in bringing forward the site any impacts upon it must be mitigated.

Note: **Talbot Village Employment Area (TBW.4/Em.2)** forms a strategic employment allocation and proposals will be determined in accordance with Policy E5. This includes the provision for in the region of 40 homes outside of the heathland consultation area.

5. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a) Poole Road and surrounds (TBW.A)

Development proposals must:

- i) Feature buildings between 3 and 6 storeys (approximately 9 to 21 metres) in height. Buildings at the upper end of range should be fully justified;
- ii) integrate with and enhance the area's positive historic characteristics;
- iii) Improve permeability for pedestrians and cyclists between Poole Road and Princess Road; and
- iv) Be located within well-landscaped plots where buildings are set back from the street, and retain existing landscaping that provides a positive setting to development.

b) Surrey Road (TBW.B) and surrounds and Branksome Woods Road and surrounds (TBW.C)

Development proposals must:

- i. Be up to and not in excess of 4.5 storeys (approximately 15 metres) in height on the road frontage;
- ii. integrate with and enhance the area's positive historic characteristics;
- iii. Respond to the topography of the area; and
- iv. Be located within well-landscaped plots and retain existing landscaping that provides a positive setting to development.

c) Charminster Road (QP.A)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Enhance the district centre's retail, cultural and community facility offer; and
- iii. Integrate with and enhance the area's positive historic characteristics.

d) Wimborne Road (WE.A (area 1))

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height;
- ii. Enhance the district centre's retail, cultural and community facility offer; and
- iii. Integrate with and enhance the area's positive historic characteristics.

Wallisdown and Winton West

Wallisdown and Winton West includes part of Wallisdown district centre, part of the Winton district centre at Wimborne Road, Columbia Road local centre and Wonderholme local centre which offer a range of services and facilities for residents. It is a popular area for students attending the nearby universities and for families but suffers from busy traffic routes and poor links to the wider active travel network.

The area comprises different eras of development ranging from Victorian through to the present day. At the centre of the ward is Slades Park, a significant area of public open space. Improvements to the existing open space and better links to other local open space, including Turbary Common, will be supported.

Sustainable neighbourhoods

- **Wallisdown Sustainable Neighbourhood** is a busy district centre comprising a small supermarket and mix of shops and other commercial businesses. It is located on Wallisdown Road, a main route out of Bournemouth to Poole, with the heart of the centre based around a small but busy traffic roundabout.
- **Winton and Moordown Sustainable Neighbourhood** is based on the approximate walking catchment of the Winton and Moordown district centres. Wimborne Road forms the high street for Winton and has a good range of facilities and amenities, including small supermarkets and High Street name stores, to provide for the day to day needs of residents, providing a focal point for the neighbourhood. Wimborne Road benefits from high frequency bus links to Bournemouth Rail Station and Town Centre, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary and secondary schools, play area and, doctors surgeries.

Active travel infrastructure, open space and recreational facility enhancements

The walking and cycling experience within the ward is often poor due to relatively high traffic volumes, poor public realm and poor pedestrian and cycling infrastructure. Opportunities to enhance the pedestrian and cycling experience and improve safety, particularly around the Wallisdown Road roundabout, Columbia Road, Kinson Road and the Ensburry Park gyratory will be encouraged. Changes such as providing wider pavements, traffic calming measures on key streets and improving connections with the wider cycle and pedestrian network will be explored, particularly in relation to routes to schools, universities and the wider conurbation. We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas.

Broad townscape characteristics

The area immediately north of Wallisdown Road is known as Talbot Village, an area which was laid out as a model village in the 1850s. The whole village forms a designated conservation area which includes cottages, a church, school, almshouses and farm buildings, which are all listed buildings. The cottages are set within generous plots, each with a well and outbuildings, where tenants were expected to develop sustainable lifestyles by keeping animals and by growing their own fruit and vegetables. Woodland and trees surround the village. The village is now largely surrounded by more dense, urban development, although the land immediately to the north which includes allotments and Slades Park remains relatively open. There are existing plots within the conservation area which could be developed to provide further homes within the area. Any development would however need to ensure the character and appearance of the conservation area and the listed buildings are preserved or enhanced, replicating the historic pattern and style of development.

Outside of the conservation area and surrounding the retail centres there is a mix of urban and suburban development ranging from Victorian to more modern eras. New development should typically incorporate good quality soft landscaping and boundary treatments to the frontage and integrate with the positive characteristics of the surrounding existing development. Within areas including Victorian, Edwardian and Interwar architecture, development should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors that are characteristic of architecture from these periods.

Retail areas

The centres at Wallisdown, Columbia Road and Wonderholme, as shown on the policies map, will be the focal point of sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 165 homes to be built in the ward, 30 homes already have permission, 35 new homes are allocated with around 100 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character. There is also potential for a care home within the ward delivering in the region of 60 bed spaces.

Site allocations

The Talbot Village conservations area offers opportunities for sensitive infilling on some plots as well as an opportunity for reuse of the White Farm building for homes. The site at 42-44 Firs Glen Road has been allocated for residential use for in the region of 20 homes. The Wallisdown Heights Day Care Centre is situated in close proximity to a heathland and allocated for community uses or a care home providing around 60 bed spaces.

Local opportunity areas

Wallisdown and Winton West contains two local opportunity areas:

- **Columbia Road** local opportunity area is focused on two areas along Columbia Road which make up the Columbia Road Local Centre, offering a range of shops and services to meet the needs of local residents. Proposals that deliver an active ground floor commercial or community use, enhance the townscape character of the area and make effective use of land will be supported. Columbia Road is very busy and has been identified for exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure. The former Ensby Park Hotel should be retained.
- **Wimborne Road** local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the St John's Chambers parade (748 - 754 (evens) Wimborne Road), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design

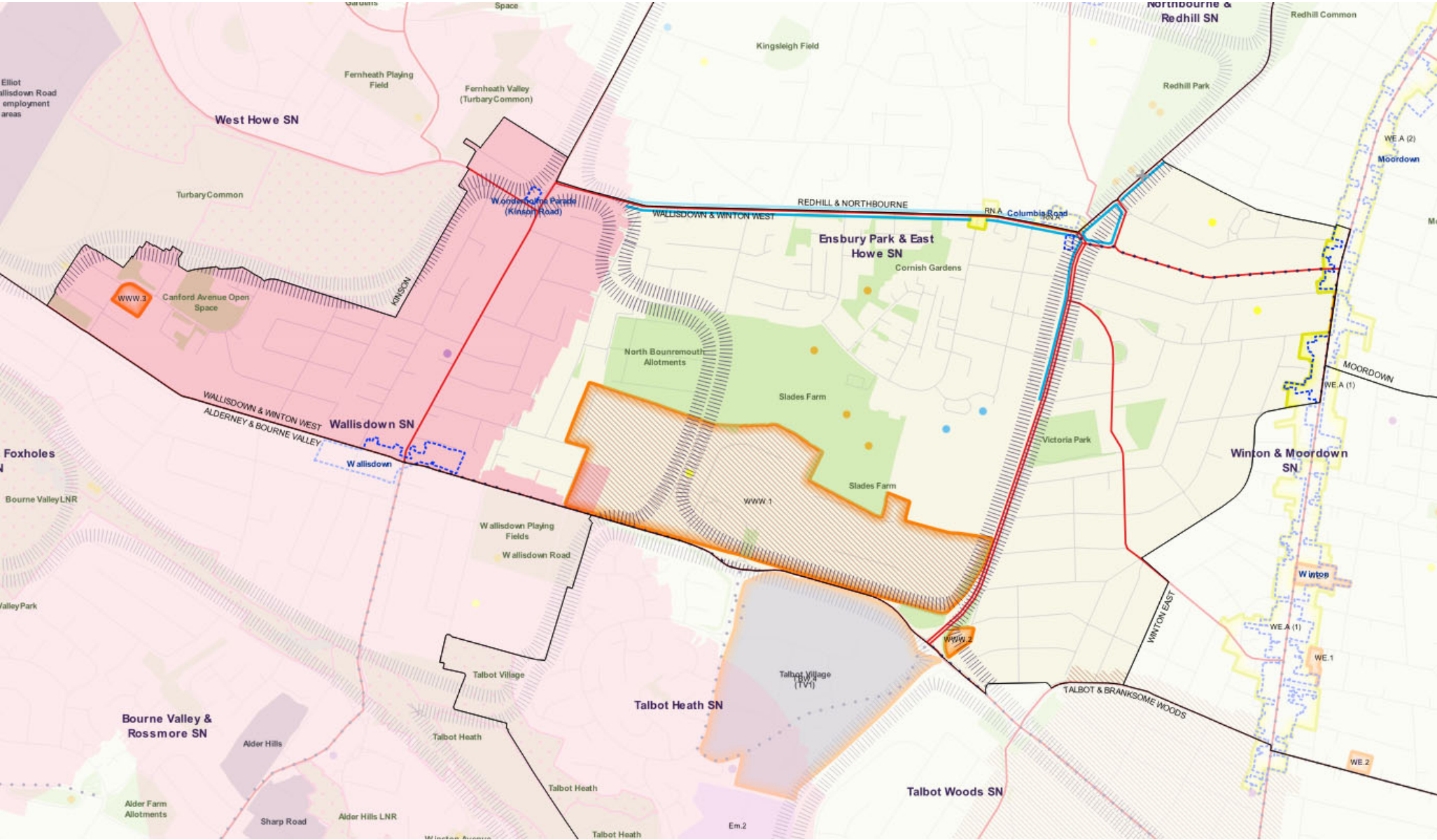
of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Grade II Listed Church of St John, must be preserved or enhanced. Development within Winton and Moordown district centres should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce car journeys to Castlepoint.



Local opportunity streets

Sections of Columbia Road, Redhill Avenue, Boundary Road, Ensbury Park Road and Cherries Drive have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties, or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P30: Wallisdown and Winton West

1. Sustainable Neighbourhoods

The sustainable neighbourhoods within Wallisdown and Winton West will be enhanced by:

- a. Enhancing the vitality, and strengthening the role, of Wallisdown and Winton district centres;
- b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Boundary Road, including the provision of an additional street level crossing
 - Cornish Gardens, including a rewilding project
 - Columbia Road
 - Kinson Road
 - Wallisdown Road
 - Wimborne Road
 - The Ensbury Park gyratory
 - Around and through Slades Park, including exploring a new east-west walking/cycling route north of the park
 - Pedestrian lanes around Canford Avenue
- c. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Winton Primary School, Moordown St John's School, St Marks Primary School and Glenmoor and Winton Academies;
- d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - i. Slades Farm (Green Heart Park), including retention of pitches, upgrades to play area and skate park, and upgrades to the velodrome;
 - ii. Canford Avenue Open Space, including upgrades to play area; and
 - iii. Enhancing the community use of schools and school playing fields.
- e. Working with public transport operators to explore opportunities to improve bus services within the area, including Ensbury Park Road.

2. Housing

A minimum of 165 homes will be built in the ward.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Land at Talbot Village (north of Wallisdown Road) (WWW.1)

The Talbot Village area (north of Wallisdown Road) offers potential for sensitive infilling on plots where homes can be provided of a similar size, scale and character to the listed buildings.

Development must:

- i. Preserve or enhance the character and appearance of the conservation area;
- ii. Be no greater than two storeys (6-9 metres) in height; and
- iii. Provide in the region of 15 homes with two homes by Alton Road, one home by Wallisdown Road, in the region of ten homes at White Farm and in the region of five homes on land adjacent to White Farm Close.

b. 42 and 44 Firs Glen Road (WWW.2)

The site is allocated for residential uses within the region of 20 homes. Development proposals must be predominantly 3-4 storeys (9-15 metres) in height.

c. Wallisdown Heights Day Care Centre (WWW.3)

The site is allocated for community uses or a care home with, in the region of 60 beds, use class C2, limited to those with advanced dementia or/and physical nursing needs. Proposals for care uses must be predominantly 2-3 storeys (6-9 metres) in height.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Columbia Road (RN.A)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 9 to 12 metres) in height on the road frontage; and
- ii. Enhance the local centre's retail and community facility offer.

b. Wimborne Road (WE.A)

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height in area 1;
- ii. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height in area 2;
- iii. Enhance the district centre's retail, cultural and community facility offer; and
- iv. Integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity streets on Columbia Road, Redhill Avenue, Boundary Road, Ensbury Park Road and Cherries Drive, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

West Southbourne

West Southbourne is a compact coastal ward in the eastern area of Bournemouth located between the Boscombe East & Pokesdown and East Southbourne & Tuckton wards. It contains a thriving shopping centre along Southbourne Grove with a wide range of independent shops and bars/restaurants.

Southbourne's beach has a quieter character than neighbouring Boscombe and Bournemouth beaches and is popular with families and locals. In the past the area was also popular with holiday makers but the number of guest houses has declined in recent years.

Sustainable Neighbourhoods

Southbourne Sustainable Neighbourhood is based on the approximate walking catchments of Southbourne district centre and Cranleigh Road. Most of the area has good access to a high frequency bus route along Southbourne Grove linking to Bournemouth, Christchurch and Poole town centres. There is also a less frequent bus service running along Beaufort and Cranleigh Roads. About half of the area is within walking distance to Pokesdown rail station. Southbourne's cliff top and seafront makes a strong contribution to the BCP area's overall leisure offer and is a key focal point for the area. Most of the neighbourhood has access to either the seafront to the south or to open space at The Rookery and Iford playing fields / riverside area to the north. Southbourne Green is an important area of open space which holds community events. The area also benefits from good access to doctors surgeries, primary and secondary schools and play areas. Provision of community facilities is good with the Beaufort Community Centre located next to the Stourfield Schools and there are also the Bournemouth East Allotments in Lingdale Road.

Active travel infrastructure, open space and recreational facility enhancements

There are areas where the walking and cycling experience is often poor, due to relatively high traffic volumes and lower quality pedestrian and cyclist infrastructure and public realm in some locations. The railway is also a barrier to movement in the area. Opportunities to enhance the pedestrian and cyclist environment and infrastructure, and calm traffic on or around key streets and on railway underbridges within the area have therefore been identified and will be explored. More pedestrian and cyclist crossings over the railway would improve connectivity. Stourfield Schools are accessible by cycling or walking and an objective is to improve the safety and attractiveness of walking and cycling routes to and around these schools. We have also identified opportunities to enhance the seafront, open spaces and recreational facilities to improve the liveability of areas.

Broad townscape characteristics

The ward is mostly a Victorian and Edwardian suburb with properties laid out over a grid of streets. A later housing estate was built in the 1990s to the north of Stourfield Schools. Southbourne Grove has a distinctive townscape of grand earlier twentieth century terraces of shops and is partially covered by a conservation area. Over recent years there has been a change in character along the coast road, with an increase of redevelopments of detached houses into blocks of flats.

Retail areas

West Southbourne ward contains a large part of the Southbourne District Centre. This is a thriving shopping centre running along Southbourne Grove within the ward and Seabourne Road which falls within neighbouring Boscombe East and Pokesdown ward. It offers a wide range of services and facilities to residents and also hosts a growing lively night time economy with restaurants and bars, which attract visitors from further afield. This centre is the focal point of the sustainable neighbourhood. Proposals within this area should maintain or enhance the vitality, viability and diversity of the centre.

To the north are the neighbourhood parades at Cranleigh Road and Kimberley Road which have mostly been converted to residential with very few shops remaining, however convenience stores remain which help to serve local communities.

Housing

We expect around 130 homes to be built in the ward, 30 homes already benefit from planning permission and remaining 100 will come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Local opportunity streets

Sections of Southbourne Road and Belle Vue Road have been identified as local opportunity streets where gentle increases in height may take place. The type of development that is appropriate will depend on the characteristics of the site, but all development should provide a fine grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street.

This map shows the Southbourne and Iford SN areas. Key features include:

- Boundaries:** The map is divided into several planning areas: Iford SN (top left), Southbourne SN (center), and Southbourne Crossroads (bottom right). The boundary between Iford SN and Southbourne SN is marked with a dashed blue line. The boundary between Southbourne SN and Southbourne Crossroads is marked with a dashed red line.
- Roads:** Major roads shown include Christchurch Road/Warford Road, Little Down & Iford, East Southbourne & Tuckton, and West Southbourne. A red line runs through the center of the map, likely representing a main road or railway line.
- Landmarks and Green Spaces:**
 - Green Spaces:** Swenmore Gardens, Iford Meadows, Bournemouth East Allotments, The Rookery, Seafiled Gardens, and Southbourne Overcliff.
 - Other Landmarks:** Christchurch Road/Warford Road, Southbourne Crossroads, and Southbourne to Bournemouth Beach.
- Other Features:** The map includes a scale bar (0 to 100 meters) and a north arrow. The area is labeled with various street names and landmarks, such as Fishermans Walk, Southbourne Grove, and Southbourne Overcliff.

Strategic Policy P31: West Southbourne

1. Sustainable neighbourhoods

The sustainable neighbourhoods in West Southbourne will be enhanced by:

- a. Maintaining and enhancing the vitality, and strengthening the role, of Southbourne District Centre;
- b. Strengthening the retail and community facility offer and townscape quality of the Cranleigh Road and Kimberley Road local centres;
- c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Belle Vue Road
 - Cranleigh Road
 - Southbourne Grove
 - Railway underbridges
 - Additional pedestrian and cycling bridges over the railway
- d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Stourfield Junior School;
- e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Beaufort Park, upgrades to play area and youth facilities
 - Stourfield school playing fields
 - The Rookery, including improvements to signage, play equipment, access (including potentially widening the public right of way to the site from Iford Lane), nature recovery work and links to Stour Valley corridor
 - Southbourne Green, including improving facilities for community use
 - Bournemouth East allotments
 - The seafront, enhancement according to the Seafront Strategy
 - Delivery of the Coastal Nature Reserve
- f. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 130 homes will be built in the ward.

3. Local opportunity streets

The local opportunity streets on Southbourne Road and Belle Vue Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.

Westbourne and West Cliff

Westbourne and West Cliff is located in the south of the conurbation, partly within, and to the east of, Bournemouth town centre. The ward contains Westbourne district centre and Queens Road local centre which offer a range of services and facilities. The area is mostly residential in character, although does have a supply of hotels, B&Bs and guest houses. There is access to numerous open spaces, including the seafront.

Sustainable Neighbourhoods

Westbourne and West Cliff contains two sustainable neighbourhoods:

- **Westbourne Sustainable Neighbourhood** covers most of the ward, except areas to the east which fall within the Bournemouth Town Centre boundary. It also encompasses the north eastern area of the Canford Cliffs ward, which is in a sustainable location for walking or cycling to Westbourne, and has easy access to high frequency bus routes. The area contains the major district centre of Westbourne, but also includes a local centre on Queens Road. The offering at Queens Road could be improved, with the selection of shops and services being relatively limited. Walking and cycling infrastructure could be improved along Poole Road, which would encourage sustainable travel to the district centre.
- **Branksome Park and Alum Chine Sustainable Neighbourhood** falls partly within Westbourne and West Cliff. It is mostly residential, but it contains one of the main sustainable routes down to the seafront through Alum Chine, which has a restaurant, play area and tropical gardens. Cycling and walking infrastructure around Alum Chine could be improved, both along the chine path and along the seafront itself.

Active travel infrastructure, open space and recreational facility enhancements

One play area is situated in the north of the ward at Westbourne Close, which provides a valuable facility to residents in the north of the ward as an alternative to the seafront, however it could now benefit from enhancements to better meet the need of residents. Apart from the seafront open spaces are limited in this ward, and so it is vital to enhance open spaces and recreational facilities to improve the liveability of the areas. It would be beneficial to work with public transport operators to explore opportunities to improve bus services, particularly in the southern part of the ward.

Broad townscape characteristics

Beyond the retail areas and seafront, the ward is largely residential, and contains a mixture of Victorian and Edwardian villas, and mid to late 20th century purpose-built blocks of flats. Some villas are used for commercial, tourist and educational ventures. There is also a large number of churches which have significant historical value. Soft landscape to the fronts of sites is a key feature within the area, and so new development would be expected to incorporate this into new development. Various parts of the ward are within conservation areas, and so would be expected to preserve or enhance the characteristics of these, and include key and common architectural features found within those designations.

Retail areas

The retail areas at Westbourne and Queens Road, as shown on the policies map, will be the focal points of the Westbourne Sustainable Neighbourhood and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Within the Branksome Park & Alum Chine Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.

Housing

We expect around 930 homes to be built in the ward, 310 homes already have permission (including land at Princess Road), 120 new homes are allocated on other sites and we expect around 500 homes to come forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site Allocations

There are six site allocations in Westbourne and West Cliff. Some existing public car parks are included (Westbourne car parks and West Hill Road car park) which would be suitable for development if they are found to be surplus to requirements. West Hill car park falls within the town centre boundary where a town centre wide parking strategy is being prepared. In Westbourne surveys of parking would need to be undertaken to establish if any of the existing car parks are surplus to requirements but any proposals would need to ensure the overall parking provision remains sufficient to serve Westbourne district centre.

Other sites are all within, or nearby to, a conservation area, or are in close proximity to heritage assets, and so these aspects must be taken into account for the overall design and appearance of future schemes on these sites.

Local opportunity areas

The Poole Road and surrounds local opportunity area is a predominantly residential area located in a highly sustainable location on a high frequency bus route between Branksome Rail Station and Westbourne District Centre (although part of the area is designated as a local centre). The part of the local opportunity area that falls within this ward features modern office blocks. The plots within this area offer opportunities for development of a more innovative design, but this should still integrate with the positive characteristics of the streets and must preserve or enhance the character and appearance of the Westbourne Conservation Area.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P32: Westbourne and West Cliff

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Westbourne & West Cliff will be enhanced by:

- a. Strengthening the vitality and role of Westbourne District Centre;
- b. Supporting provision of local community shops and facilities on key streets within the Branksome Park & Alum Chine Sustainable Neighbourhood where a need is demonstrated;
- c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Alumhurst Road
 - Alum Chine
 - Durley Chine
 - Middle Chine
 - Poole Road
 - Poole Hill
 - South of to the A338, to create a greenway/cycle route from Princess Road to Queens Road
 - West Cliff Road
- d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Westbourne Close, play area improvements
 - Seafront, including improving the beach hut offer, toilet provision, catering facilities and investing in the Alum Chine cloister site
 - Alum Chine, Middle Chine and Durley Chine to enhance their function as strategic greenways, improve biodiversity and enhance safety
 - Delivering the Coastal Nature Park
 - West Cliff Green, including public toilets and catering offer
 - Alum Chine Tropical Gardens, including improved signage and interpretation
- e. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Retail

In the Branksome Park & Alum Chine Sustainable Neighbourhood the following will be supported where a need is demonstrated:

- a) Local community shops selling local convenience food and other essential goods that do not exceed 280 sqm (net) floor space; and
- b) Local community facilities.

3. Housing

A minimum of 930 new homes will be built in the ward.

4. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Marriott Hotel, St Michael's Road (WWC.1)

The land to the east of the hotel is allocated for residential uses for in the region of 20 homes.

Development proposals must:

- i. Preserve or enhance the character and appearance of heritage assets and their settings including the Listed Buildings on site and the West Cliff and Poole Hill Conservation Area;
- ii. Be predominantly 2.5 storeys (6 – 9 metres) in height; and
- iii. Consider an informal layout of buildings which reflect individual villas within a landscaped setting.

b. Marks and Spencer, Seamoor Road (WWC.2)

The site is allocated for mixed use development incorporating ground floor commercial, business, service or community space (Use Class E(a-f), E(g)(i), F1 and F2) alongside supporting residential uses delivering within the region of 30 homes. Development proposals must:

- i. Retain a convenience retail store of at least 600 sqm on the ground floor with an active commercial frontage to Seamoor Road;
- ii. Be predominantly between 3 - 4 storeys (9 to 15 metres) in height; and
- iii. Preserve or enhance the character and appearance heritage assets and their settings including the Westbourne Conservation Area.

c. Westbourne Car Parks (WWC.3)

Subject to a review of car parking usage if any sites are considered surplus to requirements these should be used for residential development with a minimum of 40 homes. Development proposals must:

- i. Preserve or enhance the character and appearance of nearby heritage assets, including the Westbourne Conservation Area;
- ii. Retain sufficient public car parking spaces to serve the district centre;
- iii. Retain maintenance access for the A338; and
- iv. Allow for the greenway between Princess Road and Queens Road to be constructed.

d. Princess Road (WWC.4)

The site is allocated for residential uses with in the region of 80 homes. Development proposals must:

- i. Preserve or enhance the character and appearance of nearby heritage assets and their settings, including the Westbourne Conservation Area;
- ii. Provide a range in heights suitable for the surrounding context with development predominantly between 6 - 9 storeys (18-30 metres) in height;
- iii. Retain maintenance access for the A338; and
- iv. Allow for the greenway between Princess Road and Queens Road to be constructed.

e. 135-137 West Hill Road (WWC.5)

The site is allocated for residential uses for in the region of 15 homes. Development proposals must:

- i. Preserve or enhance the character and appearance of heritage assets and their settings, including the West Cliff and Poole Hill Conservation Area;
- ii. Seek to convert the existing buildings, ensuring number 135 West Hill Road is retained as positive building within the Conservation Area; and
- iii. Be predominantly 3 - 4 storeys (9 – 15 metres) in height.

f. West Hill car park (WWC.6)

Subject to Council agreement of a car parking strategy for Bournemouth Town Centre West Hill car park would be suitable for residential development providing in the region of 20 homes.

Development must:

- i. Preserve or enhance the character and appearance of heritage assets and their settings including the Poole Hill and West Cliff Conservation Area;
- ii. Be designed to respect the amenities of the adjacent residential properties;
- iii. Be predominantly between 3 -4 storeys (approximately 9 – 15 metres) in height; and
- iv. Retain a pedestrian and cycle connection through the site between West Hill Road and St Michael's Road.

5. Local opportunity areas

In the **Poole Road and surrounds local opportunity area (TBW.A)**, development is encouraged that enhances the quality and character of the area. Development proposals must

- a. Feature buildings between 3 and 6 storeys (approximately 9 to 21 metres) in height. Buildings at the upper end of range should be fully justified;
- b. integrate with and enhance the area's positive historic characteristics; and
- c. Be located within well-landscaped plots.

6. Infrastructure

Land at Queens Road, as shown on the policies map, will be safeguarded for future highways improvements.

Winton East

Winton East ward is one of the early suburbs of Bournemouth and is largely characterised by Victorian properties arranged in a grid layout network of streets. The ward is popular with students due to its location close to the Talbot University campus, and existing bus links and proximity to the town centre. A large number of family sized houses are occupied by students as houses in multiple occupation. Bus routes to other parts of the conurbation are poor. Better links to Poole and Christchurch, and to community facilities/amenities such as the hospitals, the beach and open spaces, will be supported.

Sustainable Neighbourhoods

Winton East contains two sustainable neighbourhoods:

- **Winton and Moordown Sustainable Neighbourhood** which is based on the approximate walking catchment of the Winton and Moordown district centres. Wimborne Road forms the high street for Winton and has a good range of facilities and amenities, including small supermarkets and high street name stores, to provide for the day to day needs of residents. Wimborne Road benefits from high frequency bus links to Bournemouth rail station and town centre, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary and secondary schools, play area and, doctors surgeries.
- **Charminster and Queen's Park Sustainable Neighbourhood** which is based on the area served by Charminster District Centre and is largely within walking distance of open spaces, primary and secondary schools, play areas and doctors surgeries. Commercial units within Charminster District Centre include a number of independent businesses.

Active travel infrastructure, open space and recreational facility enhancements

The width of Wimborne Road and the volume of traffic presents a physical and perceived barrier for pedestrians and cyclists. Opportunities will be explored to enhance the public realm on Wimborne Road through tree planting, improvements to pedestrian and cycle infrastructure, addressing issues with parking on pavements, improving pavement surfacing, implementing sustainable urban drainage and removing street clutter.

Sections of Charminster Road are on a steep hill with wide, sweeping road junctions resulting in vehicles turning quickly into side roads which has a negative impact on pedestrians and routes to schools. The lack of safe connecting routes to the wider cycle network throughout the ward hinders active travel choices and therefore opportunities will be explored to improve the public realm, enhance the pedestrian and cycling environment and improve connectivity throughout the ward, particularly in relation to routes to schools, universities and the wider conurbation.

We have also identified opportunities to enhance open spaces and recreational facilities to improve the liveability of the areas. Winton Recreation Ground and Pine Road Park provide access to green space and play, but access to larger areas of open space (greater than 10 hectares) is limited. Facilities at Winton Recreation Ground include 6 tennis courts, a cycle track, cricket pitch, bowls club, children's playground, community café and public toilets. The Future Parks project has also funded a number of successful initiatives to improve biodiversity and encourage community involvement in the park such as the creation of a wildlife pond, bird boxes, meadow flowers, and the introduction of raised beds for community food growing. Other green spaces within the ward include Library Gardens on Wimborne Road, which has recently been partially reopened to the public for use when the library is open, and Fampoux Gardens, between Firbank and Green Roads.

Winton East was identified in the Urban Forest Strategy as one of the wards across BCP which contains the least trees. Therefore, proposals and initiatives to increase tree canopy cover within the ward will be encouraged.

Broad townscape characteristics

Beyond the retail areas Winton East predominantly consists of residential uses. Development originates from various eras – predominantly Victorian and Edwardian. New development should typically incorporate good quality soft landscape and boundary treatments to the frontage and integrate with the positive characteristics of the surrounding existing development. Within areas including Victorian, Edwardian and Interwar architecture, development should include articulation, materials, detailing and the proportions of key architectural features, such as windows and doors that are characteristic of architecture from these periods.

Retail areas

The centres at Winton High Street and Charminster High Street, as shown on the policies map, will be the focal points of the sustainable neighbourhoods and proposals within these areas should maintain or enhance their vitality, viability and diversity.

Housing

We expect around 375 homes to be built in the ward, 95 homes already benefit from planning permission, 90 new homes are allocated with around 190 homes coming forward as windfall opportunities, most likely as a result of rear infill development on larger plots and some intensification along public transport routes. Provision of new homes is encouraged within the local opportunity areas and on the local opportunity streets where there is potential for regeneration and/or enhancements to townscape character.

Site allocations

Three sites are allocated within the ward. In many areas telephone exchanges are being reviewed and rationalised. If the Telephone Exchange site on Wycliffe Road becomes available for development the site is considered suitable for residential uses. The Winton Health Centre on Alma Road has now closed and existing patients have been moved to other surgeries within the area. The site now provides an opportunity for redevelopment for either residential or a mix of medical/community use at ground floor with residential above. The former Wilkos store and Cranmer Road car park site is identified for potential redevelopment comprising a mix of commercial uses at ground floor fronting Wimborne Road with residential uses above, a suitable level of car parking to serve the district centre and a pedestrian route through to Cranmer Road.

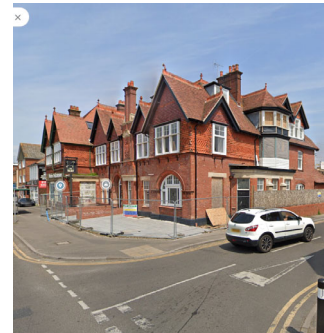
Local opportunity areas

Winton East contains two local opportunity areas:

- **Wimborne Road** local opportunity area focuses on the Winton and Moordown district centres and is located in a highly sustainable location served by high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of period shopping terraces and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Period buildings and frontages that make a positive contribution to the area's townscape, such as the Post Office buildings (367 & 369 Wimborne Road and 2 – 6 (evens) Cardigan Road), 324 Wimborne Road, 317 & 319 Wimborne Road, 520 Wimborne Road and 561 Wimborne Road, should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive period buildings within the area while avoiding poorly executed

pastiche. The significance of designated heritage assets, such as Winton Public Library (Grade II Listed), must be preserved or enhanced. Development within Winton District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce car journeys to Castlepoint.

- **Charminster Road** local opportunity area is focused on the Charminster District Centre and located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the 180-198 Alma Road (evens), should be retained and restored. Better use of roofspace will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. New development should reference the design of positive historic buildings within the area while avoiding poorly executed pastiche. The significance of designated heritage assets, such as the Roman Catholic Church of the Annunciation and Church of St Alban (both Grade II* Listed), must be preserved or enhanced. Development within Charminster District Centre should also improve the quality of the area's retail and cultural offer to enhance its vibrancy and vitality and reduce car journeys to Castlepoint.



Local opportunity streets

Sections of Charminster Road have been designated as local opportunity streets where gentle increases in height may take place to either enlarge existing properties or create additional properties where appropriate. All development should provide a fine grained character and provide soft landscape and tree planting to the front of plots where development is set back from the street.

Ward key diagram (below) to be replaced with updated pdf version with legend and title



Strategic Policy P33: Winton East

1. Sustainable neighbourhoods

The sustainable neighbourhoods within Winton & Moordown will be enhanced by:

- a. Maintaining and enhancing the vitality, and strengthening the role, of Winton and Charminster district centres;
- b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):
 - Alma Road
 - Bengal Road
 - Cardigan Road
 - Charminster Road
 - Fitzharris Avenue
 - Fiveways Roundabout
 - Heron Court Road
 - Talbot Road
 - Wimborne Road
- c. Improving the safety and attractiveness of walking and cycling routes to and around schools, including St Lukes Church of England Primary School and Linwood School;
- d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:
 - Winton Recreation Ground, play area and drainage improvements
 - Pine Road Park, play area improvements
 - Winton Library Gardens
 - Fampoux Gardens
 - Bus infrastructure improvements, including better shelters and real-time information along Wimborne Road
- e. Working with public transport operators to explore opportunities to improve bus services within the area.

2. Housing

A minimum of 375 homes.

3. Site allocations

The following sites are allocated for development and are shown on the policies map:

a. Telephone exchange Wycliffe Road (WE.1)

If this site becomes available it is suitable for residential uses and shall deliver in the region of 30 homes. Development should seek to retain and convert the existing building.

b. Alma Road Surgery (WE.2)

The site is allocated for a mixed residential and community use (Use Classes E(e), E(f), F1 and F2(b)), or residential use delivering in the region of 20 homes. Development must;

- i. Be predominantly 2 storeys (6-9 metres) in height; and
- ii. Include some houses suitable for families.

c. Wilko/Cranmer Road car park site (WE.3)

The site is allocated for a mixed use development with in the region of 40 homes and commercial, business, service or community uses (Use Classes E and F). Development must:

- i. Provide an active ground floor commercial frontage along Wimborne Road;
- ii. Retain sufficient car parking spaces to serve the district centre;
- iii. Retain a public pedestrian and cycle connection through the site between Wimborne Road and Cranmer Road; and
- iv. Be predominantly between 2 and 3 storey (6-12 metres) in height and up to 4 storeys (12-15 metres) in height along Wimborne Road.

4. Local opportunity areas

In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:

a. Winton High Street (WE.A (Area 1))

Development proposals must:

- i. Be up to and not in excess of 4 storeys (approximately 12-15 metres) in height on the road frontage;
- ii. Enhance the district centre's retail, cultural and community facility offer; and
- iii. Integrate with and enhance the area's positive historic characteristics.

b. Charminster High Street (QP.A)

Development proposals must:

- i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage;
- ii. Enhance the district centre's retail, cultural and community facility offer; and
- iii. Integrate with and enhance the area's positive historic characteristics.

5. Local opportunity streets

The local opportunity street on Charminster Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately 3 metres) above the building context height.