

Equality Impact Assessment: Conversation Screening Tool

1	What is being reviewed?	<p>The proposal is to appropriate the south section of the car park for planning purposes and dispose of it on the open market, whilst retaining and improving the rear section in its existing use as a car park. Appropriation for planning purposes is a local authority statutory power that permits covenants affecting development sites to be overridden on the grant of planning permission, and converted into a claim for compensation by those claiming the legal right to the benefit of the covenants. Interference with restrictive covenants by construction works is no longer injunctible and therefore the risk of development delays caused by injunctions are mitigated. The driver behind this was to bring forward development, which is in the interests of the proper planning of the area.</p>
2	What changes are being made?	<p>Beach Road Car Park is a public pay and display surface car park in Canford Cliffs, Poole, and was identified as having re-development potential in 2015 in the Sustaining Poole's Seafront Supplementary planning document and was subsequently allocated for housing in the Poole Local Plan (2018).</p> <p>The site has a gross area of 1.1 hectares and is surrounded by mature woodland. It is currently accessed from Western Road and exits onto Beach Road (See figure 1 and 2).</p> <p>Mini land slips, soil and root encroachment have impacted the condition and use of both sections of the car park (See figure 3). Due to tree roots, tree overhang, damage to tarmac etc. the useable car parking spaces is estimated at 196 out of a potential 316.</p> <p>FuturePlaces, the council's former urban regeneration company, were asked to consider the site and proposed to restore the northern section of the car park, remodel the layout, extend the area of parking, and provide additional spaces.</p> <p>FuturePlaces also recommended the sale of the southern part on the open market to provide new homes.</p> <p>Cabinet approved the Outline Business Case produced by FuturePlaces on 8 March 2023.</p> <p>Following the appointment of the new administration in May 2023, the proposal is now to proceed with the disposal of the southern part of the car park on the open market whilst retaining the rear section in its existing use as a car park.</p> <p>The intention is to de-couple these two projects enabling the council to dispose of the southern section, realise an early capital receipt for its Transformation and Investment Programme and secure the development of new environmentally sound homes by the private sector. The northern section would be retained by the council as an overflow car park for high season, and a project to improve the car park will be progressed internally, utilising council borrowings, so that it is fit for purpose for car users, particularly the elderly, disabled and families with children.</p>

		Cabinet approved the principle of the disposal on 10 January 2024, subject to receipt of a further Cabinet report for approval to appropriate the site for planning purposes. The forthcoming Cabinet report will consider the outcome of the statutory public consultation in March 2024, before making a final decision on the appropriation and sale of the south section of the car park. A summary of the outcome of the public consultation, as it relates to equalities impact, is contained in section 12 below.
3	Service Unit:	Finance
4	Participants in the conversation:	<p>Cllr Vikki Slade – Leader of the Council, and portfolio holder for Dynamic Places</p> <p>Mike Cox – Portfolio Holder for Finance</p> <p>Graham Farrant – Chief Executive</p> <p>Adam Richens – Chief Finance Officer and Director of Finance</p> <p>Julian McLaughlin – Infrastructure Director</p> <p>Amanda Barrie – Director of Commercial Operations</p> <p>Rob Dunford – Interim Director of Investment & Development</p> <p>Helen Garrett - Lead Solicitor, Regeneration Projects</p> <p>Miles Phillips – Head of Estates</p> <p>Irene Ferns, Senior Strategic Estates Manager</p>
5	Conversation date/s:	<p>2015-2018 (Borough of Poole Council).</p> <p>2019-2020 (BCP Council)</p> <p>The project was then allocated to BCP FuturePlaces in summer 2021 and considered by Cabinet on 8 March 2023.</p> <p>The project has been discussed on several occasions throughout the above period including the Big Plan Delivery Board, FuturePlaces Company Board, Corporate Management Board, during strategy week 12-16 June 2023 by officers and members and more recently in the lead up to June 2024 Cabinet.</p>
6	Do you know your current or potential client base? Who are the key stakeholders?	<p>BCP Council</p> <p>BCP and local residents and visitors to Branksome beach and surrounding area.</p> <p>Any third parties, who can evidence benefit of the restrictive covenants (should they still subsist) on the site.</p> <p>Ward Councillors (Canford Cliffs)</p> <p>BCP Wide</p>

The Office of National Statistics have released the new and updated data sets from the Census 2021 including the unrounded population and household data. Some key findings are as follows:

There were **400,196** people resident in Bournemouth, Christchurch and Poole. This compares to **378,888** people in 2011, a **5.6%** increase.

The Census shows that there were more people living in Bournemouth, Christchurch and Poole compared to the mid-2020 population estimates and the 2018-based population projections figure for mid-2021.

In 2021 there were **204,826** Females and **195,370** Males living in Bournemouth, Christchurch and Poole.

When we look at the age profile for our area the largest increases are in the following age bands (5-14, 50-59, 70-79 year olds) and largest decreases in (0-4, 25-29, 45-49 year olds)

The Census 2021 also tells us that there are **173,842** households in the BCP council area, an increase of **3.9%** since 2011.

Our population density has increased from **2,361** to **2,469** people per square kilometre.

The 2021 Census took place during the Covid pandemic and in some instances certain populations were recorded as resident in a different location to where they would have resided pre-pandemic.

Population Density is people per square kilometre

Canford Cliffs: Source: UK Office for National Statistics (web) City Population.de

Name	Status	Population Census 2001-04-29	Population Census 2011-03-27	Population Census 2021-03-21
Canford Cliffs	Ward	8,383	9,461	9,369

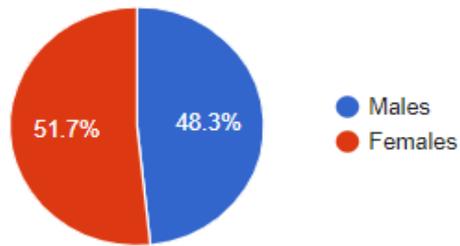
Canford Cliffs

- **9,369** Population [2021] - Census
- **6.282 km²** Area
- **1,491/km²** Population Density [2021]
- 📈 **-0.10%** Annual Population Change [2011 → 2021]

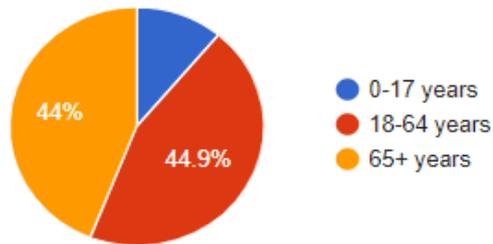
 Canford Cliffs: electoral ward of Bournemouth, Christchurch and Poole, in Dorset, England, UK

								
South West England	Region	4,928,434	5,288,935	5,701,186				

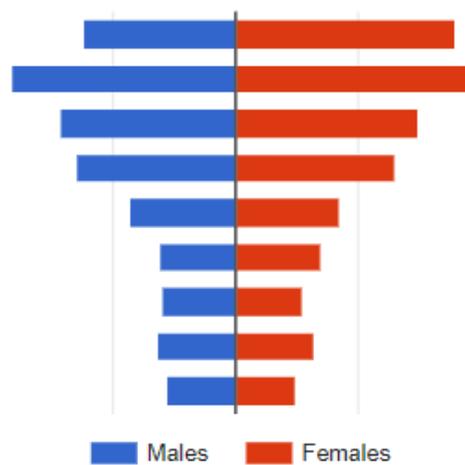
Further information about the population structure:



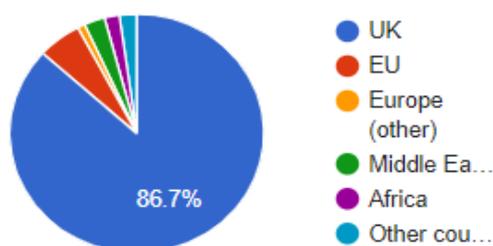
Gender (C 2021)	
Males	4,522
Females	4,845



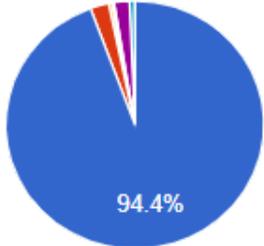
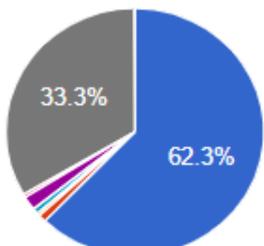
Age Groups (C 2021)	
0-17 years	1,039
18-64 years	4,204
65+ years	4,124



Age Distribution (C 2021)	
80+ years	1,519
70-79 years	1,867
60-69 years	1,454
50-59 years	1,289
40-49 years	854
30-39 years	655
20-29 years	575
10-19 years	632
0-9 years	522



Country of Birth (C 2021)	
UK	8,125
EU	524
Europe (other)	88
Middle East & Asia	249
Africa	177
Other country	207

		<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <ul style="list-style-type: none"> ● White ● Asian ● Black ● Arab ● Mixed/multiple ● Other eth... </div> <div style="width: 45%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #cccccc;">Ethnic Group (C 2021)</th> </tr> </thead> <tbody> <tr><td>White</td><td style="text-align: right;">8,845</td></tr> <tr><td>Asian</td><td style="text-align: right;">216</td></tr> <tr><td>Black</td><td style="text-align: right;">38</td></tr> <tr><td>Arab</td><td style="text-align: right;">26</td></tr> <tr><td>Mixed/multiple</td><td style="text-align: right;">180</td></tr> <tr><td>Other ethnic group</td><td style="text-align: right;">63</td></tr> </tbody> </table> </div> </div> <div style="display: flex; justify-content: space-between;"> <div style="width: 45%;">  <ul style="list-style-type: none"> ● Christian ● Muslim ● Hindu ● Buddhist ● Jewish ● Other reli... ▲ 1/2 ▼ </div> <div style="width: 45%;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #cccccc;">Religion (C 2021)</th> </tr> </thead> <tbody> <tr><td>Christian</td><td style="text-align: right;">5,417</td></tr> <tr><td>Muslim</td><td style="text-align: right;">85</td></tr> <tr><td>Hindu</td><td style="text-align: right;">33</td></tr> <tr><td>Sikh</td><td style="text-align: right;">6</td></tr> <tr><td>Buddhist</td><td style="text-align: right;">63</td></tr> <tr><td>Jewish</td><td style="text-align: right;">159</td></tr> <tr><td>Other religion</td><td style="text-align: right;">37</td></tr> <tr><td>No religion</td><td style="text-align: right;">2,902</td></tr> </tbody> </table> </div> </div>	Ethnic Group (C 2021)		White	8,845	Asian	216	Black	38	Arab	26	Mixed/multiple	180	Other ethnic group	63	Religion (C 2021)		Christian	5,417	Muslim	85	Hindu	33	Sikh	6	Buddhist	63	Jewish	159	Other religion	37	No religion	2,902
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7	Do different groups have different needs or experiences?	<p>Any third parties who can demonstrate benefit of the restrictive covenants (should they still legally subsist) on the site.</p> <p>Residents and visitors who currently use this overflow car park, primarily on busy hot summer days.</p> <p>Residents living in nearby streets.</p> <p>Families with children, the elderly and users with mobility problems or visual impairment will have different needs when using the car park.</p> <p>The need for young adults and young families and those on lower incomes to access affordable housing as well as those looking to purchase new homes, particularly older families looking to downsize.</p>																																
8	Will this change affect any service users?	<p>The car park is well used during busy weekends in the peak summer months when the weather is hot and sunny and under-utilised for the remainder of the year. The car park is therefore closed between 1st October and 31st March.</p> <p>Some residents have been granted permits to use the car park during the 6 months it is open. Unfortunately, the number of permit users for Beach Road car park cannot be relied upon as it falls under the catchment of local permits (i.e., if a car is parked with a permit this data is not recorded). As a result, a daily study was undertaken by the parking team to capture accurate data relating to permit users in August 2023.</p>																																

		<p>The proposal could potentially see a reduction in the number of useable public car parking spaces which may affect both residents, tourists and traders on the sea front.</p>
<p>9</p>	<p>What are the benefits or positive impacts of the change on current or potential users?</p>	<p>Development of the site will make a strong contribution to the rejuvenation of Poole, reviving an underutilised site and providing environmentally sound housing, particularly for downsizers, within easy reach of the beach and both Bournemouth and Poole town centres.</p> <p>BCP Housing Strategy 2021-26 requires 2,637 new homes per annum to meet Government targets and the creation of new homes on the south site will assist. It will generate contributions for offsite affordable housing to be developed elsewhere in Poole as well as contributions for health and education provision. Nearby traders will also benefit from the spend of the new residents.</p> <p>Additionally, it will generate work for the local construction industry and income spend from the people who will eventually live in the new homes as well as council tax contributions for delivery of front-line services and an early capital receipt for the councils Transformation Investment Programme.</p> <p>Through its adopted SPD for Parking Standards, the Council has reduced its parking requirements for new residential development and increased its requirements for the provision of cycle spaces. The availability of car parking can have an impact on how people travel and encourage a modal shift to non-car alternatives, including walking, cycling, and taking public transport.</p> <p>In addition, the SPD also requires half of the car spaces provided at the development to have active electric vehicle charging points with the other half having the ability to easily connect at a future date.</p> <p>The development of the car park will optimise the use of a public asset in accordance with the Local Plan and encourage more sustainable forms of travel. Walking and cycling contribute to health and wellbeing.</p> <p>The separate project to improve the standard of the northern section of this overflow car park will help to meet the needs of visitors to the beach at high season, particularly the elderly or mobility impaired users and families with young children, which is currently compromised. These protected groups will benefit from the requirement for the developer to ensure that there is a safe crossing of Pinecliff Road from the remaining rear car park. Further, the business case for the rear car park (to be retained) will consider the provision of compliant disabled spaces and surface improvements to ensure it is fit for purpose for the disabled, elderly and families.</p>
<p>10</p>	<p>What are the negative impacts of the change on current or potential users?</p>	<p>Should the restrictive covenants on the site still subsist, those third parties who can demonstrate legal benefit of them would have their rights overridden on the grant of planning permission for the new homes.</p>

		<p>The disposal could result in a reduction in the number of useable parking spaces overall which could inconvenience tourists and residents arriving by car on hot weekends, during the peak High Season. Residents in nearby streets may also potentially experience increased congestion and illegal parking at these infrequent times.</p> <p>There could be short term disruption to residents and visitors whilst construction works are carried out.</p> <p>Not progressing with the proposal will not deliver against any of the council's strategic objectives: to provide new homes and placemaking benefits.</p>
11	Will the change affect employees?	No.
12	Will the change affect the wider community?	<p>Public Consultation March 2024</p> <p>99 objections to the proposed appropriation and disposal were received and, in relation to equalities, concerns were as follows:</p> <p>Firstly, that the loss of spaces would have a detrimental impact on trade on the sea front and tourism. BCP Council include local business as a protected group. However, it is considered that a loss of car parking spaces at Beach Road will not affect the number of beach goers to the beach, such that there would be a decline in trade for businesses on the promenade or those shops in nearby Canford Cliffs village.</p> <p>Secondly, there was concern that the council's lack of maintenance of Beach Road car park and poor signage and awareness of its existence is the reason for its historic underuse. This particularly impacts the disabled, the elderly and young families, and the business case for the retained rear car park will consider how access, signage and wayfinding can be improved for these protected groups.</p> <p>Thirdly, there was concern about the particular impact on the disabled, elderly and families of losing spaces to park near the beach. The proposal is to appropriate and dispose of part of the car park only. Whilst this car park is further away and up a hill from the beach, the Planning Development Brief, which developers of the south section can refer to for guidance, confirms that a safe pedestrian route from the remaining car park area to the beach will be required, including the safe crossing of Pinecliff Road. Further, the business case for the rear car park (to be retained) will consider the provision of compliant disabled spaces and improvements to ensure it is fit for purpose for the disabled, elderly and families.</p> <p>Fourthly, there was concern about the impact of the housing development that would replace the south car park, including the possibility that it could lead to unoccupied second homes, luxury homes that are not needed and other environmental impacts such as noise during construction and light pollution following occupation. This is a prime residential location and inevitably a developer will deliver high quality housing at the higher price end of the market, but through the planning process a developer will be required to make an affordable house contribution to support affordable housing provision elsewhere in the town.</p>

		<p>The council has limited control over the purchase of second homes, but these will be subject to a 200% premium for Council tax purposes from April 2025, which will assist as a disincentive. The properties are particularly likely to appeal to older families downsizing as their children leave home. The environmental impacts of construction during development and after completion will be addressed through the planning process, to minimise impact.</p> <p>Additional Comments</p> <p>The site is in a predominantly residential area alongside a number of other land uses including the Canford Cliffs Library, a restaurant/café venue and newsagents in Branksome Chine. It would be an acceptable housing-led development with minimal disruption to the wider area.</p> <p>Whilst the proposal could result in a reduction of useable spaces overall and the ability for the wider community to park in high season in this particular location, it may encourage more people to drop off, car share and use sustainable transport services for the beach, including the bus route that runs along Pinecliff Road / Western Road. The nearest bus stop is 300 metres to the east of the site.</p> <p>Currently the no.50 bus service runs past the site along Pinecliff Road from Bournemouth station to Swanage via Canford Cliffs Village. The service runs daily on an hourly basis during school term time and half-hourly during school holidays (including weekends and bank holidays). In addition, the no. 52 Poole to Sandbanks service stops in Canford Cliffs Village.</p>
13	<p>What mitigating actions are planned or already in place for those negatively affected by this change?</p>	<p>Any third parties, who can legally evidence benefit of the restrictive covenants (should they still subsist) would be entitled to compensation on the grant of the developer's planning permission. This would require demonstration that they have suffered a loss in the value of their property which benefits from the covenant which may subsist.</p> <p>The business case preparation for the rear north car park (which will be the subject of a separate EIA) has now been commenced to consider:</p> <ul style="list-style-type: none"> • The creation of a fit for purpose overflow north car park, including the potential to increase the number and size of useable spaces, improve accessibility, signage and wayfinding to the car park. • The scope to improve the landscape and ecology aspects of the site, through careful planting, and management. • The merits of keeping the retained and improved car park open all year. • The need, for Parking Services and Traffic Management to consult on the creation of a local traffic management scheme which could include for further monitored on-street pay and display in nearby roads to control illegal parking. • Construction works will be timed to minimise disruption to residents and visitors.

		<ul style="list-style-type: none"> • The planning process will also control hours of construction work and loading and unloading. • The sea front strategy for the stretch of coastline between Canford Cliffs and Durley Chine aims to improve vehicle drop off points and accessible parking.
14	<p>Summary of Equality Implications:</p>	<ul style="list-style-type: none"> • The proposal will generate contributions for offsite affordable housing to be developed elsewhere in Poole assisting those on lower incomes as well generating contributions for health and education provision assisting young, old and those with disability. • It will particularly benefit the elderly and older families looking to downsize from a larger family home and during the construction, there will be new job opportunities for those of working age. • The proposed improvements to the rear retained car park will address the disproportionate impact on the elderly, disabled and young families of the poor condition of the rear car park. • Any reduction in existing useable spaces may negatively impact local residents living in nearby streets through illegal parking and increased congestion. The consideration of a local traffic management scheme, including monitored on street paid bays and measures to encourage more sustainable forms of transport will mitigate against these negative impacts and positively assist in helping the BCP community and its visitors achieve its climate change goals. • A reduction in useable spaces is unlikely to cause a reduction in footfall for nearby traders in the high season, and they will benefit from the spend of the new residents. • Interference with any evidenced third-party rights claiming the benefit of any subsisting restrictive covenants would be subject to the statutory compensation process. • Officers are satisfied that there is a compelling case in the public interest for the use of the council's power of appropriation for planning purposes and the loss of useable car spaces and adjoining minimal public open space, from the south section of the site, would be proportionate to achieve the wider benefits for the community listed above.

Figure 1: Image below shows the location of south part of Beach Road car park.

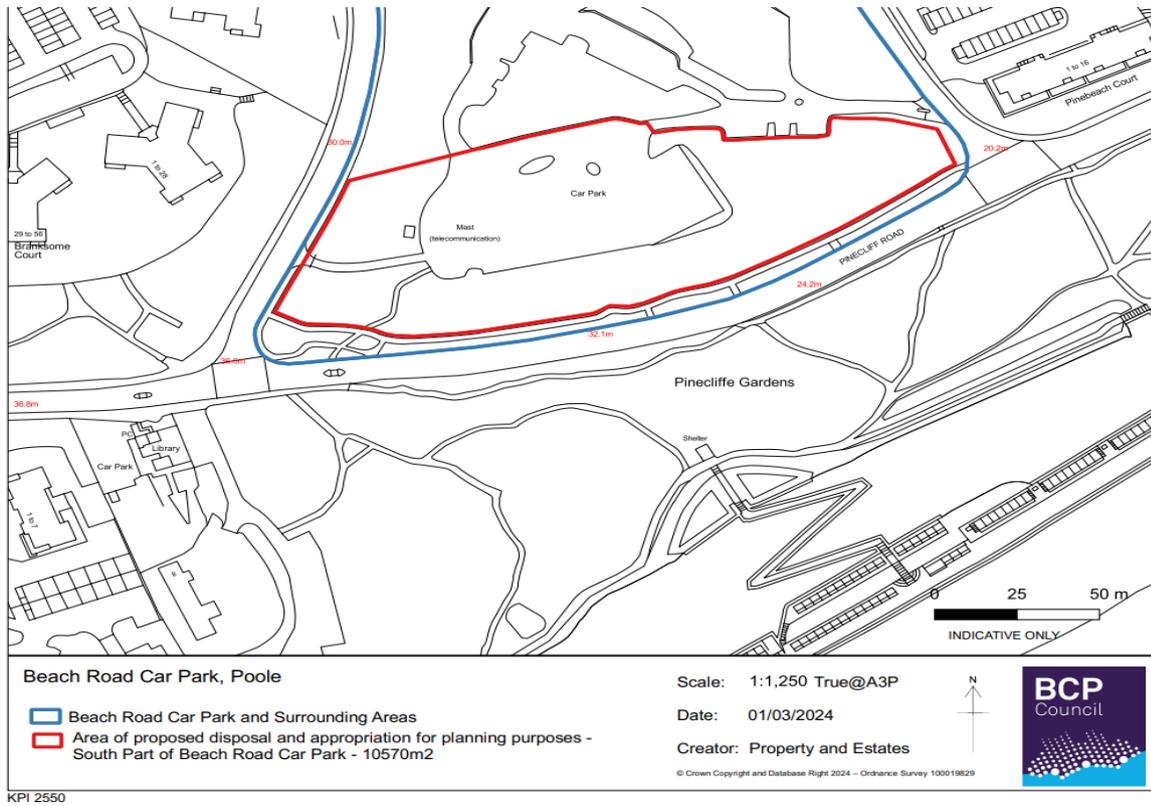


Figure 2: Aerial photograph of site illustrating level of soft landscaping



Figure 3: Image showing the current conditions of Beach Road car park.



