

SANDBANKS PENINSULA NEIGHBOURHOOD PLAN

2023-2033

Referendum Version



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1. INTRODUCTION

A Neighbourhood Plan is a policy-based land-use plan produced by the Sandbanks Neighbourhood Forum in accordance with the Town and Country Planning Act 1990 (as amended) and the Localism Act 2011.

The aim of the Sandbanks Peninsula Neighbourhood Plan (the Plan) is to guide future development, regeneration and conservation within Sandbanks and provide its community the opportunity to influence local design policies, infrastructure and community facilities.

Why develop a Neighbourhood Plan

Neighbourhood planning provides communities with the opportunity to play a much stronger role in shaping the areas in which they live and work and in supporting new development proposals.

The objective of the Plan is to actively preserve and enhance the unique character and heritage of Sandbanks for all, now and for generations to come. At the same time, it will positively embrace fresh ideas whilst maintain-

ing our focus on the environment, sustainability and design quality of development in the locality.

Who is the qualifying body?

The Sandbanks Neighbourhood Forum area was formally designated by the BCP Council on 20th December 2019 for a period of five years. The Neighbourhood Forum has been set up as an unincorporated to develop the plan for the Sandbanks peninsula.

As part of this process, the boundary for the Plan was approved and is shown in figure 1.

The forum has voting members, made up of people that live and work in the Plan area. The Plan has been undertaken in consultation with the Neighbourhood Forum. A detailed statement on consultation is included in Appendix I.



Figure 1. Sandbanks Peninsula Neighbourhood Plan Boundary



Figure 1 Neighbourhood Plan Boundary

2. BACKGROUND

What is a Neighbourhood Plan required to include?

In accordance with Section 15 of the Neighbourhood Planning (General) Regulations 2012. Where a qualifying body submits a plan proposal to the local planning authority, it must include:

- a. A map or statement which identifies the area to which the proposed Neighbourhood Development Plan relates
- b. A consultation statement
- c. The proposed Neighbourhood Development Plan
- d. A statement explaining how the proposed Neighbourhood Development Plan meets the requirements of Paragraph 8 of Schedule 4B to the 1990 Act, namely a Basic Conditions Statement.

Meeting the Basic Conditions

Only a draft neighbourhood plan which meets central Government criteria can be put to a referendum and adopted. The basic conditions are set out in Paragraph 8(2) of Schedule 4B of the Town and Country Planning Act 1990 (as amended), as applied to neighbourhood plans by Section 38A of the Planning and Compulsory Purchase Act 2004.

A neighbourhood plan can be adopted if it meets the following basic conditions:

- (a) It has had regard to national policies and advice contained in guidance issued by the Secretary of State
- (b) It contributes to the achievement of sustainable development

- (c) It is in general conformity with the strategic policies contained in the local Development Plan
- (d) It does not breach and is therefore compatible with EU obligations as transferred into UK law
- (e) All required regulations are met in relation to the making of the plan.

As prescribed by the regulations, this submission version includes a Basic Conditions Statement in Appendix H. The document concludes that the Neighbourhood plan meets the Basic Conditions listed.



The Neighbourhood Plan Development Process through to Adoption

Formed of 8 stages:

- 1 Application for the designation of a neighbourhood area - Not less than 6 weeks
2. Preparation of the neighbourhood plan including building evidence, preparing vision, aims and objectives followed by writing the plan and policies.
3. Pre-submission consultation and publicity: Regulation 14 consultation undertaken by the neighbourhood planning qualifying body - Not less than 6 weeks
- 4 Submission to the Local Planning Authority: Regulation 15 formal submission by the Qualifying Body
- 5 Publicising a Plan Proposal: Regulation 16 consultation undertaken by the Local Planning Authority - Not less than 6 weeks
- 6 Submission for independent examination: Undertaken by the Local Planning Authority - As soon as possible after Regulation 16 consultation.
- 7 Referendum - As soon as possible
- 8 The Plan is Made: Adopted as part of the Statutory Development Plan if more than 50% of people who vote, vote in favour of the plan - As soon as possible.

Development of the Plan

The Plan has been informed by consultation with the Sandbanks Neighbourhood Forum group. A Consultation Statement will accompany the submission version of the Plan.

The initial draft plan was developed by the Forum Steering Committee. The supporting evidence base is drawn from the Poole Local Plan Evidence Base and the following reports commissioned by Sandbanks Neighbourhood Forum, namely:

- The Sandbanks Neighbourhood Plan, Character Assessment ECA, February 2021
- Landscape Character Assessment, Landskein Ltd, February 2021.



What happens when the Neighbourhood Plan is adopted?

When the Plan is adopted, it will be the first time in modern Local Planning history, that the people of Sandbanks will have a direct and legally binding input into the determination of all planning applications in their area.

This plan has been developed over the last 3 years by a committee with members from the Sandbanks Neighbourhood Forum, and with the assistance of individuals who live and work within the Forum area.

What happens after the Neighbourhood Plan is adopted?

After adoption the Neighbourhood Planning Group is entitled to 25% of Community Infrastructure Funds for any future projects that are deemed suitable. An implementation and monitoring strategy shall be written by the Sandbanks Neighbourhood Planning Group following adoption in order to allocate these funds.

Further advice

For more information on neighbourhood planning please visit:

<https://www.neighbourhoodplanning.org>

<https://www.gov.uk/guidance/neighbourhood-planning>



3. HISTORY

Geography of Sandbanks

The Sandbanks peninsula is a sand spit and consists of predominantly quartz sand derived from the cliffs of Bournemouth before the promenade and sea-defences were constructed at the beginning of the 19th century. It is shown largely in the same form protruding from the mainland from a map in 1585. The coast near Sandbanks is protected from south-westerly waves by the Harry Rocks and also by Durlston Head. Coast erosion has been limited to certain parts and sea-defences at Sandbanks, especially rock groynes.

A brief History of Sandbanks

Sandbanks is a peninsula and an associated spit of land just over 1 mile in length (1.8km) situated in Dorset on the south coast of England. It has an enviable position being bordered on the south by Poole Bay and the English Channel and to the north by Poole Harbour. As well as being a residential area Sandbanks has always been a popular tourist destination particularly in the summer months with its blue flag beaches and a wealth of

leisure facilities.

Prior to 1800 there were few buildings on the peninsula, known locally as 'The Cales', including the South Haven Inn built in 1770 which had fallen into disrepair by 1822. The first substantial buildings were the lifeboat house built in 1865, the row of coastguard cottages - still lived in - built in 1876, and the Haven Hotel which opened in 1880. It was from the Haven Hotel that Guglielmo Marconi made his first wireless transmission in the late 1890s. Sandbanks was the third place in the world to have a permanent wireless station.

Major changes to the area began in 1895 when Lord Wimborne (Sir Ivor Guest) gave Sandbanks to Poole Corporation which then started to sell parcels of land for development. In 1901, the Baedeker Travel Guide described the area as having "a few private houses, a hotel and a little pier". In the early 1920s there were still corrugated iron shacks and old railways carriages being occupied. These were taken down by Poole



Figure 2. 1849 Sheringham map



Figure 3. 1856 N Bannen, Sandbanks

Corporation. A few larger properties were now beginning to appear, and development was aided by the opening of the chain ferry between Sandbanks and Studland in 1926. The Pavilion was built in 1928 and became a fashionable attraction.

By 1933 there were 170 dwellings recorded on Sandbanks. Any further development was halted by the outbreak of the second world war, during which Sandbanks came under the control of the Military and the Royal Motor Yacht Club's staff cottage and Club House,

built in 1936, were requisitioned by the Navy. The Navy also took over the boat yard and Lord Lyle's boat shed next door as a sea plane training school.

Development on the peninsula started gathering pace again in the 1950s as post-war restrictions on building materials were lifted. During the 1950s and 1960s many of the older houses were demolished, the plots sub-divided and replaced with bungalows and

blocks of flats. Infilling development became the order of the day. In 1991 500 dwellings were recorded – more than half of which were flats. Development continues to this day fuelled by the continued desirability of its unique landscape. There are presently in the region of 900 residential dwellings in the Plan area, of which around 300 have permanent residents.



Figure 4 1890 Poole Harbour Commission map .



Figure 5. 1929 Road



Figure 6. OS 1933

Sandbanks Today

Today Sandbanks is a thriving community with hotels, restaurants, cafes and shops which are enjoyed all year round by visitors and residents alike. The reasons given by many for what makes Sandbanks so special include its outstanding natural beauty, panoramic views, the sandy beach, the sea, the towering trees and wildlife.

Popular areas, however, also come with some drawbacks and in recent years in the peak summer months there have been considerable issues - major traffic congestion, poor access for emergency services, inconsiderate parking, litter on the beach, discarded barbecues, broken glass and general anti-social behaviour.

These problems were particularly well-documented during the Covid pandemic summer of 2020, as restrictions narrowed the choice of recreational destinations. The Sandbanks Neighbourhood Forum continues to work closely with the BCP Council to address such issues.



4. LANDSCAPE AND CHARACTER ASSESSMENT

Character Assessment

Following initial consultation with the neighbourhood forum and discussions with the Sandbanks Neighbourhood Plan steering group, ECA prepared the Character Assessment, which forms part of the Plan evidence base. It is included in the appendices and is summarised here.

In analysing the character of the area, six individual character areas were identified, as shown on the map opposite.

Area 1 – The Conservation Area

Area 2 – The Recreation Area

Area 3 – The Inner Zone

Area 4 – Significant Houses

Area 5 – Higher Density Houses

Area 6 – Large Apartment Blocks with Mixed Use

Area 1 – The Conservation Area

This area contains a number of buildings/residences typical of earlier stages of the development of Sandbanks. Development of any site in this area needs to be sympathetic to its heritage and should adhere closely to the height and tenor of the surrounding buildings.



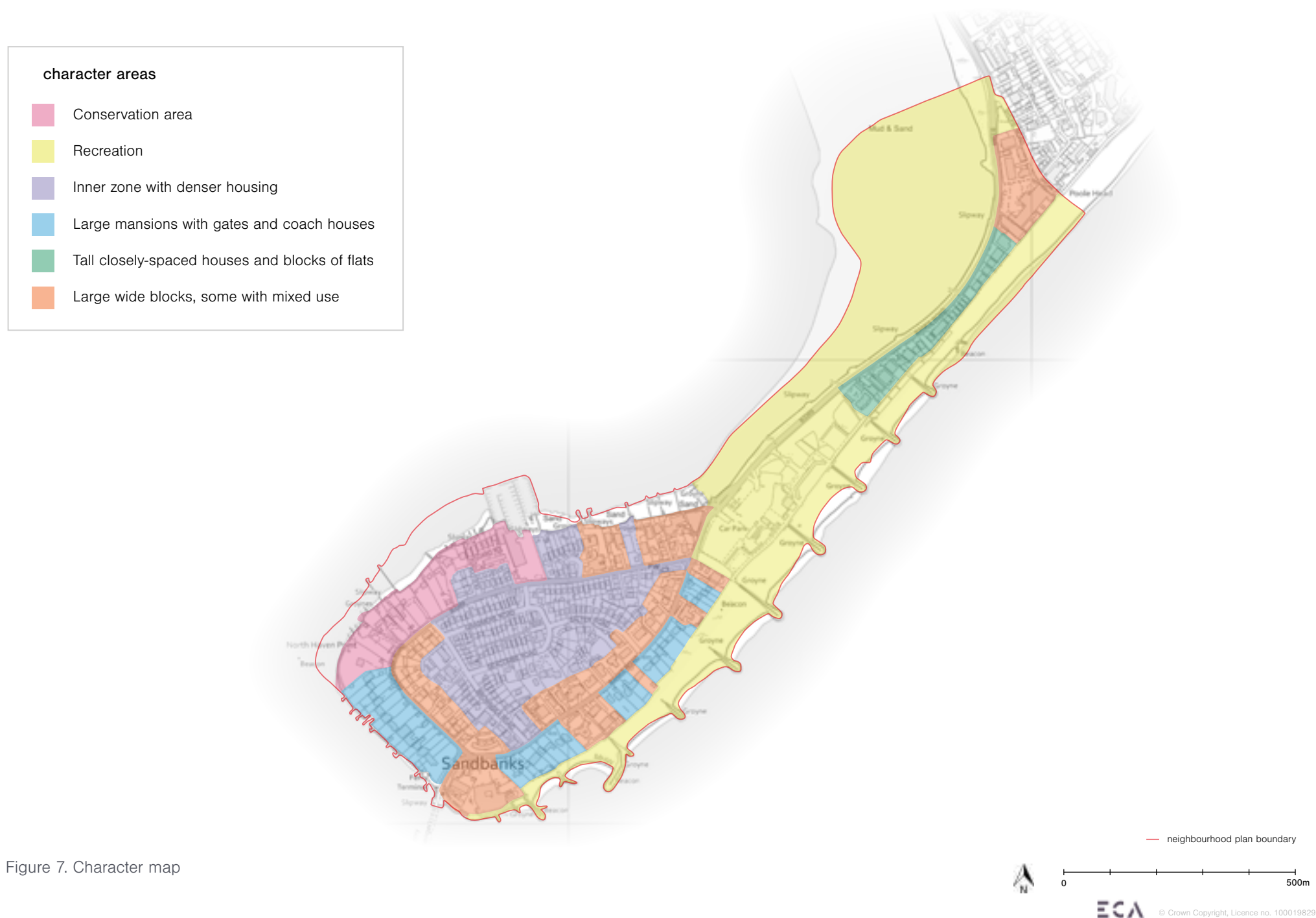


Figure 7. Character map

Area 2 – The Recreation Area

It is recognised that the buildings and facilities provided in this area will change over time. However, it is important that the scale, density and height of any development respects the proportions of the current buildings in relation to its wider environment. There is a need to protect the quality of the area and provide better facilities for the water sports community. Reference was made to the semi-permanent structures and the potential for well-designed

permanent structures. The pavilion development was seen as an opportunity to provide needed tourist and water sports facilities. Any design needs to contribute to the aesthetics and sense of place of Sandbanks.



Area 3 – The Inner Zone

This area has traditionally been one of modest plot sizes and bungalows and 2-storey houses. A recent phase of plot sub-division has led to degradation of the streetscape and treescape and such development should be discouraged.



Area 4 – Significant Houses.

This area is largely composed of large houses on larger plots. Designs are mostly modern and individual. There appears to be no desire to sub-divide these plots; any such movement in future should be discouraged, as this area forms a distinctive part of the neighbourhood.



Area 5 – Higher Density Houses.

The area on the narrow neck of land joining the peninsula to the mainland has been the subject of much recent development activity and most of the traditional style dwellings have been replaced by modern architect-designed residences. There has been a constant push towards increasing heights and density. It is considered that any significant further movement in this will cause irrevocable impairment of the landscape and treescape and the wider environment and should be resisted.



Area 6 – Large Apartment Blocks with Mixed Use.

This area has long been zoned for apartment blocks. It is considered that the local environment is not suitable for any material increase in such developments.



Landscape Character Assessment - Landskein 2021

A landscape assessment that was commissioned suggests the following objectives have been identified to conserve, restore and enhance the key characteristics of Sandbanks recreational areas:

- Careful design and implementation of any new flood defences to conserve the important open views and horizontal emphasis of the peninsula.
- Active management of the trees and vegetation in the public realm, particularly in the central amenity area. Establish tree re-

planting in phases to provide for a succession of tree cover in the future.

- Carefully manage visitor pressure on sand dune habitats, working with natural coastal processes to conserve and enhance remnant sand dunes, enhancing the sense of place and conserve important coastal habitats.
- Conserve and enhance the character and appearance of the amenity/recreation areas, ensuring any new development or infrastructure is sensitively designed for an exposed coastal environment. Non-standard engineering solutions and bespoke design for

facilities, infrastructure and signage increase local distinctiveness and visual quality where budgets allow.

- Conserve important feature buildings, particularly those associated with gateway locations on the peninsula to conserve legibility and local distinctiveness.
- Carefully manage new development to avoid strong verticality in new development features, which would interrupt the horizontal emphasis of much of the peninsula.
- Conserve the open and exposed character, ensuring that open views across the harbour, along the coast, and out to sea are protected



Figure 8. View from Studland



Figure 9. Designations map by Landskein

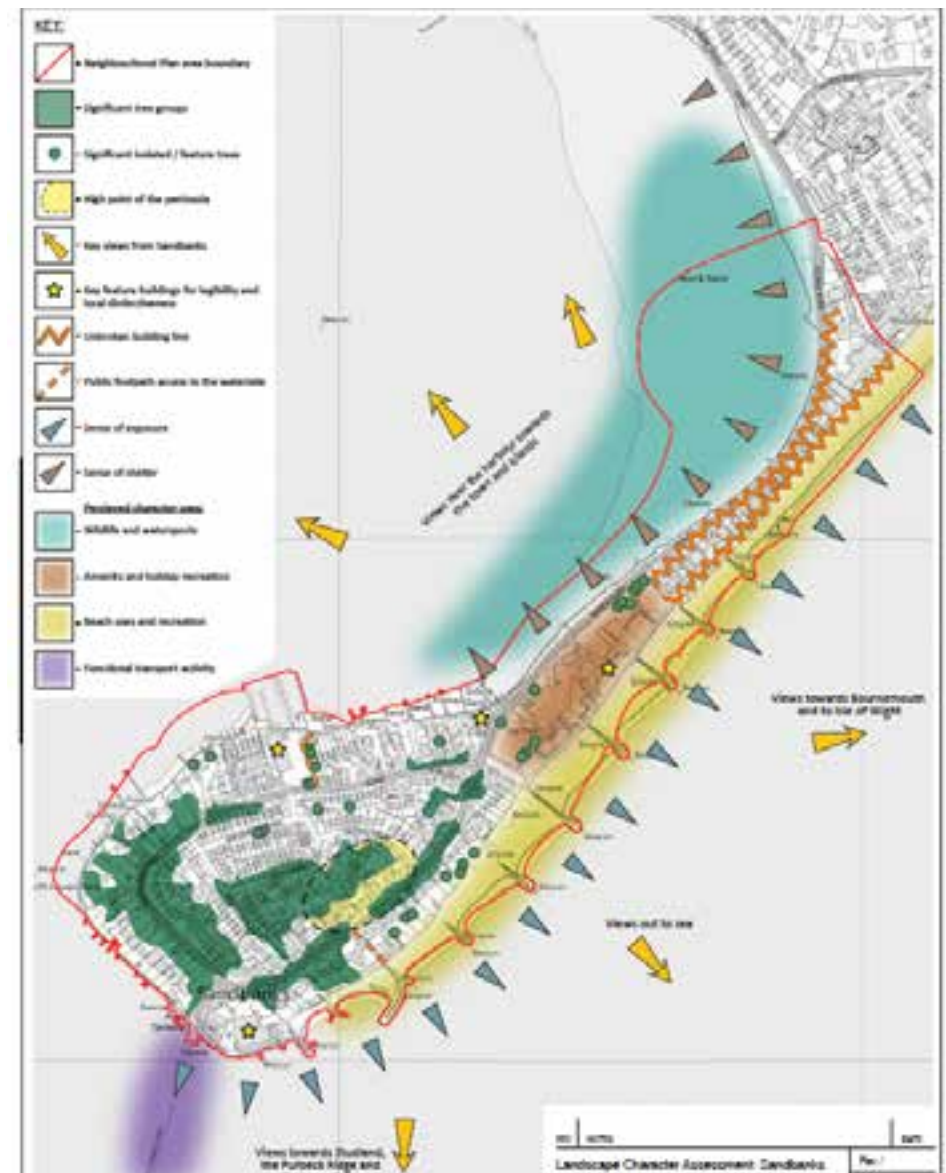


Figure 10 Landscape character analysis map by Landskein

5. VISION and THEMES

Vision

Our Vision has been informed by the evidence base and a community consultation exercise undertaken at an event in June 2019. They have been amended following informal comments from BCP Planning Officers in February 2021, and initial comments from the Sandbanks Neighbourhood Plan Forum.

Our Vision for Sandbanks in 2033 is to preserve the character, atmosphere and sense of place of the neighbourhood as a beautiful neighbourhood to live in and to visit, where the area's unique landscape setting is preserved and enhanced and development carefully balances the needs of visitors and residents, mindful of the fragility of its natural resources and environment.

Sandbanks will be known for its high-quality architecture, attractive street-scape and thriving natural environment. It will be safe and enjoyable to move around on foot and bicycle and a safe environment for visitors and residents alike and continue to be the ideal place for a family seaside holiday.



Arising out of the Vision, we have developed a number of aims for the Plan, which have been grouped into three themes:

Theme One – Landscape, Design and Conservation

Theme Two – Beaches, Streets and Movement

Theme Three – Amenities and Hotels

From these themes, we have developed the policies. The themes and aims are laid out in detail in Section 6, 7 and 8 under the three themes. These have been defined with reference to adopted national and local guidelines and supported by other evidence.

The specific guidelines and evidence for each theme are set out in Appendix E. For those seeking further clarification of what is in those guidelines, more detail on them is set out in Appendix F.

Within the three themes, ten policies have been developed to help achieve the aims. This is illustrated on the map in Figure 11.

6. THEME ONE : Landscape, Design and Conservation

Theme One : Landscape, Design and Conservation

The Plan area has a distinct and unique geographical nature. It has a mostly flat landscape with heavy tree cover. It is on a peninsula and connected to the mainland by a single road with beaches on either side. Per NPPG on flood risk and coastal change, this is also the only access/egress route during a flood event and is a constraining factor on future development, in addition to the future risks of flooding and coastal erosion due to climate change within the peninsula itself.

The topography, land uses and character change, at the start of the peninsula, to more of an undulating topography with long views and vistas and more spacious building plots; however, much of it has a more suburban character and is predominantly residential.

The seaward shore has a sandy public beach to the south-east with some recreational facilities. A Conservation Area is located on the north-west shore facing the Purbeck Area of Outstanding Natural Beauty that includes Brownsea Island, owned by the National Trust. The harbour side is within a European and internationally designated Ramsar Site, a Site of Special Scientific Interest (SSSI) and a Special Protection Area (SPA).

Building heights on Sandbanks have historically been 1 or 2 storeys in height. Over time, however, the height of buildings has been allowed to increase in places. This accelerated noticeably following the adoption of the 1990s Local Plan which allowed certain areas of land



along Banks Road and at the junctions with Road to go up to a height of 4 storeys. This has eroded the historic nature of larger detached properties on spacious plots that were prevalent.

Many of the tall pines that provided the backdrop to Poole and Bournemouth's history as a spa town holiday destination survive on Sandbanks. These form part of a significant number of protected trees on Sandbanks and provide a canopy over the peninsula. Historically, it has been considered important for development to preserve the existing treeline and tree canopy.

A threat to this could be permitted development rights (The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)). They allow certain works that would normally require planning permission. This is because the works are of a scale or type that is not likely to have an unacceptable impact. The rules cannot take account of local sensitivities.

One of the allowances is an increase in building height by two stories under certain circumstances. An article 4 direction could seek to safeguard this and requires further investigation and can restrict the scope of permitted development rights either in relation to a particular area or site, or a particular type of development anywhere in the authority's area. Where an article 4 direction is in effect, a planning application may be required for development that would otherwise have been permitted development.

Article 4 directions are used to control works that could threaten the character of an area of acknowledged importance, such as a conservation area. Local authorities can only consider making article 4 directions in exceptional circumstances where the exercise of permitted development rights would harm local amenity, the historic environment or the proper planning of the area. Further investigation is required as to whether this applies in Sandbanks.

The sand dunes currently present along the Sandbanks frontage were largely created as part of the Sandbanks Coast Protection Scheme to provide a natural buffer against coastal flood risk in the late 1990's/early 2000's, in part to replicate the natural habitat of Sandbanks peninsula that had been lost due to development in the 20th century. Since the sand dunes were reinstated, they have become inhabited by sand lizards, as they are a legally protected species this constrains what, how, where and



* Green infrastructure as defined in Annex 2 of the NPPF (2019): 'A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities'.

when management and development can be undertaken. The BCP Flood & Coastal Erosion Risk Management (FCERM) team are planning to undertake a review of how sand dunes are managed in this area, working with all stakeholders, in the coming months. We will take the opportunity to collaborate with the FCERM as part of that work as we believe we have shared objectives that can be best achieved by working together.

Theme one aims

Our aims for this theme are to:

- Identify, protect and enhance the distinctive views into, across and out of Sandbanks (in particular those from beaches, the harbour, between and over properties, from Studland and distant views).
- Retain and enhance “green infrastructure”* in public places and private gardens represented by soft landscaping such as tree coverage, planting, grassed areas and dunes.
- Contribute positively to nature conservation and the protection of ecological hab-

itats by careful stewardship and providing a net gain in biodiversity.

- Identify and preserve the indigenous trees.
- Identify, preserve and enhance buildings of local interest or architectural significance for their built heritage and social history.
- Achieve the highest standards of design and materials choice for all new buildings and extensions.



SAND1: Landscape Character

Development proposals should provide for the conservation, restoration and enhancement of the landscape, the sense of place and the horizontal landscape character of our neighbourhood. Where applicable, proposals must demonstrate that the development will not have a significant adverse impact on the following highly valued and important landscape characteristics of the area:

- a) strong horizontal emphasis largely unaffected by development, accentuated by the expansive views out to sea, low-lying landform, wide-open skies and distant views in all directions;
- b) the sylvan character of the area including:
 - significant tree coverage creating a largely unbroken wooded skyline at the south-western end of the peninsula which contributes to a sense of remoteness and provides screening for developments;
 - minor breaches in the wooded skyline on the south western head of the peninsula by manmade structures;
 - trees overhanging roads creating an attractive, dapple-shade quality to the streetscene;

- important specimen trees along Banks Road;
- c) glimpsed views between shoreline and harbourside properties out to the sea and across the harbour;
- d) mature soft landscaping to residential gardens, boundaries and open spaces;
- e) sense of openness in the recreation character area identified on Figure 7 of the Neighbourhood Plan;
- f) the following key feature buildings (identified on Figure 3 of Appendix C of the Neighbourhood Plan):
 - i. Royal Motor Yacht Club, Panorama Road;
 - ii. Sandbanks Pavilion, adjacent to the car park south-east of Banks Road;
 - iii. Parade of shops/ restaurants, 2-12 Banks Road; and
 - iv. Haven Hotel, Banks Road.
- g) coastal habitats and features including remnant sand dunes, mud flats and beaches; and
- h) the relative lack of light spillage onto the beaches in the area.



The Plan designates 19 locally valued views which (set out in the Landscape Character Assessment - Appendix C) are seen from places that are publicly accessible and well used. They include significant landscapes that help to define Sandbanks, Poole Bay and Poole Harbour at a strategic level.

The composition and character of the views should be protected. Some new development may make a positive contribution to these views. However, development which compromises the landscape setting or the visibility or significance of important landmarks will be resisted.

SAND2: Views

Development proposals will only be supported where they do not significantly adversely affect, and where possible enhance, the visible characteristics (identified in the Table embedded in paragraph 5.1 of Appendix C of the Neighbourhood Plan Landscape Character Assessment: Sandbanks, July 2021) of the locally valued views from locations within the Neighbourhood Area that are freely accessible to the general public shown on Figure 12 of the Neighbourhood Plan.

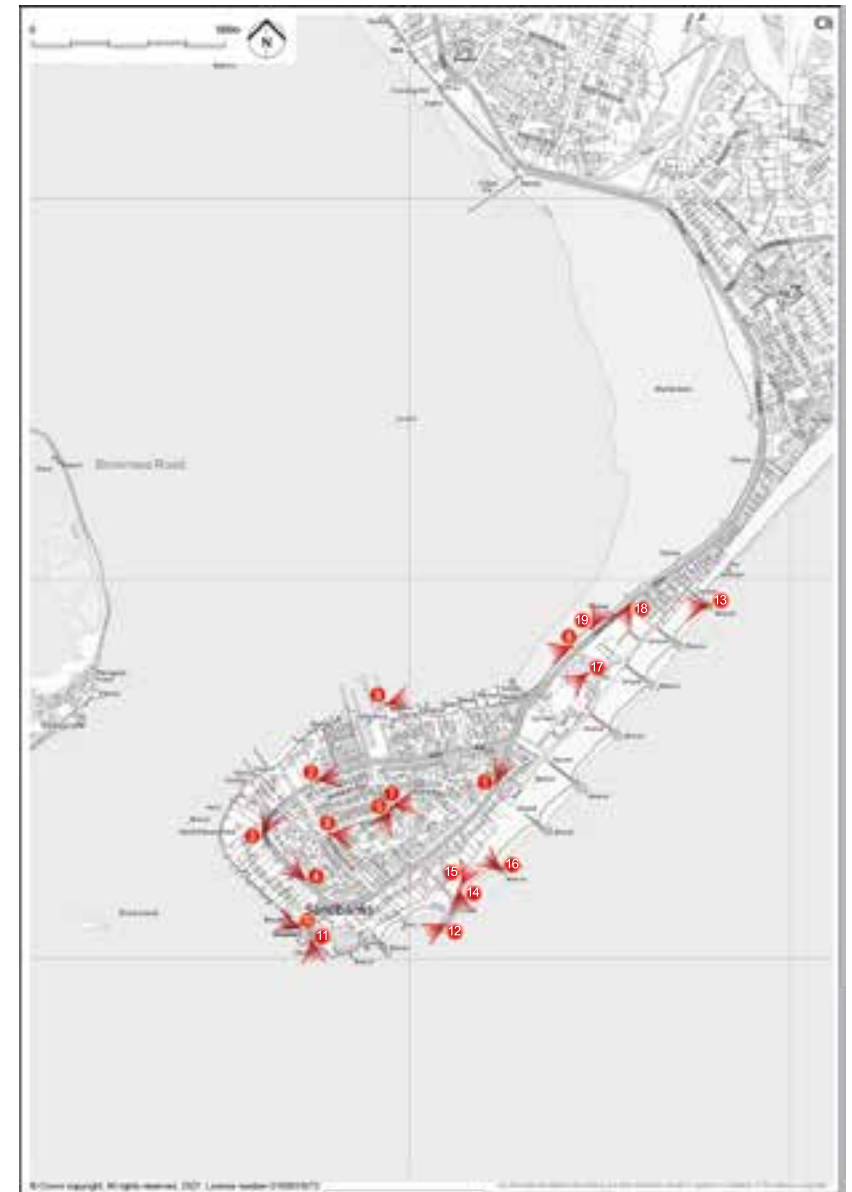


Figure 12: Sandbanks Peninsula Neighbourhood Plan, Valued Views

SAND3: Trees and Gardens

In order to enhance the sylvan character and biodiversity of Sandbanks, where applicable, development proposals for new or substantially altered or extended buildings should include a landscape plan for the whole development site which, where possible:

- a) demonstrates an increase in the overall amount of soft landscaping;
- b) includes the provision of tree and hedge planting with native species suitable for the area's sandy soil such as species to include Scots and Maritime Pine, Oak, Silver Birch, Sweet Chestnut, Hawthorn and Blackthorn;
- c) includes special features to support native wildlife and species;
- d) encourages the replacement of invasive species such as Holm Oak and Rhododendron hedge with native species capable of supporting wildlife;
- e) retains mature trees and trees of good arboricultural and amenity value wherever possible; and
- f) includes a management plan relating to the period until all new planting becomes established.

Development which results in the loss of, or significant harm to the ecological or landscape value of public spaces and private gardens, and/or which damages or results in the loss of mature trees or trees of good arboricultural and amenity value, where such damage or loss is avoidable, will not be supported.



SAND4: Biodiversity

Development proposals will be supported where they protect and enhance biodiversity, particularly on sites adjacent to the harbour and coast. Where applicable, up-to-date ecological information should be provided prior to determination which demonstrates that development proposals:

- a) identify and incorporate opportunities for net gains in biodiversity;
- b) adequately mitigate any unavoidable harm to biodiversity, or as a last resort compensate for that harm;
- c) protect, enhance, and provide for the ongoing management of biodiversity features including habitat and linkages supporting migratory and nonmigratory species;
- d) and incorporate features for native wildlife species (e.g. dormice and hedgehogs) to connect and provide sheltering, habitats, such as native hedgerows, grassy margins, hedgehog routes to roads, paths and gaps in walls and fencing; and
- e) seek to remove any invasive non-native species.



SAND5: Design

The design of a development should contribute positively to local character and heritage. Proposals must demonstrate that the development incorporates a high standard of design. This means that a development should:

- a) respond to the height, scale and character of buildings in the surrounding area generally and of adjacent properties in particular;
- b) not significantly negatively impact on the reasonable use and enjoyment of neighbouring residential properties in terms of daylight, sunlight or overlooking;
- c) be in harmony with the pattern and spacing of buildings in the existing streetscape;
- d) conform to established building lines and set-back from roads and pavements;
- e) ensure that boundary walls, fences and hedges blend in with those of neighbouring properties walls and fences, and are not of excessive height;
- f) incorporate high quality materials of a type and colour that complement the materials and colour palette prevailing in the vicinity of the development;
- g) provide sufficient external amenity space, refuse and recycling storage and off-street car and bicycle parking to ensure a

high quality and well managed streetscape and road safety in accordance with BCP Parking Standards SPD (2021) or as superseded;

- h) include features which assist in the transition of the area into a zero-carbon area; and
- i) retain and preserve buildings of architectural or local heritage value in a manner appropriate to their significance in accordance with national and local policy.

To be supported development proposals must demonstrate regard for each relevant requirement of the Sandbanks Design Guide presented in Appendix G of the Neighbourhood Plan.



7. THEME TWO : Beaches Streets Movement

Theme Two : Beaches, Streets and Movement

The Plan Area has a distinct and unique geographical nature. The seaward shore has a sandy public beach to the south-east and recreational facilities. The harbourside shoreline is largely inaccessible featuring larger private residential plots fronting onto the sea with their own jetties and foreshore. The harbour side is within a European and internationally designated Ramsar Site, Site of Special Scientific Interest (SSSI) and a Special Protection Area (SPA).

A Strategic Environmental Assessment and a Habitats Regulation Screening opinion have been undertaken due to the proximity of the site to protected habitats. Both of these reports concluded that the policies would not cause harm to the protected areas and no further action was required.

Theme two aims

Our aims for this theme are to:

- Enhance the open appearance and utility of beaches and the harbour frontage and recognize them as valuable recreational assets and open amenity space which support health, wellbeing and happiness in the community and are highly sensitive to change.
- Promote walking, cycling and bus travel onto and around the Sandbanks peninsula by providing safer facilities for walkers and cyclists.
- Encourage the strict management of traffic flow onto Sandbanks with a variety of measures, including better signage to car parks, maintaining bus services to surrounding neighbourhoods and train stations and coordinating with the ferry company to reduce/eliminate the pollution that comes from congestion.



SAND6: Beaches Open Spaces & Harbour

The beaches, open spaces, footpaths and public access points are valuable recreational assets and open amenity spaces which support health, wellbeing and happiness in the community and among visitors. To be supported a development proposal affecting recreation assets and open amenity spaces must demonstrate it:

- a) improves the area as a high-quality visitor destination and local amenity space suitable for family beach holidays and befitting its important harbourside and beachside location;
- b) enhances the character and appearance of beaches, open spaces and slipways with well-designed amenities suitable for all visitors;
- c) is sensitively designed for an exposed coastal environment;
- d) provides public realm enhancements, including the provision of opportunities for play; and
- e) supports the role of open spaces in flood risk management and ensures any new flood defences are appropriately designed to preserve the important open views and horizontal emphasis of the area.

Development proposals, which may include replacement or renovation of dilapidated buildings, that provide well-designed facilities for water sports will be supported.



SAND7: Public Realm

Development proposals designed to achieve any of the following objectives and that have sufficient regard for the other policies of the Neighbourhood Plan will be supported:

- a) prioritise pedestrians by providing easy and convenient movement with short, safe, attractive and direct walking routes, and way-finding;
- b) accommodate bus priority measures;
- c) provide public realm enhancements, landscaping and street furniture which encourage people to linger;
- d) assist place-shaping through innovative transport design solutions such as landscaping and shared surfaces, and appropriately-placed street bins;
- e) promote sustainable travel behaviour and encourage safe, attractive cycling routes that are integrated into the design of layouts.



SAND8 : Gateways

The following gateways* and road junctions, as shown on the Policies Map (figure 11) are identified as important focal points both for access, public realm and for their impact on the landscape. Development and public realm proposals which improve their physical appearance and access for those on foot and bicycle, and strengthen their identity and sense of place will be supported:

- a) Junction with Shore Road and Banks Road;
- b) Access at The Sandbanks Hotel from Banks Road to Shore Road;
- c) Junction near the Shops at 2-16 Banks Road and into the Sandbanks car park;
- d) Sandbanks Ferry terminal including the jetty utilised by Brownsea Island ferries and other services.

** gateway is defined as any passage or point at which an area may be entered*



Figure 13. Junction with Shore Road and Banks Road.



Figure 14. Access at The Sandbanks Hotel from Banks Road to Shore Road.



Figure 15. Junction near the Shops at 2-16 Banks Road and into the Sandbanks car park.



Figure 16. Sandbanks Ferry terminal

8. THEME THREE : Amenities and Hotels

Theme Three : Amenities and Hotels

The land-uses on Sandbanks are a unique mix of accommodation and amenities for visitors as well as an established residential community. The beaches and amenities on Sandbanks make an important contribution to the BCP tourism industry and local economy. It is popular with both people visiting from the wider region for daytrips and longer holidays in the hotels.

Sandbanks has developed as a holiday destination; historically, many of the houses and flats have been used as holiday homes. Alongside this, however, today it has an established permanent residential community taking advantage of the access to amenities and some unique recreational opportunities from its beachside and harbourside location.

The two hotels on Sandbanks, namely the Sandbanks Hotel and the Haven Hotel, are valued by members of the Sandbanks Neighbourhood Forum, the wider community and

visitors. Poole Local Planning policy protects the hotels on Sandbanks from redevelopment or change of use, due to their location in a designated Tourism Zone. Policy PP23, however, is a strategic policy and allows the loss of hotels if they are financially un-viable.

It is essential to give the hotels additional protection through Neighbourhood Planning Policy in recognition of the hotels significant contribution to the sustainability of this peninsula community. Due to the facilities and amenities they provide as well as their significant contribution to the heritage, economic and tourism function of Sandbanks.

As a thriving holiday destination and residential area some distance from the facilities available in the major urban centres of Bournemouth and Poole, the peninsula relies on the availability of local services and community facilities. The retention of such services and

facilities is considered vital in order to maintain and enhance a sustainable community on Sandbanks.

For the purpose of this policy, local services and community facilities are defined as buildings and places used by the public that contribute to the quality of life enjoyed by local residents and visitors. They include (but are not limited to) all non-residential (C3) uses and cover:

- a) Convenience and other retail outlets (i.e. food and non-food).
- b) Cafes, restaurants and bars.
- c) Yacht clubs, sailing clubs and boat clubs.
- d) The beach and open spaces.
- e) Offices and places of work.
- f) Community halls and centres.
- g) Public toilets.
- h) The Church.



i) Facilities such as gyms, pools and play areas and open spaces.

Theme three aims

Our aims for theme three are:

- Make Sandbanks a more self-sufficient community by preserving and enhancing existing shops, services and businesses and introducing new businesses which are appropriate in type and scale to the location and avoid exacerbating congestion.
- Preserve and enhance hotels, yacht clubs, cafes and restaurants which are important to the character of Sandbanks, support tourism and provide a valuable local amenity and employment opportunities.



SAND9 : Services and Community Facilities

Development proposals resulting in the loss of the local services and community facilities listed below (and identified on Figure 11 of the Neighbourhood Plan) to alternative use will not be supported except:

- a) For a commercially run community facility, robust marketing evidence based on the guidance in Appendix D to the Neighbourhood Plan, of at least 12 months duration, is provided demonstrating that it is not feasible to support its continued existence (see *footnote); or
- b) For community or publicly-owned or managed facilities, it can be robustly demonstrated that there is a lack of need for the existing facility; or
- c) The community facility (as listed below) is replaced by provision in an accessible location for users of no less quality and capacity.
 - The Royal Motor Yacht Club
 - Sandbanks Pavilion
 - Beach Huts
 - Public toilets
 - Sandbanks Café
 - Retail premises on Banks Rd (Rick Stein, Caff, etc.)

- Retail premises by Chain Ferry (Haven Café, etc.)
- Sandbanks Yacht Company Boat Yard and Café/Restaurant
- Retail premises on Road (car showroom, estate agents, etc)
- North Haven Yacht Club jetty
- Sandbanks crazy golf.

** Where the premises or site of a local service or community facility has been offered for lease and freehold sale at realistic rents and prices with a local property agent for at least 12 months without securing a new owner or tenant, it will be accepted that it has been demonstrated that it is not feasible to support the continued existence of the local service or community facility.*

SAND10: Existing hotels

The two hotels (currently named as Sandbanks and Haven Hotels - as defined on the Policies Map) are highly valued, benefiting the residents of the Neighbourhood Area and the local tourism industry. These hotels should be retained in their existing form or in a form that is sympathetic to the character, appearance and architectural heritage of the Neighbourhood Area.

This policy seeks to guard against the unnecessary loss of the hotels or valued facilities and services within the hotels. Except for development proposals complying with strategic Local Plan Policy PP23 (2)(b)(ii), proposals resulting in the partial, or complete loss of a hotel, or hotel accommodation or services and facilities within a hotel serving the community, where such loss requires planning permission, will only be supported where it can be demonstrated that:

- a) the replacement hotel buildings are of 'High Quality Architectural Design', being a design which is supported by BCP Council and/or the South-West Design Review Panel; and
- b) any services and facilities serving the community within the hotel are replaced within the development site with
 - services and facilities of no less community benefit; or
 - it is demonstrated the service or facility is no longer viable (see footnote 1*); or
 - a robust marketing campaign of at least 12 months duration based on the guidance in Appendix D of the Neighbourhood Plan demonstrates that it is not feasible to support the continued existence of those services and facilities (see footnote 2*).

** 1. In order to demonstrate the service or facility is no longer viable the applicant must provide evidence on relevant trading, financial and business planning information demonstrating that the last known proprietor endeavoured to do all they could to run a successful financially sound business.*

** 2. Where the premises of a local service or community facility within a hotel site has been offered for lease and freehold sale at realistic rents and prices with a local property agent for at least 12 months without securing a new owner or tenant, it will be accepted that it has been demonstrated that it is not feasible to support the continued existence of the local service or community facility.*

9. GLOSSARY

Term / Acronym	Description
Active street frontage	Refers to street frontages where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.
Adopted Poole Local Plan	The plan adopted November 2018, is the current Development Plan for Poole
Basic Conditions Statement	This is submitted together with a Neighbourhood Plan and demonstrates how that plan meets the statutory requirements for such a document as set out here.
Brownfield Land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Community Infrastructure Levy (CIL)	This levy may be charged by a local authority on new developments in their area. It is an important tool to help deliver the infrastructure needed to support development in a particular area. As the rules have been changed recently due to Covid 19, CIL may now be deferred.
Density of streets	The number of people inhabiting a given urbanised area.
Development Area	In the UK, a Local Authority has the power to designate development areas in its Local Plan “to control the extent of development in or around an urban settlement”.
ECA	An architecture, planning and regeneration consultancy (and CIC) to help produce the plan.
Local Plan Review	The adopted Local Plan is the Poole Local Plan, is the subject of an ongoing Local Plan Review due to a merger of 3 councils to form BCP.

Term / Acronym	Description
Green Corridor	An environmental term used to convey the idea that individual sites rich in biodiversity need to be linked together in a 'corridor' to facilitate the passage of wildlife between them. This is particularly important for migration, pollination and generally to increase the potential gene pool for species which would otherwise be marooned and unable to move around as required by their life cycles.
Habitats Regulation Assessment (HRA)	An HRA is required to ascertain whether a proposed development will have a detrimental effect on a specific, protected 'habitats site'.
Householder developments	These are works or extensions within the curtilage of a dwelling house which requires an application for planning permission and are not a change of use application.
Sandbanks Conservation Area Appraisal	The Sandbanks Conservation Area initially designated in 2003. A Conservation Area is of "special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance". Conservation area appraisal and management plan was adopted in 2008
Neighbourhood Plan (NP)	The document for which this is the Glossary.
Policies Map	The Policies Map identifies the spatial proposals of the plan, with inset maps showing greater detail for individual settlements.
Local Development Plan (LDP)	See entry for 'Local Plan Review' and 'Adopted Poole Local Plan.'
Locality	An organisation supported by MHCLG that provides help to communities developing Neighbourhood Plans organisation supported by MHCLG that provides help to communities developing Neighbourhood Plans
MHCLG	Ministry of Housing, Communities and Local Government

National Planning Policy Framework (NPPF)	Published in 2012 and updated in 2021, the NPPF sets out government planning policies for England and how they are expected to be applied.
National Planning Policy Guidance (NPPG)	The NPPG is practical guidance delivered together with the NPPF (see above).
Office for National Statistics (ONS)	A national repository of unbiased and reliable statistics.
Regulation 14 - Community Consultation	The government regulation that sets out the activities that a qualifying body (in this case the ITC) must undertake before submitting a Neighbourhood Plan.
Regulation 15 – District Council Review	Indicates exactly what supporting documentation must accompany a Neighbourhood Plan submitted for acceptance by a district council.
Section 106 (S106)	Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as S106 agreements, are a mechanism which make a development proposal acceptable in planning terms. They are focused on site specific mitigation of the impact of development. S106 agreements are often referred to as ‘developer contributions’ along with highway contributions and the Community Infrastructure Levy.
Strategic Environmental Assessment (SEA)	Strategic Environmental Assessment (SEA) is a formal process for assessing the effect of a plan or programme on the environment. The aim of SEA is to provide a high level of protection to the environment, promote sustainable development and integrate environmental considerations into the preparation and adoption of a plan or programme.
Sustainable Development	The principles of ‘sustainable development’ are central to the planning system. A common definition of sustainable development is “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. A presumption in favour of sustainable development is at the heart of national planning policy.

Sustrans	Also known as The National Cycle Network, Sustrans is a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors.
The Design Guide	This provides information for potential developers about the built environment within the Sandbanks NP area. The aim is to help inform the decisions they make about the type of dwellings they plan to build and the type of materials they plan to use in their construction.