



Bournemouth, Christchurch and Poole Draft Local Plan

Helping to shape our future

Publication Draft March 2024



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Forward

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 ready 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

Part 1

Strategic and development management policies

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

1.1 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.

1.2 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.

1.3 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 on our [website](#).

1.4 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

1.5 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.

1.6 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.

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

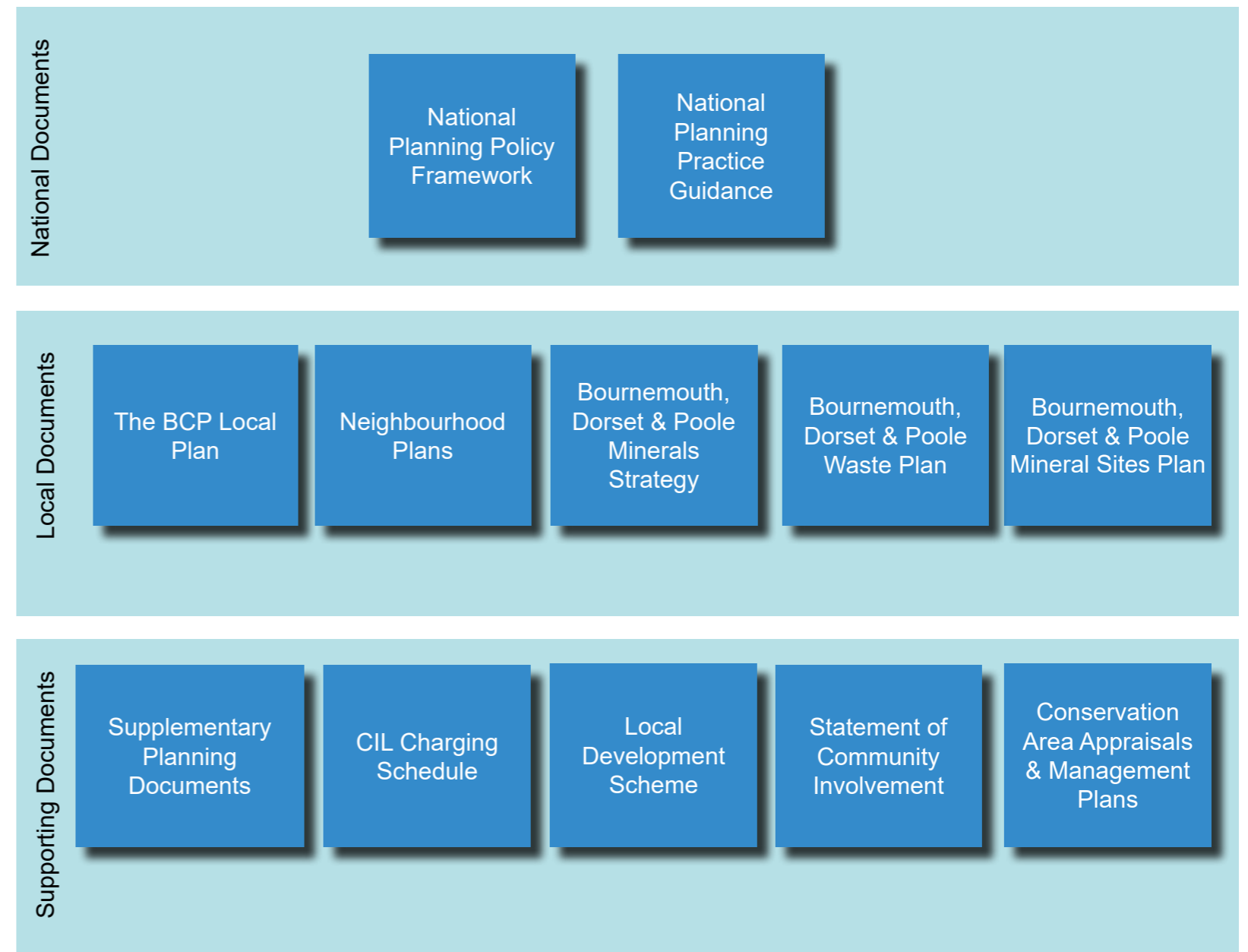


Figure 1.1 - The BCP Local Development Plan

Neighbourhood plans

1.8 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>.

1.9 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.

1.10 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

1.11 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.

1.12 These documents can be viewed on our [website](#).

Marine Planning

1.13 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.

1.14 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)

1.15 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

1.16 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

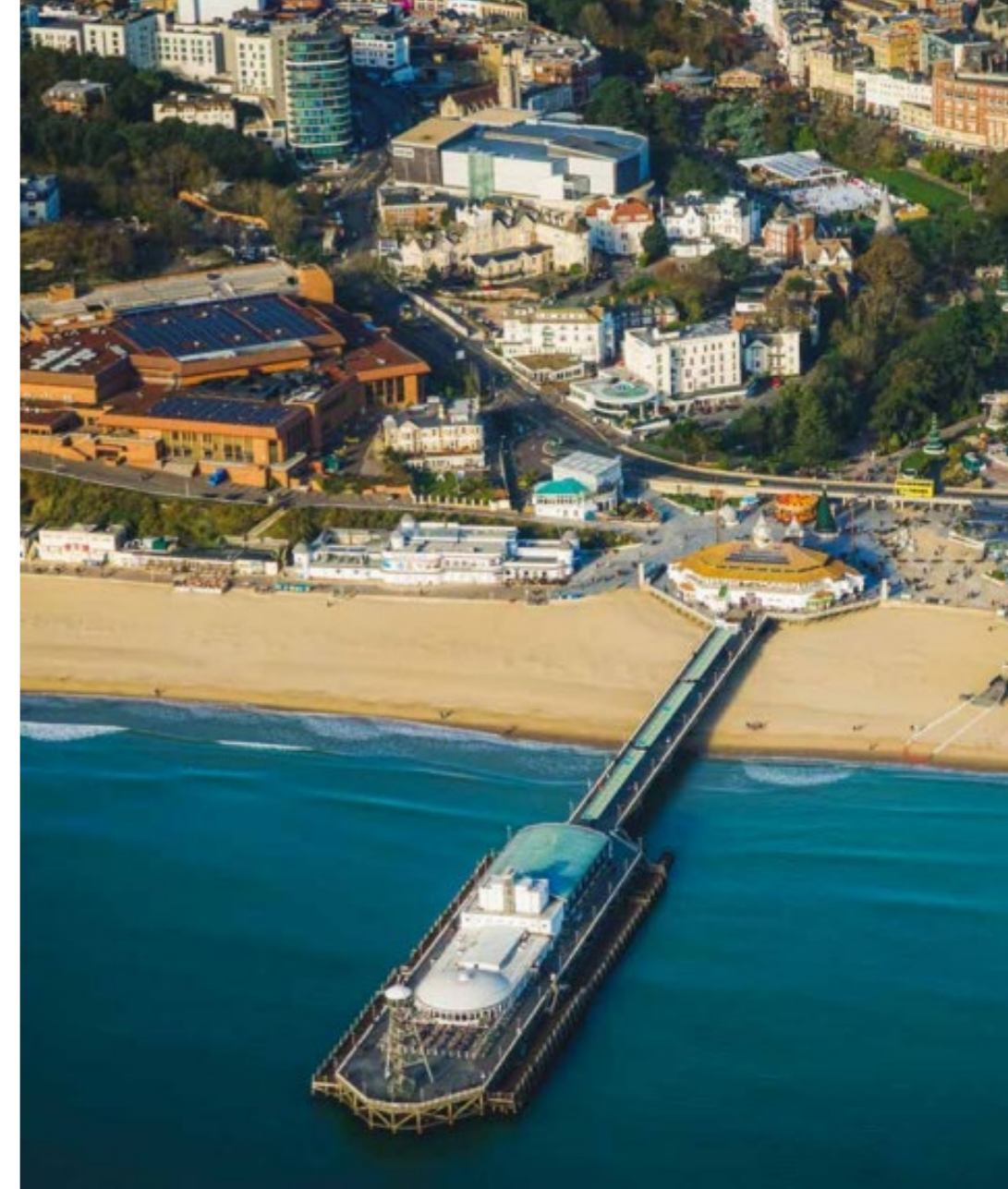
1.17 The evidence base demonstrates that a careful approach to mitigating impact on designated nature conservation sites will be required for the development needs of the BCP area to be accommodated. Sufficient investment in key infrastructure to combat identified issues such as traffic congestion, flood 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

1.18 The Local Plan is split into 3 parts:

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

1.19 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.

1.20 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 Bournemouth, Christchurch and Poole

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.

2.1 The BCP area, figure 2.1, 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.

2.2 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.

2.3 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.

2.4 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.

2.5 The key characteristics of the BCP area are summarised in figure 2.2, a more detailed description of the area can be found in the state of our area report at ([State of BCP 2023 \(bpcouncil.gov.uk\)](https://www.bpcouncil.gov.uk/state-of-our-area-report-2023)).



Figure 2.1 - The area of Bournemouth, Christchurch and Poole Council



Population

- A current population of 400,196
- The population is predicted to grow to around 403,600 by 2028, a growth of 2%. This growth will be driven entirely by net migration
- The rate of international migration is set to decrease significantly to 2028
- 65,300 people 0 -16 years old, 16% local population
- 86,900 people aged 65 and over old 22% local population
- Residents aged 65 and over is set to increase by 15% between 2018-Young people aged 0-16 are set to decrease by around 7% to 2028
- By 2028, 24% of the local population will be aged 65+
- The highest numbers of young people live in Muscliff & Strouden Park, Kinson, Newtown and Heatherlands, Alderney and Bourne Valley and Moordown
- The highest numbers of over 65s live in Highcliffe & Walkford, Canford Cliffs, Mudeford, Stanpit & West Highcliffe and Merley and Bearwood
- 82% of the population are from a white British background, and 18% from a nonwhite British background
- Over 80 languages spoken
- 83,800 people (21% of the BCP population) live in the 20% least deprived areas in England



Housing

- 173,842 households
- Average house prices in 2022 were £417,500
- Average rental prices significantly more expensive than the national average
- Homes cost more than 11 times average earnings
- Around 63% of homes are houses and 37% flats
- Around 6,000 new homes built over last five years



Health and wellbeing

- 81% adults in good health
- Life expectancy and healthy life expectancy are higher in the BCP area than nationally
- Over 63% of adults overweight or obese
- 48% of early deaths preventable



Sustainability and the environment

- Renewable energy increased to 126 MW in 2019 emissions decreased by 36% since 2005
- 4.3% deaths attributed to air pollution (2019)
- BCP Council manage around 2,500 ha of greenspace
- 15 miles of coastline and 23 Blue Flags/seaside awards



- 47 heritage conservation areas
- Wealth of heritage assets and Christchurch alone has over 300 national listed buildings

Education

- There are 98 state-funded schools, comprised of 66 primaries, 21 secondary schools, four all-through schools and seven special schools
- 88.7% of schools are rated Good or Outstanding for overall effectiveness
- Educational attainment for all key stages is above the national average
- In 2021, 16% of residents aged over 16 have no qualifications, 32% are qualified to degree level or above and 6% have an apprenticeship qualification
- There are around 22,700 students registered at university in the BCP area



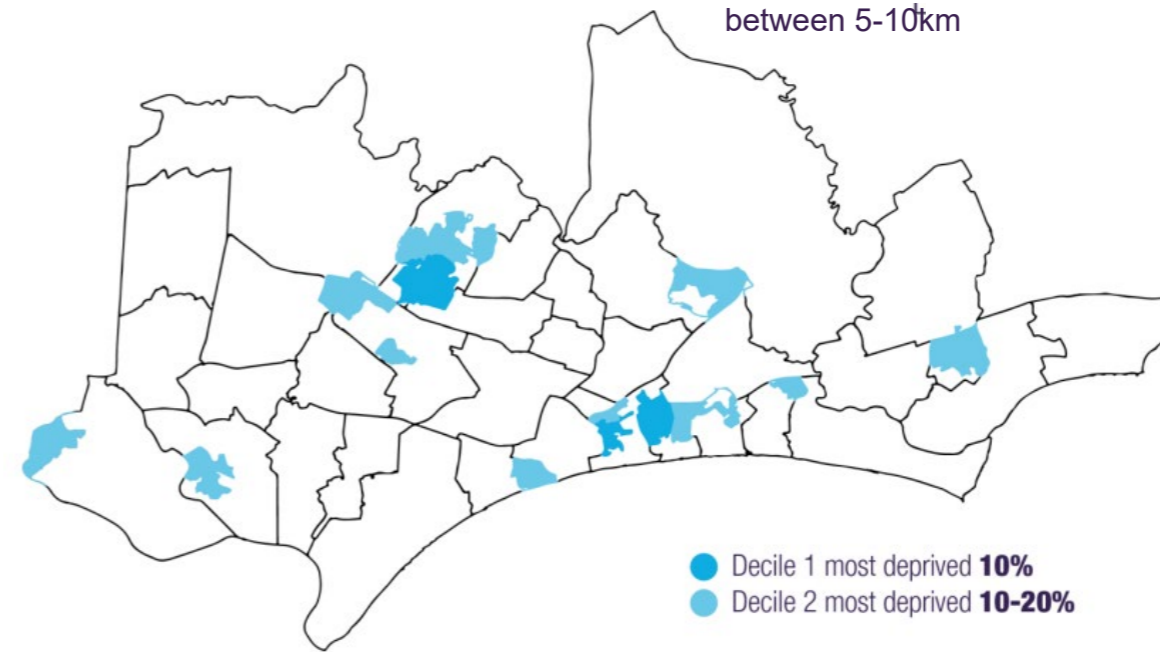
Transport

- 813 miles of roads
- 81% of households have one or more cars
- Estimated cost of congestion in the area in 2022 was around £318m
- 31% of employed residents travel less than 5km to work, 30% worked mainly from home and 13% travelled between 5-10km



Economy

- 60% of the population aged 16 or over is economically active
- Around 132,700 people aged 16 or over are economically inactive (27% are students, 24% are long-term sick, 19% are caring for family/home and 15% have retired)
- Unemployment rate of 4% compared to the national rate of 3.7%
- In 2022, there were 15,555 businesses in BCP
- Median annual Full Time pay around £31,500 compared to UK average of £33,000
- >10 million visitors annually spending over £580 million locally



Areas of deprivation in the BCP area

Figure 2.2 - Key characteristics of the Bournemouth, Christchurch and Poole Council area

3. Vision and objectives

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

3.1 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.

3.2 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 a gap in life expectancy at birth of approximately eight years between different wards and 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.

3.3 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

3.4 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

3.5 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 and reduce health inequalities**
- **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.**

3.6 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
- enable and 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
- conserve and enhance our landscapes and the setting of national landscapes
- 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
- conserve and enhance the natural beauty of the coast and the offer of the seafront.



Improve health and wellbeing and reduce health inequalities

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 and enable 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 market and affordable 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

4.1 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.

4.2 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.

4.3 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.

4.4 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.

4.5 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 the council 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

4.6 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.

4.7 The strategy provides for a minimum of 24,000 homes and around of 70 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, figure 4.1, with a limited amount of suitable land available within the built up area. 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 and even then, we would still not be able to meet the level of housing needs identified through the standard methodology. Our strategy is focused on delivering sustainable growth within the existing urban area making efficient use of land by encouraging denser well-designed development.

4.8 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

4.9 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 and our Local Housing Needs Assessment states that there is a significant need for affordable housing. This is well above historic delivery rates which are on average 1,117 homes a year over the last fifteen years.

4.10 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 considering if land is suitable and available and whether or not

development is achievable, and if constraints could be overcome. While some significant 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.

4.11 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. Government planning guidance is clear that the standard method should

be the starting point for calculating housing need but other approaches can be used in exceptional circumstances. As it is not clear whether or not the issues surrounding in-migration figures would be accepted as exceptional circumstances we have included this information to demonstrate that there are issues with the standard methodology calculation for the BCP area. Planning for 1,600 homes a year is therefore not only realistic given our constraints but could better reflect local housing need.

4.12 We have worked closely with neighbouring authorities through the duty to cooperate to explore options for accommodating housing needs and this is ongoing. Our neighbouring authorities have their own housing needs to meet within their areas and have set out that they cannot meet any of the BCP areas housing needs.

Employment needs

4.13 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

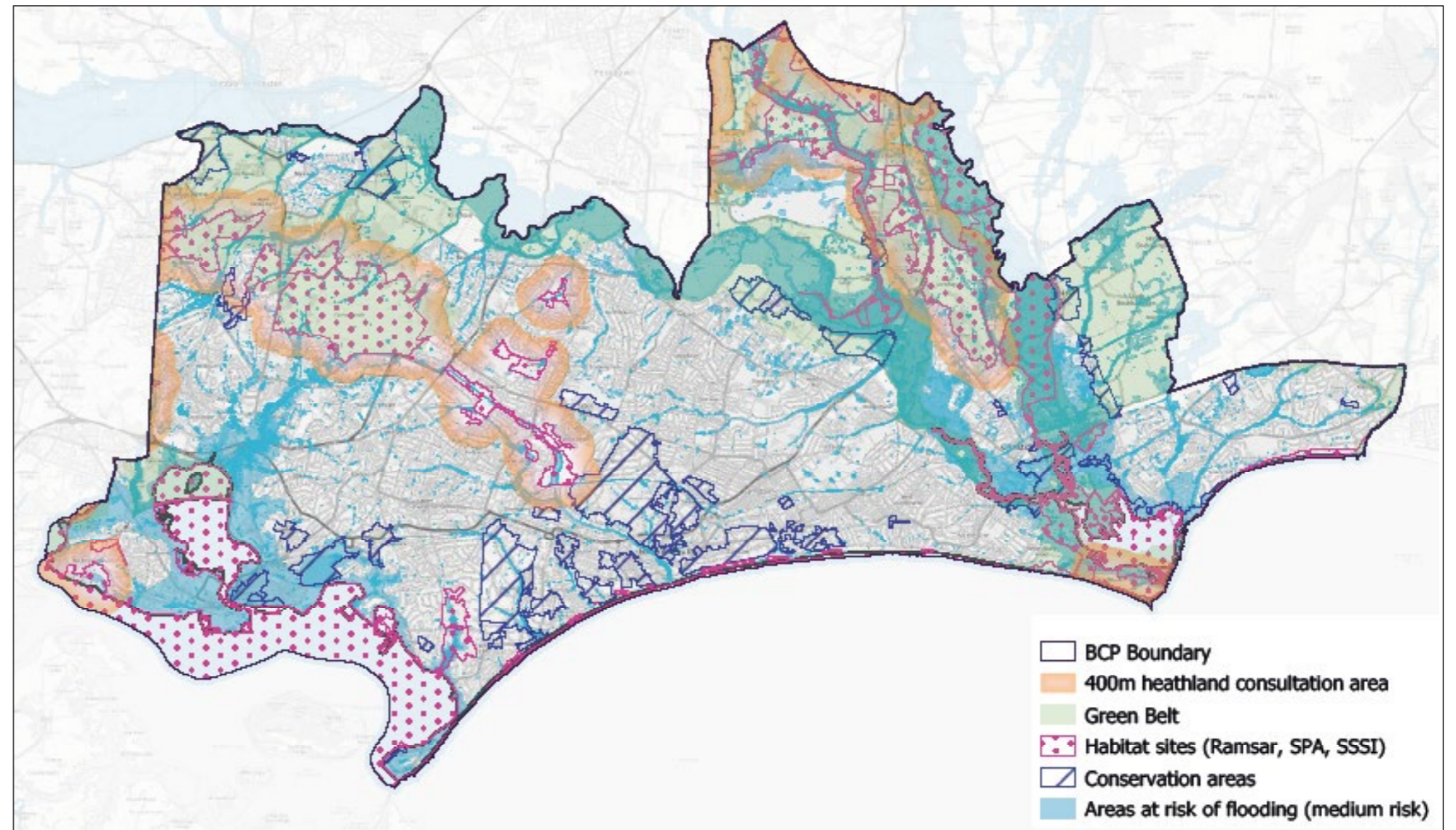


Figure 4.1 Constraints map

sector, along with construction, information and communications, and the electricity, gas and water sectors. Our Employment Land Study 2024 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 66.4 to 97.4 hectares of employment land is provided. This is made up 55.4 to 68.8 hectares of industrial land and between 44,000 and 114,300 sqm of office space (equivalent to 11 – 28.6 hectares).

4.14 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 providing 72 hectares of employment land.

Retail and leisure needs

4.15 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 and some out of centre retail floorspace could be repurposed to other uses such residential and employment.

Infrastructure needs

4.16 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 Crupton 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.

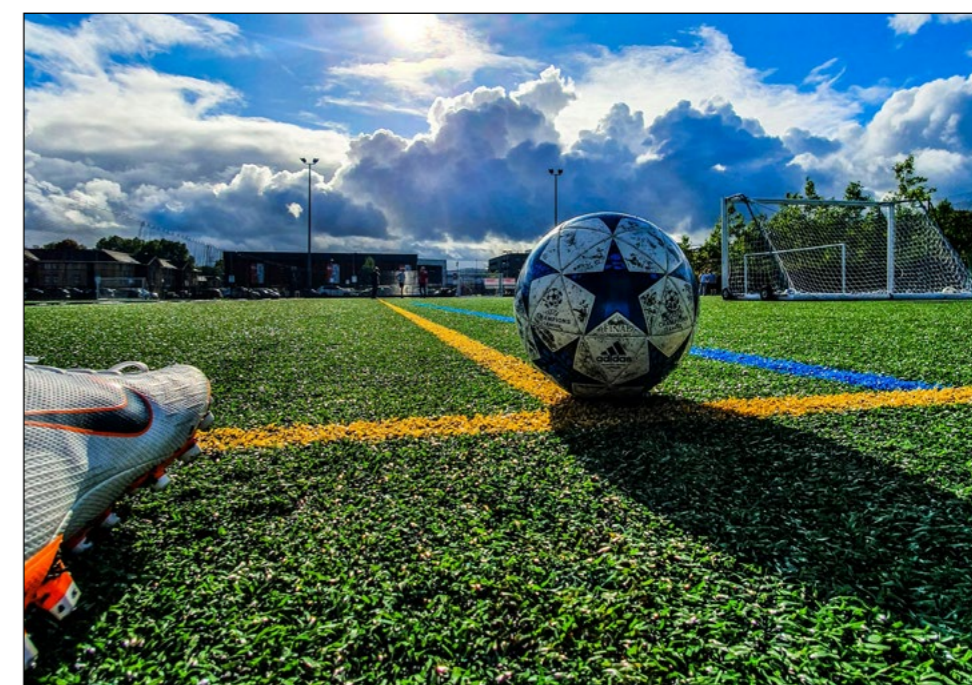
We will continue to take a managed approach reviewing the housing trajectory and commitments to plan for school places and some existing schools may need expansion to accommodate fluctuations in pupil numbers. We will also look to improve the provision of Special Educational Needs and Disability places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

- **Burial space/crematoria:** 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.
- **Green Infrastructure:** Our Green Infrastructure Strategy examines the important role of green infrastructure within the BCP area and identifies areas for improvement. There are significant differences in the amounts of green infrastructure and public open spaces between different wards. Given the existing pattern of development across there are limited opportunities to create new good quality public open spaces and therefore the strategy seeks to protect existing open spaces and improve their quality, along with introducing urban greening and tree canopy cover improvements through new developments. The Play Strategy also identifies that investment in existing play areas is required.
- **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 pitches and areas capable of accommodating pitches will be protected and, where

possible, the quality of facilities improved to increase carrying capacity. Existing sports centres and school sites also have the potential to provide 3G pitches to help meet the predicted needs and we will work with operators to help deliver these facilities.

- **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 are now a seriously water stressed area. 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

4.17 As we are taking a constraints based approach, the strategy going forward will continue to focus development within the existing urban area. Environmentally sensitive areas such as habitats sites and wildlife sites will be protected, along with other public open spaces, and development will generally be directed away from areas at risk from flooding. The current Green Belt boundaries will remain. Our key diagram is shown in figure 4.2 and appendix 2.

4.18 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 public 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

4.19 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 by making more efficient use of previously developed land 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 on previously developed land, built on a strong retail base.

4.20 Along with the town centres, Boscombe district centre 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.

4.21 The town centres and Boscombe district centre 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 and district centres, and these areas will act as a focus for the largest, most intensive retail, office, residential and leisure activities.

4.22 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 district centre, with the wards containing these areas delivering approximately 13,800 new homes.

4.23 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. Major developments will therefore be expected to demonstrate how they contribute social value within their design and access statement.

4.24 Across all of our town centres we will seek to make effective use of land to significantly boost the supply of homes and provide an overall mix



Figure 4.2 Key diagram

of uses. While we need to make effective use of land which will require homes to be built at a higher density this should not be at the expense of good quality design and making good places. Designs for sites need to be appropriate to their context, maximising opportunities to improve the quality of the built environment. We have identified indicative density ranges which include a minimum density that new residential development should aim to meet. These exclude conservation areas outside of the town centres. There may be occasions where achieving such densities is not possible due to specific site circumstances which will have to be assessed on a case by case basis.

4.25 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.

4.26 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

4.27 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 a range of 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.

4.28 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 4.3 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.

4.29 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

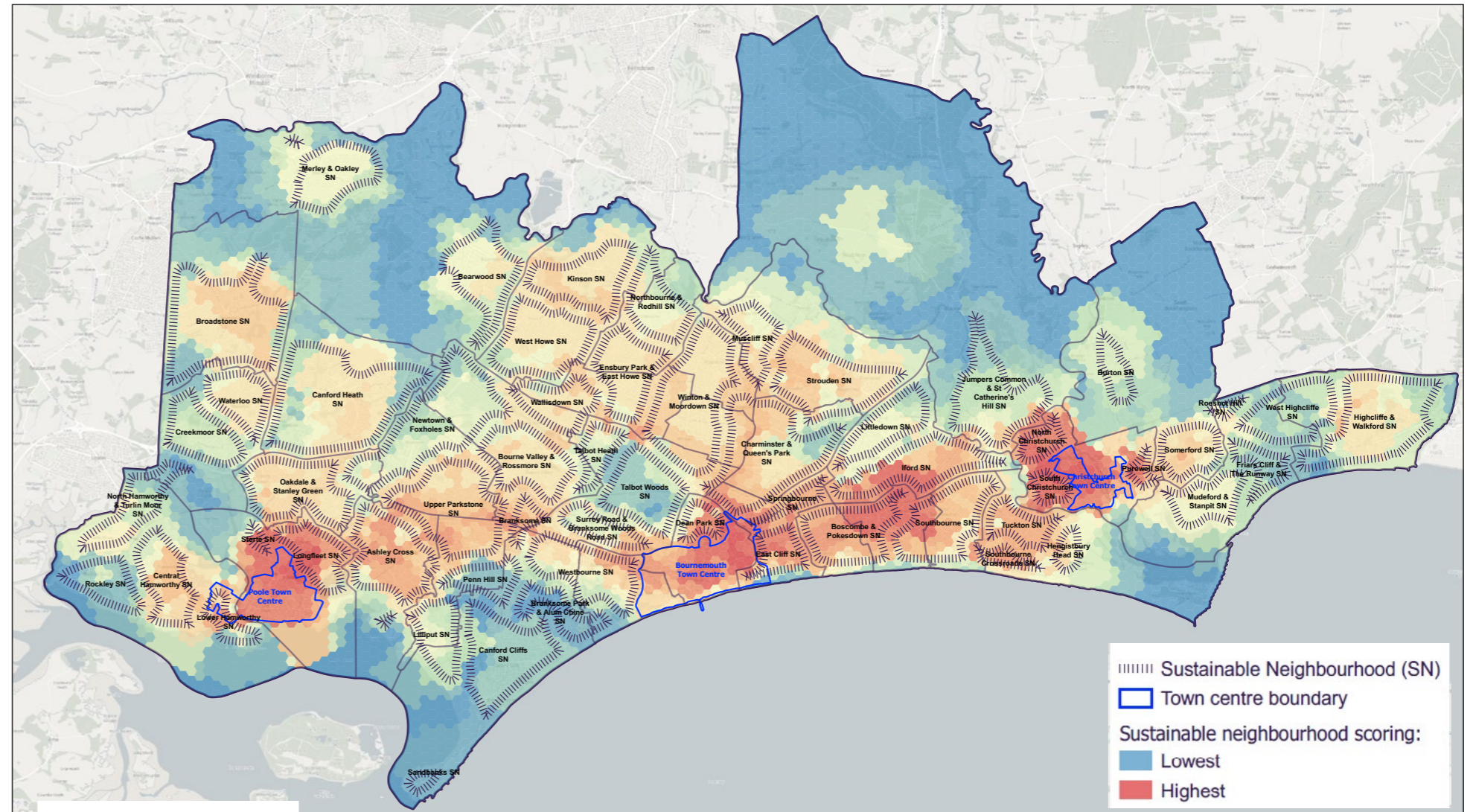


Figure - 4.3 The most and least sustainable parts of the BCP area

the introduction of Article 4 Directions to remove certain permitted development rights. These would be consulted on separately to the Local Plan.

4.30 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.

4.31 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.

4.32 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

4.33 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 or employment space that will help support the vitality of the area and enhance the overall character of the sustainable neighbourhoods. Some of these areas can accommodate increases in building heights that will contribute to optimising densities within the urban area. The local opportunity streets have the potential to sensitively accommodate gentle increases in height.

4.34 While broad areas have been identified the acceptability of proposals will be dealt with on a case by case basis depending on the nature of the plot and any specific impacts a proposals may have for example on living conditions or heritage assets. 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

Development proposals must accord with this spatial strategy:

1. Environmentally sensitive areas and the Green Belt

- a. Habitat sites and public open spaces will be protected;
- b. development will be directed away from areas at a risk of flooding;
- c. heritage assets will be preserved or enhanced; and
- d. the Green Belt will be protected from inappropriate development.

2. Amount of development

From 2024 to 2039 the BCP Local Plan makes provision for a minimum of:

- a. 24,000 (net) additional homes; and
- b. 72 hectares of employment land, along with supporting infrastructure and facilities.

3. 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 district centre, as shown on the policies map, 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 as shown on the policies map.
 - iii. elsewhere residential development will be supported across a series of sustainable neighbourhoods with the highest densities within 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	6,330	150-300
Christchurch town	610	
Poole town and Hamworthy*	5,795	
Boscombe West	1,050	
Strategic urban extensions		
Roeshot Hill	875	30-50
North of Bearwood	800	
North of Merley	550	
Elsewhere	7,990	40-150
Total	24,000	

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

4. Strategic Opportunity Areas

- a. 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 district centre, 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.
- b. Proposals in these areas will be supported where they enhance the overall role and prosperity of the centre and together deliver a mix of uses.
- c. Development must create high quality places that optimises the use of land.

3. Sustainable neighbourhoods

- a. Within the sustainable neighbourhood areas we will support development proposals that:
 - i. contribute to the creation of mixed-use neighbourhoods where the day to day needs of residents can be met within easy walking and cycling distance of homes;
 - ii. provide additional facilities and services within existing district and local centres, and neighbourhood parades; and
 - iii. optimise the use of land to deliver a range of new homes.
- b. Existing retail, community, leisure and employment uses in sustainable neighbourhoods will be protected wherever possible.
- 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. preserve or enhance 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 of 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.

Policy S2 continued over the page

Policy S2 continued

6. Office and employment

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

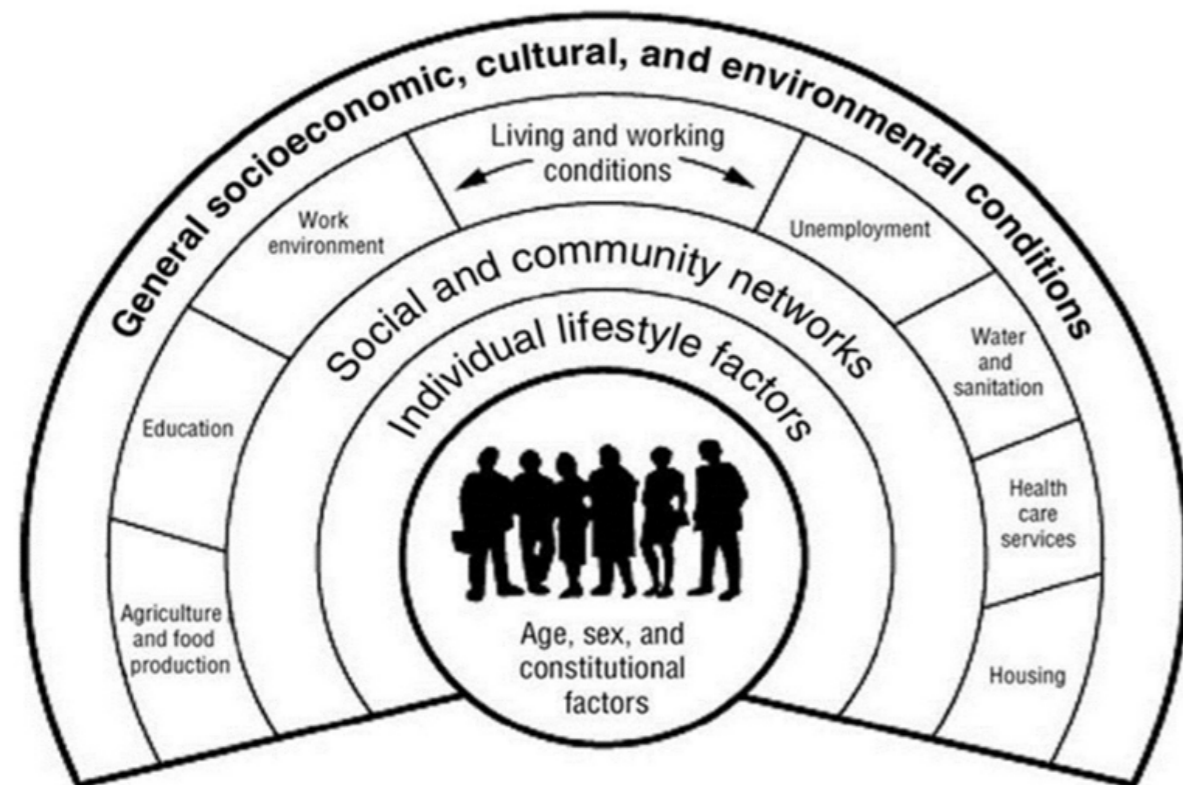
7. Strategic Infrastructure

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.

Health and wellbeing

4.35 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 4.4). 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 4.4 - Dahlgren & Whitehead 1991



4.36 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 approximately eight years difference in life expectancy for females in Christchurch (86.8years) and Boscombe West (78.5 years).

4.37 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%.

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.

Health impact assessments

4.38 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](#) ([healthyurbandevelopment.nhs.uk](#)). Developments over 100 dwellings or greater than 5ha for other uses should prepare a bespoke HIA.

Access to doctors and health care facilities

4.39 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

4.40 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.

4.41 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.

4.42 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.

4.43 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

4.44 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.

4.45 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, waterfront 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.

4.46 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, water safety measures and physical barriers to prevent falls from height. Proposals for buildings over four storeys or twelve metres in height or that are located on a public waterfront should include a suicide prevention risk assessment.

Policy S4: Health and wellbeing

1. 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.

2. 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.

3. Suicide prevention

Development should incorporate appropriate suicide prevention measures and all buildings and structures over four storeys (12 metres) or that are located on a public waterfront 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.

5.1 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

5.2 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.

5.3 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.

5.4 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.

5.5 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). As a last resort, 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.

5.6 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 Addressing the Climate and Ecological Emergency, 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.

Sustainable construction and low carbon energy

5.7 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.

5.8 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.

5.9 The Local Plan will make a positive contribution to reducing overall CO2 emissions in a meaningful way, taking into account the energy hierarchy, figure 5.1. In line with the energy hierarchy set out above new buildings should consider:

- reducing energy use through:
 - orientating and designing development to minimise the need for artificial light, heating and cooling, using design solutions that will minimise solar gain in summer months and maximise solar gain in winter months;
 - ensuring 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;
 - ensuring the fabric of the building, its construction method and materials maximise energy efficiency; and
 - addressing embodied carbon through the reuse of existing buildings and the reuse or recycling of materials;

- supplying energy efficiently by using zero and/or low emission decentralised energy, connecting to district heating networks or secondary heat sources;
- minimising the space heating/cooling demand and overall energy demand of the building to achieve low energy consumption; and
- maximising future energy demand from renewable energy sources, including utilising rooftop space for photovoltaic arrays where appropriate.

5.10 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. An interim uplift to Part L came into effect in 2022, requiring 31% reduction in CO2 emissions from new homes and 27% reduction in CO2 emissions from non-domestic buildings, compared with Part L 2013. Following this, government launched a consultation in December 2023, setting out further detailed proposals on the standards, which build upon the commitment and progress to being the standard for in 2025.

5.11 Government has indicated that it will retain the metrics for measuring carbon emissions that are currently in Part L whilst enabling flexible design solutions to meet targets. The metrics assess (i) greenhouse gas emissions and (ii) consumption of energy. A third metric for dwellings only is the energy demand for space heating and cooling.

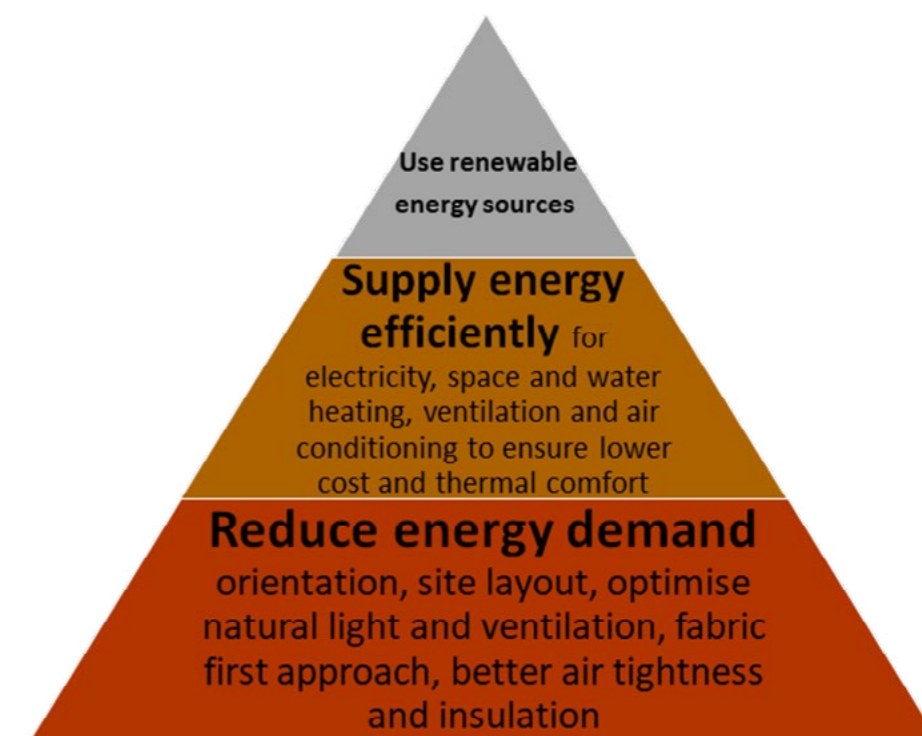


Figure 5.1 - The energy hierarchy

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:

a. reduce carbon emissions by:

- i. 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;
- ii. prioritising the reuse of structures and buildings, demolition materials, recycled materials and/or locally/sustainably sourced low carbon building materials;
- iii. designing buildings to maximise energy efficiency and minimise energy consumption to ensure total regulated operational energy consumption is reduced;
- iv. minimising the overall carbon footprint during construction by assessing the embodied energy in construction methods, transportation, plant, and materials;
- v. supporting the delivery of decentralised, community renewable energy schemes including heat networks, district heating schemes and cogeneration technology;
- vi. taking opportunities to incorporate renewable energy use and low carbon energy generation;
- vii. ensuring space is provided for charging infrastructure for electric vehicles;
- viii. maximising opportunities for sustainable movement of freight, including rail freight, the use of electric vehicles and e-cargo bikes; and
- ix. embracing technological and innovative advances in digitisation, connectivity, and communications to enable decarbonisation and transition to a net zero carbon future.

b. mitigate and adapt to the impacts of climate change by:

- i. 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;
- ii. incorporating sustainable drainage within schemes to manage surface water, drainage and reduce the risk of flooding;
- iii. 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;
- iv. incorporating water efficiency and water recycling measures to reduce consumption of operational water usage;
- v. reducing the urban heat island effect through the use of building materials, trees, planting and green roofs to address potential site microclimate impacts; and
- vi. achieving biodiversity net gain on each development site.

c. maximise carbon storage and sequestration by:

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

d. Increase low carbon and renewable energy projects by:

- i. encouraging development to provide renewable energy; and
- ii. 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.

5.12 When the Future Homes Standard comes into full effect in 2025, the greenhouse gas emissions per home will be at least 75% lower, compared with Part L 2013 regulations. This corresponds with the adoption of the Local Plan.

5.13 The Building Research Establishment (BRE) have developed an assessment a method and rating system (BREEAM) to be used to reduce the environmental impact of non-residential buildings using ten factors of sustainability, to achieve credits which translate to a rating score. Development up to 1,000sqm should meet a BREEAM 'Very Good' rating, and over 1,000sqm should meet a BREEAM 'Excellent' rating. A BREEAM pre-assessment report submitted at the pre-application and/or application stage should make clear which BREEAM rating is being sought and subsequent post-construction review certificate should verify that the rating has been met.

Demonstrating zero carbon ready development

5.14 Within their design and access statement, or our checklist, for proposals under 10 homes, applicants are required to demonstrate how homes will be zero carbon ready in order to meet the future new lower emissions targets for residential development taking a fabric first approach to boosting the building's overall operational performance, in line with metrics proposed in the Future Homes and Future Buildings Standards. For the purposes of this policy, 'zero carbon ready' is about reducing operational carbon emissions of a building in use by only using electricity or renewable energy. As a result when the national grid is fully decarbonised in line with government targets by 2035, that the homes being built now will not require retrofitting.

Existing buildings

5.15 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.

Water efficiency

5.16 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.

5.17 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

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. To do this, proposals for new:

- a. homes must demonstrate through the design and access statement, or the council checklist, how the homes will be built to be 'zero carbon ready' in accordance with our definition; and
- b. non -residential buildings, including conversions and changes of use, must demonstrate through a BREEAM Pre-Assessment Report summarised in the Design and Access Statement or council checklist, how the following BREEAM ratings are achieved:
 - i. 'Very good' – up to 1,000sqm (net) floor space; or
 - ii. 'Excellent' – over 1,000 sqm (net) floor space.

A Post-Construction Review Certificate should verify that the BREEAM rating in the Pre-Assessment Report has been met.

2. Retrofitting existing buildings

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

Policy C3: Water Efficiency

To reduce water consumption, applicants must demonstrate through the design and access statement, or council checklist, how the proposed development:

- a. 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;
- b. 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
- c. 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.

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.

Renewable energy installations

5.18 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.

5.19 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](#).

5.20 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.

5.21 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.

5.22 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.

5.23 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. Large scale renewable and/or low carbon energy schemes

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;
- 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

5.24 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)

5.25 SMPs are high-level non-statutory planning documents which provide a broad scale assessment of the risk associated with coastal flooding and erosion and present 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.

5.26 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

5.27 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.

5.28 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 5.2 and on the Policies Map. In accordance with national guidance,

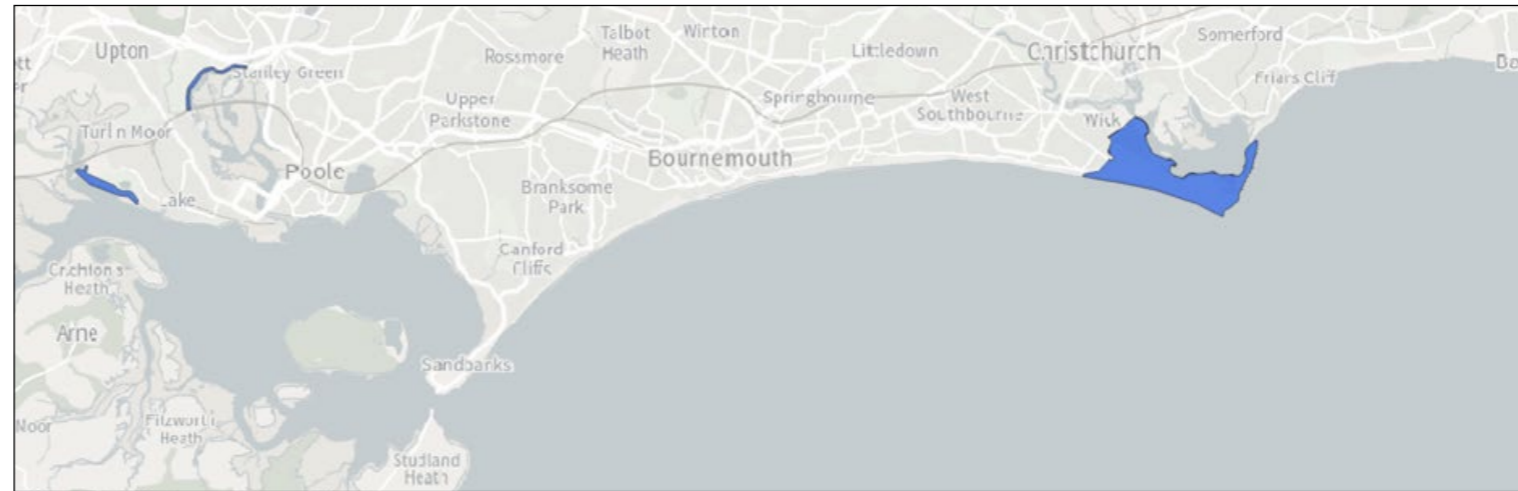


Figure 5.2 – Our Coastal Change Management Areas

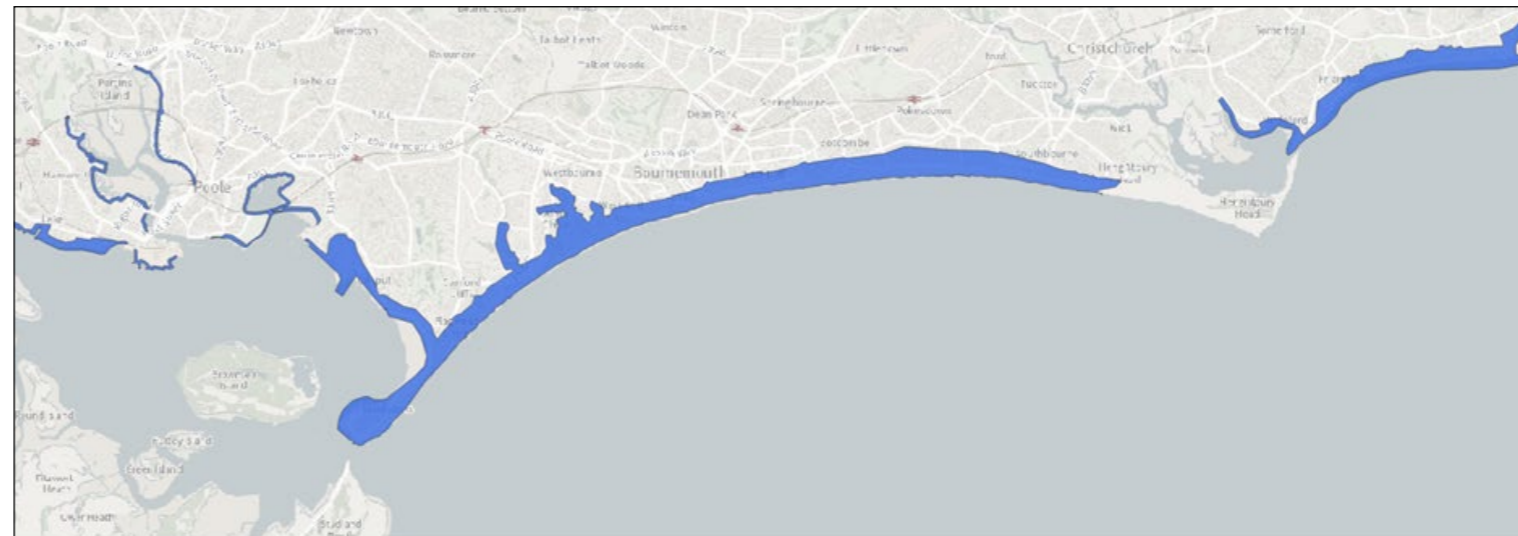


Figure 5.3 – Our Coastal Vulnerability Zone

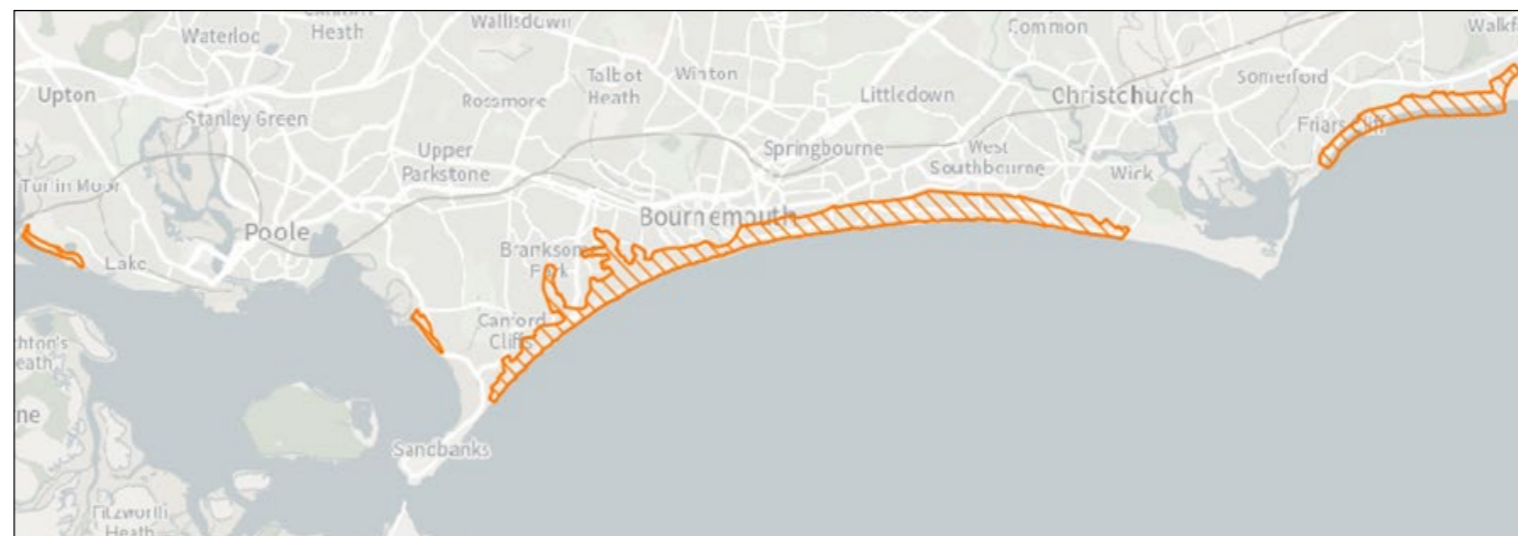


Figure 5.4 – Cliff and Chine Stability Consultation Zone

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.

Coastal Vulnerability Zone

5.29 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 chine; (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.

5.30 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 5.3 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.

5.31 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.

Cliff and Chine Stability Consultation Zone

5.32 We have also defined a Cliff and Chine Stability Consultation Zone as shown in Figure 5.4. 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.

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

5.33 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.

5.34 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. For the BCP area this includes flood risk from the sea, rivers, watercourses, surface water, reservoirs, and groundwater.

5.35 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.

5.36 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.

5.37 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)

5.38 The Local Plan is supported by the BCP Strategic Flood Risk Assessment (SFRA) which is in two parts. The SFRA Level 1 (2024) 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 areas as Very High, High, Medium, Low-Medium and Low Flood Risk Areas based on all sources of flooding (see figure 5.5). 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.

5.39 The SFRA will be updated over time, where more recent and verified flood risk data is available which updates and supersedes the SFRA 2024. This should be applied in place of the SFRA 2024, when considering flood risk policies.

5.40 We are preparing SFRA Level 2 for the Poole and Hamworthy area and will need to do so for Christchurch Stony Lane area and the Sandbanks peninsular. These will provide a more detailed assessment of

Flood Risk Area	Flood Risk Sources					
	Rivers (Fluvial)	Surface Water & Unmodelled Watercourses ⁸	Ground Water (GW)	Tidal (Inc. sea level rise) ^{9, 10}	Artificial Sources (Reservoirs)	Sewer Flood Risk
Low Risk (clear)	Outside any Medium, High or Very High fluvial Flood Risk Areas	Outside any 1 in 1000-year SW flood extents	Outside any Groundwater risk maps	Outside any Medium, High or Very High Flood Risk Areas	Outside any mapped reservoir inundation Areas	No Data Provided
Low-Medium Risk	Outside any Medium, High or Very High fluvial Flood Risk Areas	1 in 1000-year flood event at depths of 300mm or less	JBA 1 in 100-year GW emergence extent and / or BGS Shallow GW constraints map	Outside any Medium, High or Very High Flood Risk Areas	Inside any mapped reservoir inundation Areas	No Data Provided
Medium Risk	Flood Zone 2 (0.1% AEP) (Present Day)	1 in 1000-year flood event at depths of >300mm	Not Applicable	Future Flood Zone 2 (0.1% AEP) by 2138 or where unavailable Nearest possible epoch	Not Applicable	No Data Provided
High Risk	Flood Zone 3 (1.0% AEP) ¹¹ inc. climate change or where unavailable a Conservative Proxy	1 in 100 year flood event at depths of >150mm and / or: 8m from the centre line of an unmodelled channel and / or: within a mapped inland water area	Not Applicable	Future Flood Zone 3 (0.5% AEP) by 2138 or where unavailable Nearest possible epoch	Not Applicable	No Data Provided
Very High Risk	Flood Zone 3b (3.33% AEP) ¹² inc. climate change or where unavailable a Conservative Proxy	1 in 30 year flood event at depths of >300mm	Not Applicable	Not Appropriate ¹³	Not Applicable	No Data Provided

⁷ Where Climate Change mapping is unavailable, and a conservative proxy is used, which equates to a present day scenario: for instance, where Present Day Flood Zone 2 is used as a proxy for Future Flood Zone 3, this will be considered as a High Risk area, rather than a Medium Risk Area.

⁸ Surface water + Climate Change maps are not available for this SFRA but may be modelled and incorporated in future.

⁹ See section 4.3 for details on coastal flood mapping. A 2138 epoch is used for this SFRA level 1 as this includes the plan period plus a 100-year period to account for development lifetime.

¹⁰ Future SFRA level 2 studies for Christchurch and Poole may provide different epochs to account for different development lifetimes, hence users should consult these once available.

¹¹ See section 4.2 for details as to how this has been defined for each fluvial study within the BCP area.

¹² As per comment above.

¹³ BCP & WSP note the August 2022 changes to the PPG, however, we do not consider it appropriate to define a tidal equivalent to the functional flood plain (Flood Zone 3b) at this stage for the reasons outlined in section 4.3.

Figure 5.5 – Categorisation of flood risk within the BCP area

flood risk, providing recommendations for managing flood risk as required, taking into account any proposed flood defences. Further detail is set out in the relevant ward policies in Part 2 of the Local Plan.

The Sequential Test and Exception Test for planning applications

5.40 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. Figure 5.6 sets out when a sequential test is applicable depending on what Flood Risk Area it falls within, subject to it not being exempted by Policy C6. However, if new evidence indicates there is or will be a higher risk of flooding the sequential test may be applicable. Figure 5.7 details when the exception test should be applied and when development is considered incompatible based on level of risk and vulnerability, across the BCP area. It supplements the Planning Practice Guidance's (PPG's) Flood risk vulnerability and flood zone 'incompatibility' table as it includes all sources of flood risk, as required by the NPPF.

5.41 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.

5.42 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.

5.43 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.

5.44 In addition to this approach we also have a specific flood risk policy for Sandbanks Peninsula set out in the Canford Cliffs ward policy, Poole Town centre in the Poole town and Hamworthy ward policies and Stony Lane in the Christchurch Town ward policy in Part 2 of the Local Plan.

Flood Risk Area	Essential Infrastructure	Highly vulnerable	More vulnerable	Less vulnerable)	Water compatible development
Low	Passed	Passed	Passed	Passed	Passed
Low-Medium	Passed	Passed	Passed	Passed	Passed
Medium	Passed	Applicable	Applicable	Applicable	Passed
High	Passed	Applicable	Applicable	Applicable	Passed
Very High	Passed	Applicable	Applicable	Applicable	Passed

Figure 5.6 – Application of the sequential test within the BCP area

Flood Risk Area	Essential Infrastructure	Highly vulnerable	More vulnerable	Less vulnerable)	Water compatible development
Low Risk	Exception Test not required	Exception Test not required	Exception Test not required	Exception Test not required	Exception Test not required
Low-Medium / Medium Risk	Exception Test not required	Exception test required	Exception Test not required	Exception Test not required	Exception Test not required
High Risk	Exception test required†	Should not be permitted	Exception test required	Exception Test not required	Exception Test not required
Very High Risk	Exception test required*	Should not be permitted	Should not be permitted	Should not be permitted	Exception Test not required

Figure 5.7 – Application of the exception test within the BCP area

Policy C6: Flood Risk

1. Sequential Test and Exception Test

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

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

- a. the site is located entirely within Flood Risk Areas where the sequential test is passed for the type of development proposed in accordance with Figure 5.6;
- 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; or
- e. a sequential approach has been taken to the layout of the proposal, so that each type of development proposed is located entirely within Flood Risk Areas where the sequential test is passed for that type of development in accordance with Figure 5.6.

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 allowing sufficient time to ensure prevention of flooding to protect the development against the effects of climate change.
- d. The council will publish updated SFRA Level 2 studies for Poole and for Christchurch, which will inform the applicants' flood risk assessments.

3. Flood Defences

- a. Proposals for flood management infrastructure 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 management infrastructure.
- c. Where applicants propose to alter or work on existing flood mitigation infrastructure, they must:
 - i. do so in accordance with the relevant flood risk management authority's requirements; and
 - ii. demonstrate that the works can be achieved lawfully.
- 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. Where the SFRA level 1 identifies land that needs safeguarding for future Flood Risk Management infrastructure, upgraded or maintenance, this should be left free from development that might compromise delivery of future defences.
- 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)

5.44 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.

5.55 There are some places within the BCP area 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.

5.56 Expanding the existing drainage system to cope would be costly and simply not realistic. National policy therefore focuses on Sustainable Drainage Systems (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. SuDS can be considered as part of urban greening score in Policy NE4.

5.57 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:

- 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).

Where measures are considered inappropriate, applicants must submit evidence to demonstrate this as part of their Drainage Strategy.

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

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.

6.1 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.

Protecting habitats sites

6.2 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.

6.3 Under the Conservation of Habitats and Species Regulations 2017 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 including 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).

6.4 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.

6.5 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. Subject to certain prescribed exceptions, where potential adverse effects upon habitats sites have been identified the Council must secure that sufficient mitigation measures are in place to ensure their integrity is not impacted. 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

6.6 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

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.

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 Protect 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*

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

as recreational disturbance of nesting birds, predation from cats, fires and air pollution.

6.7 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.

6.8 Firstly, new homes are resisted 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 may be allowed within the 400 metre consultation area is 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. 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 (Appendix C).

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

6.10 Whilst the strategy provides general reassurance to an applicant that a development can be mitigated, there may be other impacts from a development that could cause harm to the integrity of a site. Examples include large development schemes over 400 metres from a heathland but with a direct public right of way onto the heathland, or a development within 400 metres of a heathland, such as a care home that includes car



parking which visitors can use to access heathland. Therefore, all potential impacts should be considered carefully at the screening stage of the appropriate assessment. We recommend that for major developments consultation is undertaken with Natural England before submitting a planning application.

6.11 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. Most sites within the BCP area are unable to provide HIPs due to the tightly constrained land holdings, and so it is the Council that takes on this responsibility to provide mitigation measures using CIL. There are some exceptions on greenfield sites around the edge of the built up area that must provide HIPs alongside the new homes.

6.12 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

6.13 Air pollution is also affecting the Dorset Heathlands. Airborne nitrogen and sulphur-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.

6.14 To assess the impact of additional vehicle trips upon the integrity of the Dorset Heathlands at a strategic local plan level we can use transport modelling data to forecast where there will be cumulative increases in vehicle trips past heathland sites. From this data we can assess the impact upon integrity of the Dorset Heathlands. We will publish this evidence when our transport model is updated in 2024.

6.15 Applicants seeking planning permission will need to prepare a project level assessment to assess the changes to air quality at Dorset Heathland sites caused by vehicle trips from the proposed development. Applicants can then consider the mitigation measures we have identified in the Dorset Heathlands Interim Air Quality Strategy (2021) prepared jointly with Dorset Council. This Strategy includes measures that new development can incorporate such as electric charging points and reduced car ownership. Mitigation measures can be agreed with the Council on a case by case basis as part of the appropriate assessment.

6.16 We have a project coordinator in place to deliver the strategic mitigation interventions discussed in the strategy and to update the strategy. We are using CIL to fund the mitigation.

Poole Harbour

6.17 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

6.18 Nitrogen and phosphorous 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).

6.19 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 in January 2024 will name the specific wastewater treatment works. It is expected that sufficient wastewater treatment works within the Poole harbour catchment will be named to achieve a threshold level, thereby removing the need for development specific phosphorus mitigation from 2030. Once this is agreed Natural England has advised that we do not need to consider phosphorous measures in the period to 2030, as the adverse effect will be insignificant.

6.20 We will have to continue to provide nitrogen (nitrate) mitigation in Poole Harbour up to and beyond 2030. Applicants seeking planning permission that would result in an increase in nitrate 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 as well as other sources. A nutrient budget for the development can be calculated using the Poole Harbour nutrient calculator.

6.21 Where nutrient mitigation is required, the applicant must demonstrate how this will 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 can be 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

6.22 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.

6.23 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 a review later in 2024.

6.24 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).

6.25 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.

6.26 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

6.27 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.

6.28 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.

6.29 Applicants will need to demonstrate evidence at validation stage that the scheme will provide phosphorous mitigation or secure phosphorous

credits to mitigate the impact of the development as described above for Poole Harbour. A difference to the Poole Harbour approach is that phosphorous mitigation measures will be required from development in the River Avon before and after the 2030 legal duty upon wastewater treatment works. If the Christchurch wastewater treatment works is named in the secondary legislation in April 2024 the cost of mitigation is expected to be significantly less from 2030 onwards.

New Forest

6.30 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.

6.31 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.

6.32 To enable the councils to grant planning permission for proposals for a net increase in dwellings within the New Forest zone of influence, applicants can 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.

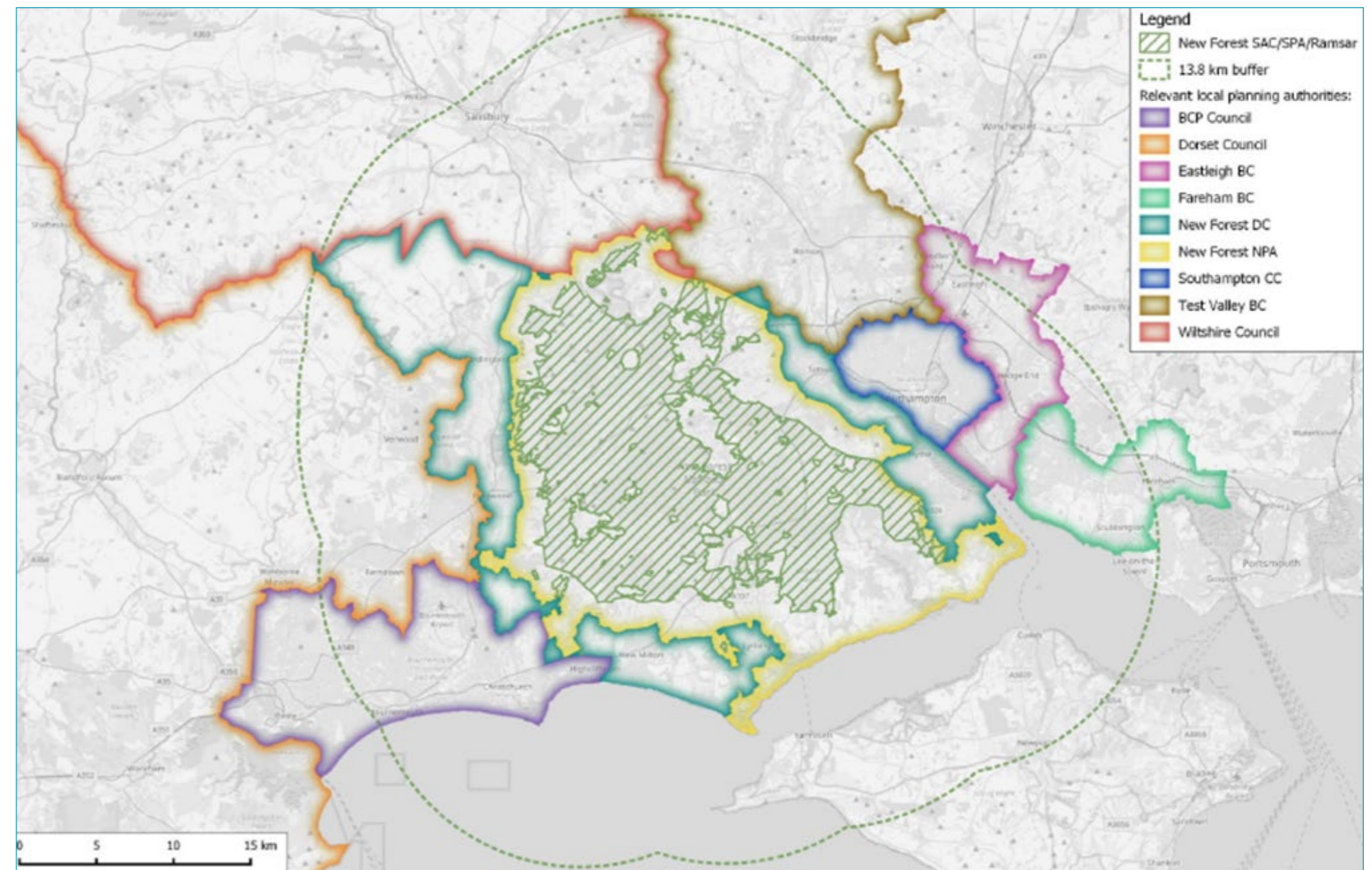


Figure 6.2 - The 13.8km zone of influence around the New Forest

Permitted development

6.33 The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO) allows certain types of development to take place without the need for specific planning permission, provided certain criteria are met, e.g. the change of use of an office to a dwelling. Article 3(1) of the GPDO, by incorporating regulations 75-78 of the Habitats Regulations, imposes a condition requiring prior approval under these Regulations, that the local planning authority is satisfied that there is no adverse effect on the integrity of a habitat site, before permitted development can go ahead.

6.34 In practice the process generally involves the applicant writing to the council prior to commencement of the approved development to enquire whether the development can pass appropriate assessment. In many cases the payment of mitigation contributions in accordance with our mitigation strategies prior to commencement will enable the applicant to develop lawfully. For such developments we will provide the applicant with a contribution payment form alongside the prior approval.

Other national and local wildlife sites

6.35 As well as habitat sites, there are other protected habitats in the BCP area including Sites of Special Scientific Interest (SSSI) protected under the Wildlife and Countryside Act due to their flora, fauna and geological or physiological features. Some SSSIs also double up as habitat sites (above). Habitats of local importance can be designated as Sites of Nature Conservation Interest (SNCI) or Local Nature Reserves (LNRs). SNCIs are designated by local wildlife trusts and local authorities for their habitat value in supporting rare or threatened species and the contribution that make to the wider ecological network. LNRs are wildlife areas designated by local authorities for ecological or geological value and are usually made fully or partly accessible to the public to encourage wildlife education and enjoyment of the natural environment.

3.36 The biodiversity net gain legislation includes a list of habitats that are considered to be 'irreplaceable habitats' in England, which are of very high biodiversity value that require special protection. The list includes habitats such as ancient woodland, veteran trees, coastal sand dunes and some saltmarsh habitats. A full list of irreplaceable habitats and details how they must be considered in development proposals is provided within the biodiversity net gain section of this plan.

3.37 Some specific habitats and plant and animal species are protected by the Natural Environment and Rural Communities Act Section 41 List of Species of Principal Importance. The list includes a number of species and habitats found within the BCP area and development proposals will be expected to demonstrate how these habitats and species will be protected. Applicants should seek opportunities to link and enhance habitat and consider how development interacts with wildlife and habitats to avoid adverse impacts. This includes the design, positioning and use of lighting which can have a detrimental impact on species such as bats.

Policy NE2: Habitats sites and 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. The impacts of development proposals 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. Where adverse impacts are identified, measures must be put in place to avoid or mitigate these impacts, which could include 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. Proposed development involving a net increase in residential dwellings or 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 provided the development would not have an adverse effect upon the integrity of the habitat site and mitigation is provided in accordance with the advice set out in the Dorset Heathlands Planning Framework SPD.
- b. 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. Development proposals that would result in an increase in nutrient loading within the Poole Harbour catchment as shown on the policies map must 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. 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.

3. River Avon

Development proposals for any net increase in residential dwellings, tourist accommodation or a tourist attraction that would result in an increase in phosphorous loading within the River Avon catchment as shown on the policies map must include the provision of appropriate avoidance/mitigation measures to ensure development is 'phosphorous neutral' and that the development would not have an adverse effect on the integrity of the River Avon SAC due to increased phosphorous loading.

4. New Forest

Development proposals resulting in a net increase in residential dwellings or tourism accommodation within the New Forest 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 New Forest SPA and Ramsar.

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5. Provision of Mitigation

- a. Nutrient mitigation to offset nutrient impacts upon Poole Harbour and the River Avon must be implemented by the applicant prior to first occupation. The applicant must demonstrate that the required amount of nutrients have been secured before the council can complete the habitats regulations assessment and conclude no adverse effect.
- b. SAMMs must be paid to the council prior to first 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. The applicant will pay CIL upon commencement enabling the Council to secure suitable mitigation measures prior to occupation.
- d. For developments exempted from CIL such as prior approvals the applicant can write to the council to check whether there will be an adverse effect, and where necessary secure mitigation via a contribution payment form prior to commencement.
- e. Some development proposals will also be required to implement other mitigation measures, determined on a case-by-case basis.
- f. The council will work with neighbouring councils, statutory bodies and landowners to ensure mitigation measures are implemented, monitored and managed in perpetuity.

B. National and local wildlife sites

- a. Proposals for development that affect other SSSIs, ancient woodland, veteran trees, species and habitats of principal importance, sites containing species and habitats of local importance (including Sites of Nature Conservation Interest (SNCI), Local Nature Reserves (LNR)), and other wildlife areas that make up the existing ecological network must:
 - i. demonstrate how any features of nature conservation and biodiversity interest are to be protected and managed to prevent any adverse impact;
 - ii. incorporate measures to avoid, reduce or mitigate disturbance of sensitive wildlife habitats throughout the lifetime of the development; and
 - iii. seek opportunities to enhance biodiversity through the restoration, improvement or creation of habitats and/or ecological networks.
- b. 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.
- c. The effects and impacts of pollution from development shall be mitigated to ensure there is no adverse effect on species or habitats, in particular light pollution upon bats and/or near sensitive wildlife conservation areas.

Local Nature Recovery Strategy

6.38 The government's 25 Year Environment 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.

6.39 The Dorset Local Nature Partnership (LNP) and Dorset Environmental Records Centre (DERC) 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.

6.40 Full details of the ecological network maps can be viewed on the Dorset Local Nature Partnership website. The data was used to inform the BCP ecological network as shown on the policies map and will be updated to reflect changes over time.

6.41 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.

6.42 A Local Nature Recovery Strategy (LNRS) is also being worked on in collaboration with Dorset Council. Through working with the local community, farmers, land owners, wildlife groups and other stakeholders the LNRS will identify habitats and species of local priority and those locations considered most 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

6.43 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 against the pre-development value of the existing onsite habitat. The 10% gain can be achieved through a combination of onsite biodiversity enhancements or creation of new habitat; offsite biodiversity habitat creation and/or enhancement which can be secured through a legal agreement on registered biodiversity gain sites; or as a last resort, the purchase of national biodiversity credits. The biodiversity gain hierarchy as set out in Article 30A of the Development Management Procedure Order is distinct from the mitigation hierarchy set out in the NPPF and relates specifically to biodiversity net gain. It gives a clear emphasis on the importance of considering onsite biodiversity gain first and sets out the actions to be taken in the following order of priority:

- firstly, adverse effects on any medium, high or very high distinctiveness habitats within the site (with a score of four or more in the statutory biodiversity metric) must be avoided, and where the adverse effects cannot be avoided, they must be mitigated; and
- then, in relation to all on site habitats adversely affected by the development, the adverse effects should be compensated by the following actions in order of priority - the enhancement of existing onsite habitats; creation of new onsite habitats; the purchase/provision of offsite biodiversity gain units or, as a last resort, the purchase of national biodiversity credits.

6.44 Where irreplaceable habitats are found to be within a development site, any impact on these habitats must be considered separately to the mandatory net gain requirement. This is because these habitats have a very high biodiversity value and cannot easily be recreated. Details of irreplaceable habitats must be recorded in the biodiversity metric but any



impacts on them will flag as unacceptable due to their high score, and separate, bespoke compensation will need to be agreed with the council. Adverse impacts on these habitats should be avoided as far as possible.

6.45 The government has published a list of irreplaceable habitats for biodiversity net gain purposes which comprises blanket bog, lowland fens, limestone pavements, coastal sand dunes, ancient woodland, ancient and veteran trees, spartina saltmarsh swards and Mediterranean saltmarsh scrub. This list may be subject to change following a consultation process in 2025.

6.46 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.

6.47 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.

6.48 The Biodiversity Gain Requirements (Exemptions) Regulations 2024 exempt a number of application types from the mandatory biodiversity net gain requirements, including:

- 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.

6.49 Whilst these applications will not be expected to provide the statutory 10% net gain in biodiversity, they can still make a valuable contribution to wildlife through the provision of on-site habitat enhancement and/or species-based enhancements in accordance with our [Biodiversity Guidance](#).

Policy NE3: Biodiversity

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

1. Biodiversity Net Gain

Development proposals that are subject to mandatory biodiversity net gain must demonstrate how they have had regard to the biodiversity hierarchy.

- a. Habitat creation and enhancement should be provided on site and:
 - i. be of suitable size and design for its intended function and to achieve proposed outcomes for biodiversity; and
 - ii. seek to link into the existing ecological network where appropriate and take opportunities to expand and connect with existing wildlife sites.
- b. Where off-site net gain is proposed preference should be given to:
 - i. Sites identified as being of strategic significance to wildlife within the Local Nature Recovery Strategy;
 - ii. Enhancement of existing, or creation of new habitats that are identified as being of local priority in the Local Nature Recovery Strategy; and
 - iii. take opportunities for expanding or connecting to existing wildlife sites.

2. Biodiversity enhancements

Development proposals on sites exempt from mandatory Biodiversity Net Gain should provide habitats and species enhancements in accordance with the biodiversity guidance note.

Green infrastructure

6.50 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 open spaces, parks, fields, beaches, woodlands, rivers, trees and other water bodies and can have a positive impact on health and wellbeing by enabling contact with nature, providing space for physical activity and supporting mental health. The Natural England Green Infrastructure Framework (2023) sets out the principles which should be considered when setting out strategies for delivering green infrastructure and lists five standards that local authorities should strive to achieve. These are:

- S1: Green Infrastructure Strategy Standard
- S2: Accessible Green Space Standard
- S3: Urban Nature Recovery Standard
- S4: Urban Greening Factor Standard
- S5: Urban Tree Canopy Standard

6.51 BCP council has adopted a Green Infrastructure Strategy which meets Standard 1 and sets out the council's ambitions for investing in green infrastructure across the BCP area, 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', which provides a natural health service and

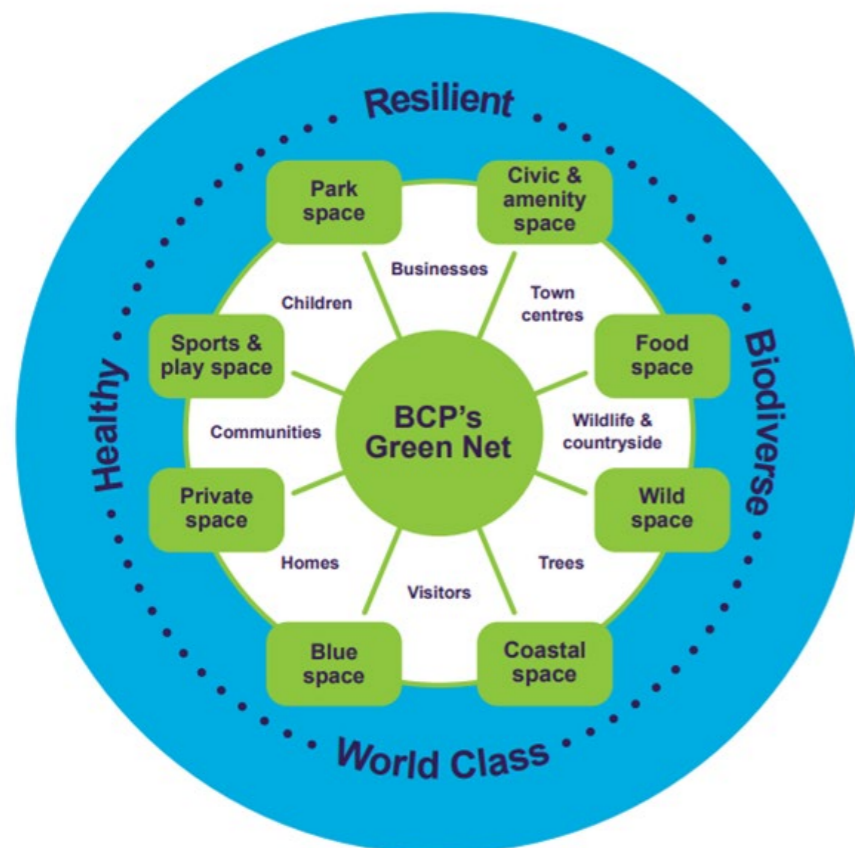


Figure 6.3 - The BCP Green Net

life support system for our communities and provides the backdrop to people's everyday lives as shown in Figure 6.3 and 6.4.

6.52 Standard 2 relating to open space is reflected in Policy NE7 which sets out the quantity and quantity of open space required for new development. This accords with the Natural England guidance as shown at Figure 6.8, and Figure 6.7 shows our local open space aspirations.

6.53 Standard 3 relates to urban nature recovery and is encompassed within the forthcoming Local Nature Recovery Strategy, Policy NE3 on Biodiversity and the Biodiversity guidance which encourages the inclusion of habitat and features to support wildlife for all developments.

6.54 Standard 4 relating to urban greening factor and Standard 5 on tree canopy cover are both included as specific targets within the Green Infrastructure Policy NE4. Further guidance on achieving these standards is set out within the BCP Urban Greening Design Guide and BCP 2050 Urban Forest Strategy.

6.55 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.

6.56 The strategy identifies four key principles which form the 'Green Net Vision' to guide delivery of and ensure that green infrastructure benefits

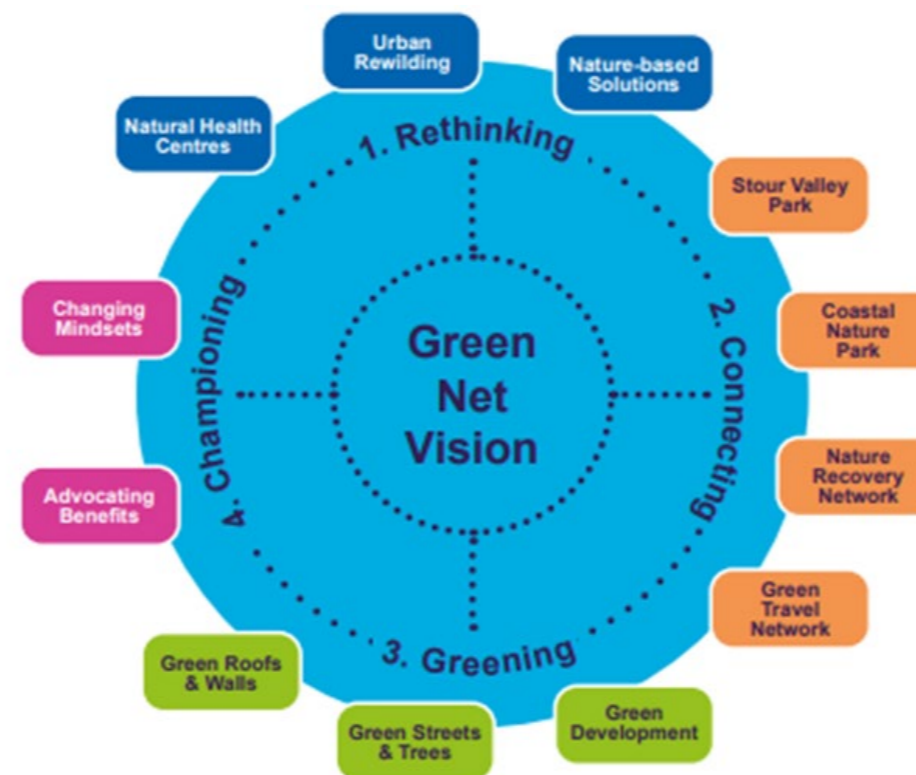


Figure 6.4 - The Green Net Vision

people, places and nature. These are:

- rethinking the future of our parks and green spaces to be multifunctional, providing for active and healthy lifestyles and supporting nature recovery
- connecting the green net for nature recovery and encouraging green travel
- greening the urban environment through the use of green roofs and walls, celebrating trees, encouraging green streets and public realm and increasing the use of green infrastructure in housing and regeneration areas
- championing green infrastructure through advocating the benefits and promoting a greener future.

6.57 The 'BCP Green Net Strategic Plan' identifies the existing network and key priorities for improvement and delivery as shown in Figure 6.5. 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

6.58 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 (currently in production) which can be used to see how a site relates to the existing green infrastructure network.

Urban greening factor

6.59 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.

6.60 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 non-residential development. Guidance on calculating these scores is provided in the Urban Greening Design Guide.

6.61 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.

6.62 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

6.63 Trees play an important part in the health and wellbeing of the community by improving air quality, combating flooding and providing shade, as well as making a significant contribution to biodiversity. The BCP 2050 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.

6.64 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.

6.65 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.

6.66 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

6.67 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.



Figure 6.5 - The BCP Green Net Strategic Plan

Policy NE4: Green infrastructure

1. General principles

Applicants must demonstrate how proposals will incorporate green infrastructure into new development via their Design and Access statement or council checklist, 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 2050 Urban Forest 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, restore 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 extends the existing 'Green Net';
- c. incorporate green infrastructure features which support nature recovery and encourage wildlife;
- d. protect and improve public access to green spaces and water spaces, including through improved links to cycle, wheeling and walking routes and the existing public rights of way network; and
- e. secure appropriate long-term management, maintenance and funding of any green infrastructure on site or directly related to the development.

3. Urban Greening Factor

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 non-residential 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 BCP 2050 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

6.68 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.

6.69 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 National Landscape 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.

6.70 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.

6.71 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.

6.72 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.

6.73 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

6.74 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.

6.75 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

6.76 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

1. Coastline

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.

2. Beaches

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.

3. Boating, mooring and jetties

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

6.77 The Dorset Landscape Character Area Assessment provides a detailed assessment of the landscape character areas that wrap around the edge of the built up area [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.

6.78 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

6.79 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 6.6. 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.

6.80 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.

6.81 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.

Policy NE6: Countryside

1. Landscape character

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

- integrating with the defining elements of character identified in the Dorset Landscape Character Area Assessment;
- preserving the open character of the Dorset Heathlands;
- preserving or enhancing the prominent tree covered slopes, ridges and chines; and
- preserving and enhancing the setting of the Dorset National Landscape, Cranborne Chase National Landscape 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:

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

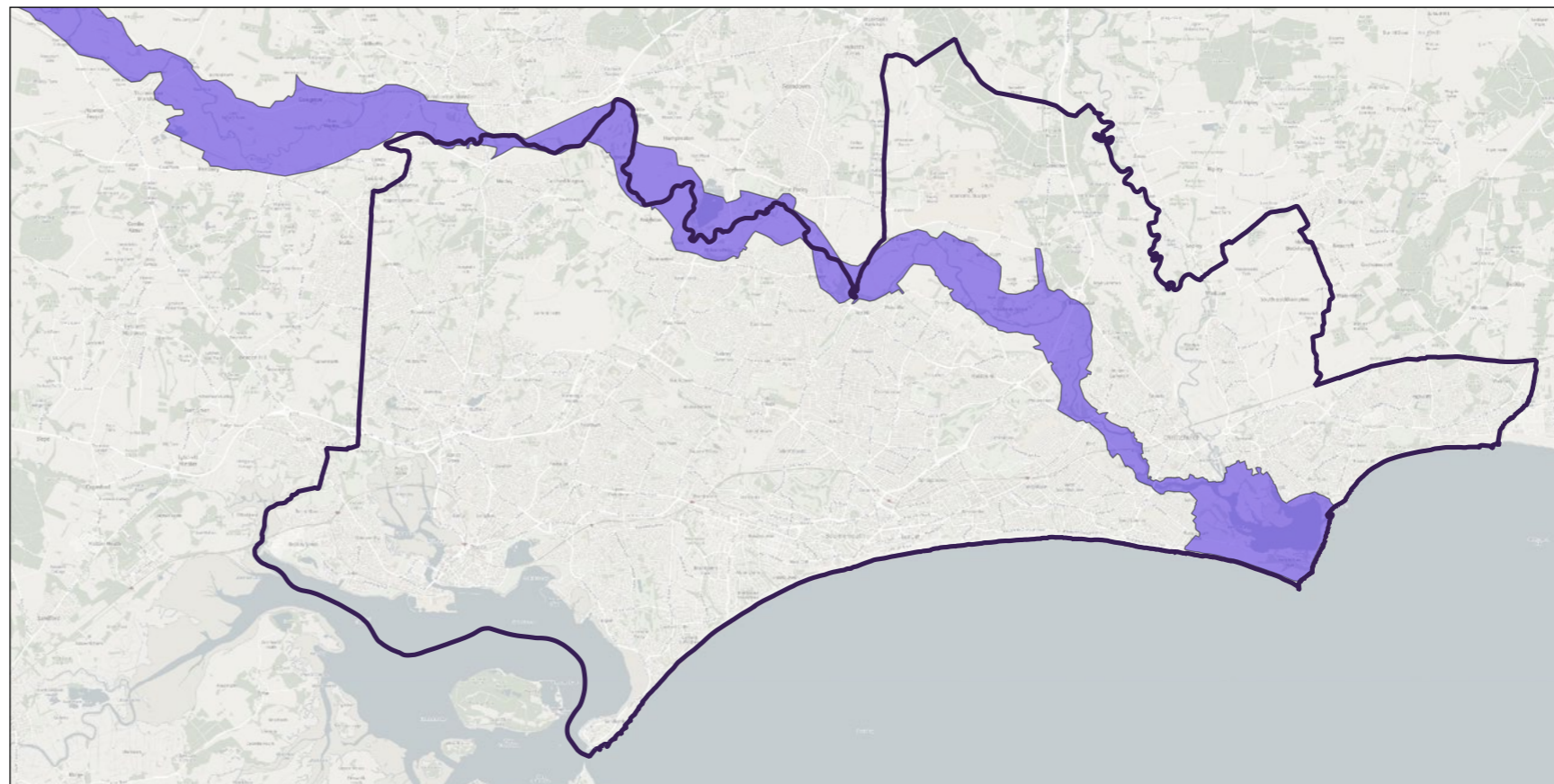


Figure 6.6 - Stour Valley river corridor project

Open space

6.82 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 and recreation grounds. Areas of public open space 0.1ha in size or greater are shown on the polices map.

6.83 Other areas of open space that make a valuable contribution to the character and amenity of an area include significant private open spaces such as golf courses and formal gardens, natural green spaces including woodland, the beaches and heathland, as well as smaller areas of open space that provide important stepping stones for wildlife and enhance visual amenity. 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.

6.84 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 equipment provision and cafés.

6.85 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.

6.86 There will be some large sites, such as the strategic urban extensions, which will need to incorporate new open space for future residents. Where these sites are known, the open space requirements are set out within the site allocation policy. If large sites come forward as windfall development, the need to provide open space on site will be assessed on a case by case basis with regard to the council's open space standards in figure 6.7 and the BCP Green Space Play and Wheeled Activity Strategy & Design Guide.

6.87 Provision of open space across the BCP area should seek to meet the minimum size and maximum journey distances as set out in figure 6.8, enabling all residents to have accessibility to high quality and multi-functional greenspaces.

6.88 Allotments are also 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.

Policy NE7: Open space

1. Existing public open space

Existing publicly accessible open spaces, significant private open spaces, allotments 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;
- the development is for alternative sports or recreational provision, the benefits of which clearly outweigh the loss of the current or former use; or
- the development is ancillary to the use of the space and retains or enhances its recreational function.

2. Open space as part of new development

In accordance the BCP Green Infrastructure Strategy new development must:

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

Proposers of large windfall sites should discuss 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.

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	

Figure 6.7 – Our open space standards

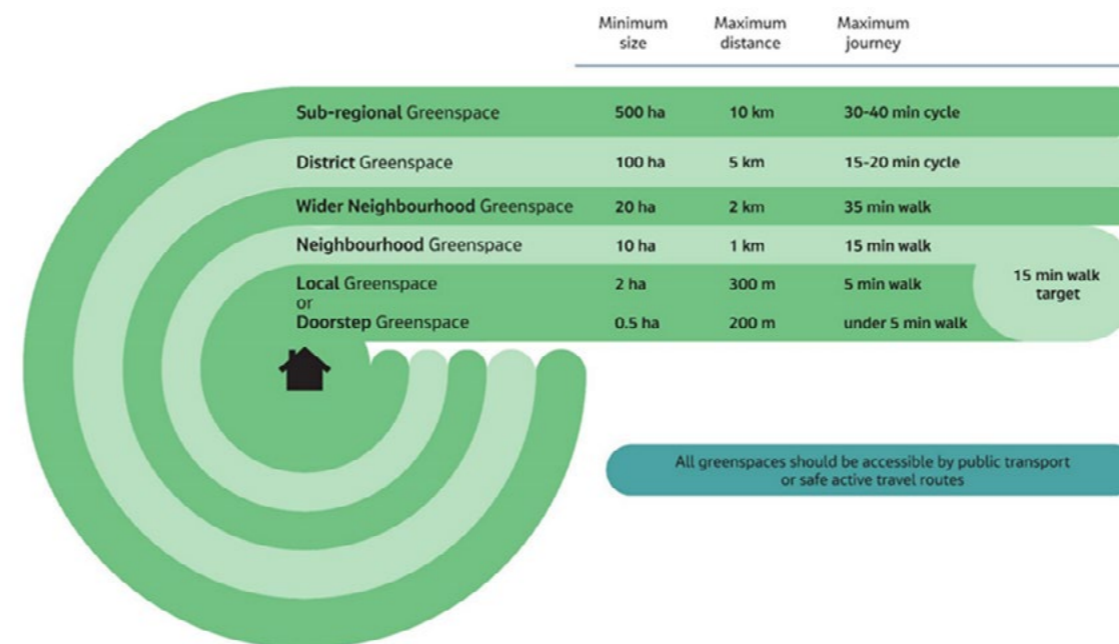


Figure 6.8 - Natural England's accessible greenspace standards

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 and supports the health and wellbeing of our residents. 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

7.1 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.

7.2 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.

7.3 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

7.4 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.

7.5 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

7.6 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.

7.7 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

7.8 Independent design review involves the assessment of proposals by an impartial panel of built environment experts. It will help us to improve design quality by utilising the breadth and experience of the design review panel to create better buildings, streets and public spaces. 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. Applicants of such schemes are encouraged to seek pre-application advice, where the requirements for design review will be discussed.

Making effective use of land

7.9 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.

7.10 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

Strategic Policy BE1: Design and high quality places

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

unused roof space should also be avoided in favour of uses such as roof gardens, green roofs and solar PV panels.

7.11 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.

Townscape

7.12 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

7.13 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 positive features of existing local character need to be understood and reflected in the design response.

7.14 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.

7.15 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.

7.16 The BCP Townscape Character Study (2024) identifies a range of different character types across the BCP area, as shown in Figure 7.1 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.

7.17 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 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.

7.18 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 by sitting comfortably on sloping sites. The latter can be achieved by development following contours and stepping up slopes gradually.

Layout

7.19 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.

7.20 Development should always create an accessible, safe environment

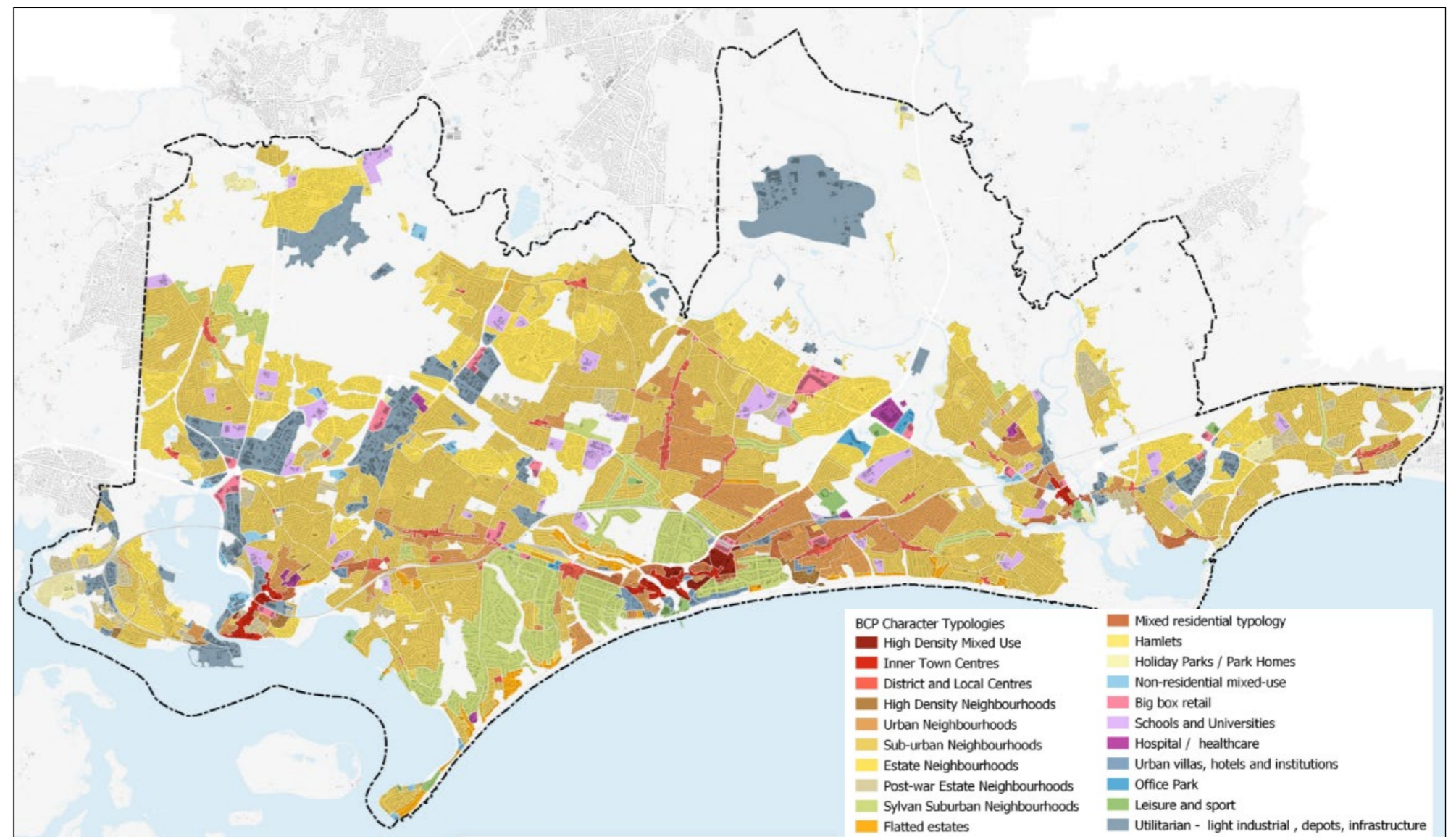


Figure 7.1 - Townscape character areas

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.

7.21 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.

7.22 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.

7.23 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.

7.24 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

7.25 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

7.26 Trees and soft landscape can positively contribute to the character and appearance of a place, and provide biodiversity, climate adaptation and health and wellbeing 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.

7.27 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.

7.28 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.

7.29 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.

7.30 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

7.31 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 landscape to enhance the setting and visual interest of development, and to improve climate resilience 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. reinstate or 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 ensure they are 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, inclusive, attractive and functional, with arrangements in place for their management; and
- h. ensure undercroft car parking is secure.

Living conditions

7.32 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.

7.33 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 7.2.

7.34 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.

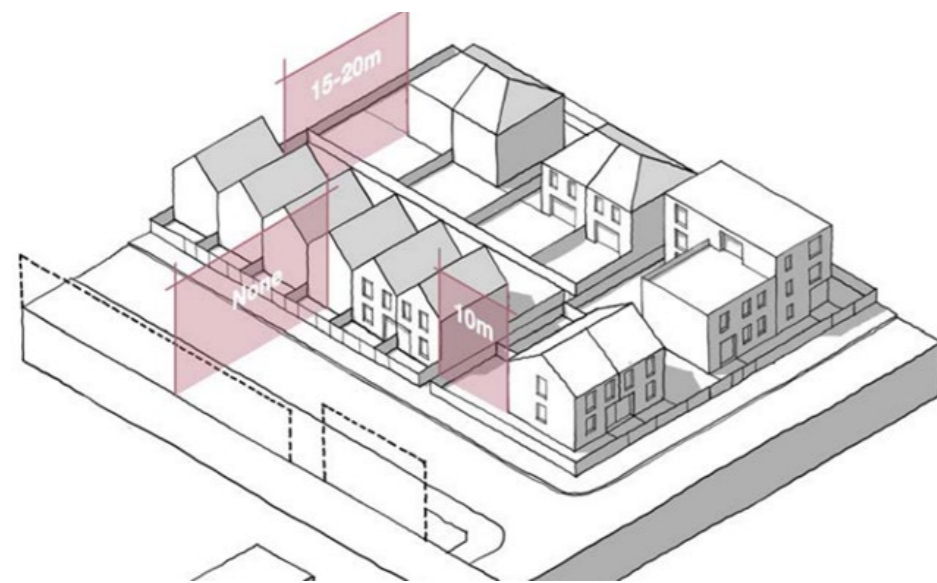


Figure 7.2 – Minimum distances between buildings

Policy BE3: Living conditions

New development must;

- be compatible with surrounding uses and would not cause existing uses in the vicinity to curtail their activities;
- 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;
- meet the day to day needs of future occupiers; and
- ensure the safety of the public and current and future occupiers.

Building heights

7.35 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. Whilst building heights are often described in terms of storeys this can be misleading as floor to ceiling heights vary between residential and non-residential uses. The height of a building is therefore measured in metres from the highest point of the building to where it meets the ground, at the main pedestrian entrance, Figure 7.3. A typical residential storey is often just over 3 metres.

7.36 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.

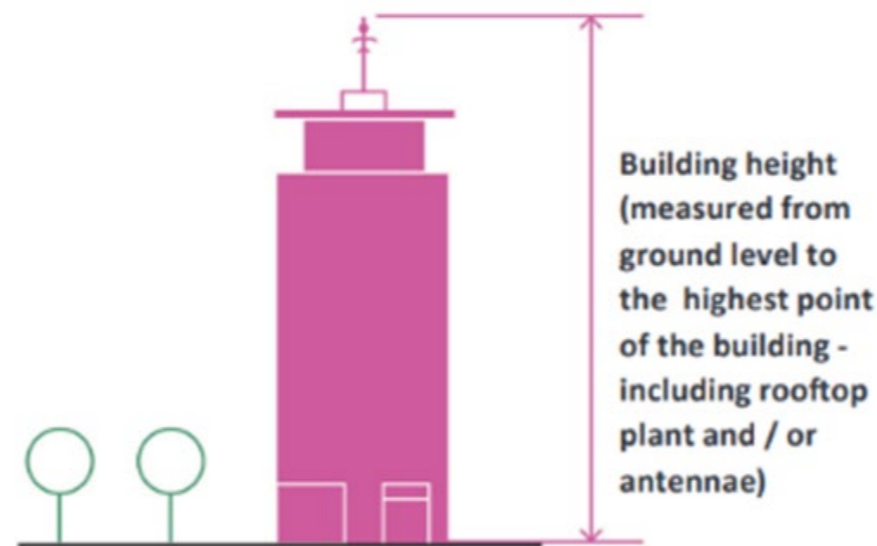


Figure 7.3 The height of a building

7.37 The BCP 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 Poole town centre north are identified as being suitable locations for taller buildings.

7.38 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 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.

7.39 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 three times greater than the context height it can be considered a tall building. All buildings above six storey (over 18 metres) will be considered tall buildings.

7.40 All development involving proposals for tall buildings need to be designed with care to ensure adverse impacts that can arise from this form of development are avoided. In all cases proposals for the tallest 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. In Poole town centre due to the proximity of Poole Harbour SPA/RAMSAR site this should include avoiding large reflective areas that can increase the risk of bird collision, disturbance and mortality.

7.41 Where consideration of the suitability and sensitivity of a site suggests that a tall 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.

7.42 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.

Shopfronts and signage

7.43 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.

7.44 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.

7.45 Over time development has led to the loss of many traditional shopfronts and features. Development involving traditional shopfronts or in a high street which is part of a conservation area 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.

7.46 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.

7.47 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

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, 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.

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 a cluster should vary and step down in height towards the adjacent lower scale areas.
- b. Elsewhere proposals for tall buildings should have regard to the BCP Buildings Heights Study and clearly demonstrate a townscape rationale for the siting of the building.
- c. Within Poole town centre proposals should avoid large areas reflective glass or reflective cladding/panels.

3. Tall buildings

All proposals for tall buildings six storeys (18 metres) or taller 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 a positive impact on the skyline with elegant proportions and an attractive silhouette;
- f. feature welcoming, active frontages with clearly legible entrances;
- g. overlook the public realm;
- h. preserve or enhance heritage assets and their settings;
- i. not adversely affect important views including views of church spires and the sea;
- j. be designed to avoid harmful impacts on wind conditions, over-heating, shading and microclimate, providing appropriate mitigation where required; and
- k. 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.

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.

7.48 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. reinstate, retain or repair period and traditional shopfront details, architectural features, plaques or signage that contribute to local character and distinctiveness;
- c. avoid solid roller shutters and ensure views into the shop are maintained at all times; and
- d. 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

7.49 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 Monuments, three protected wrecks and close to 600 Locally Listed Buildings.

7.50 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.

7.51 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 Victorian Lady Wimborne cottages.

7.52 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.

7.53 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

7.54 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

7.55 Conservation area boundary reviews, appraisals, 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

7.56 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

7.57 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

7.58 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

7.59 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

7.60 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

7.61 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

7.62 Development proposals affecting heritage assets should pay due regard to the desirability of preserving or 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.

7.63 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.

7.64 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.

7.65 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

7.66 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

7.67 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

7.68 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.

7.69 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.

7.70 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).

7.71 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

7.72 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

7.73 There are three types of archaeological assets; scheduled monuments, nationally important but non-scheduled monuments, and sites of archaeological interest/potential. Scheduled monuments are an archaeological asset of national importance. Where there are known archaeological assets that will be impacted by development we have referenced these in the ward policies in part 2 of the plan.

Assessing proposals affecting designated heritage assets or their settings

7.74 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.

7.75 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.

7.76 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

7.77 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.

7.78 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.

7.79 National policy requires a balanced judgement 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 and registered parks/gardens

Development of, or within the setting of, a statutory listed building or registered park/garden must:

- a. preserve, enhance or better reveal its special architectural and/or historic interest;
- b. take any opportunities to restore historic features or remove any structures or features which detract from its 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. 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;
- d. 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 and Scheduled Monuments

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

- a. submit a desk based evaluation, and where necessary a field evaluation before any planning decision is taken; and
- b. 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:
 - i. seek to preserve or enhance features that make a positive contribution to the asset;
 - ii. respect and reflect the form, scale, mass, bulk, design, layout, materials and finish of the asset; and
 - iii. preserve views and gaps, and characteristic planting/landscaping and boundary treatments.
- 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

8.1 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.

8.2 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. New allocations will deliver 7,815 homes and based on average historic windfall rates in the built up area over a 15 year period (with a discount applied), a minimum of 8,390 will be delivered through windfall development.

8.3 Site allocations are set out in part 2 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.

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

Type	Amount
Sites with planning permission but not built	9,110
Allocations*	7,815
Windfall sites	8,390
Total	25,316**

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

**This total includes all remaining sites with planning permission as of April 2023, it is anticipated that around 1,200 of these will be completed in 2023/24

Figure 8.1 - Housing supply in the BCP area

Small sites

8.5 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 40% will be on sites of 1 hectare or less.

Housing delivery

8.6 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 five years. Past housing completions shown against the housing targets from legacy Local Plans is shown in Figure 8.2.

8.7 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.

8.8 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.

8.9 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

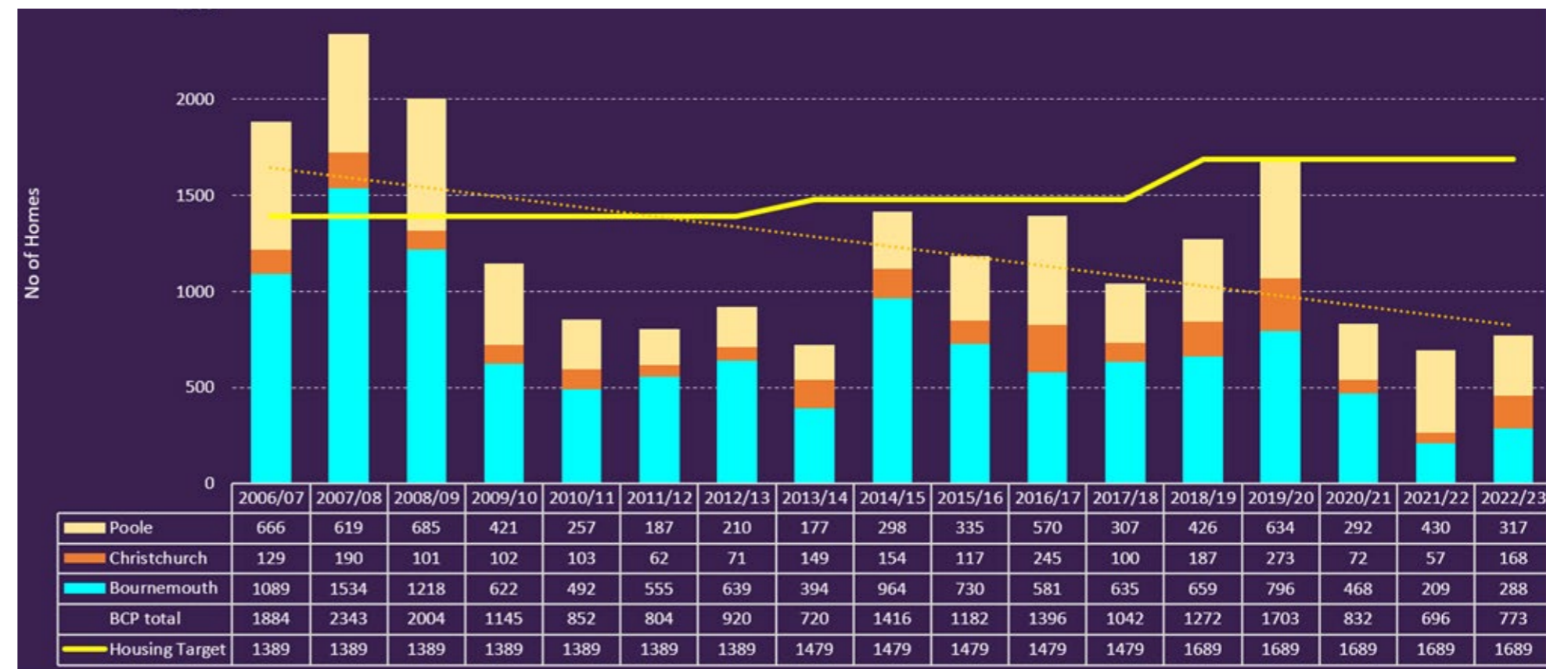


Figure 8.2 – Housing delivery since 2006

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.

8.10 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.

Affordable housing

8.11 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.

8.12 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.

8.13 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

Strategic Policy H1: Housing delivery

a. 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 Part 2.

b. 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.

c. 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.

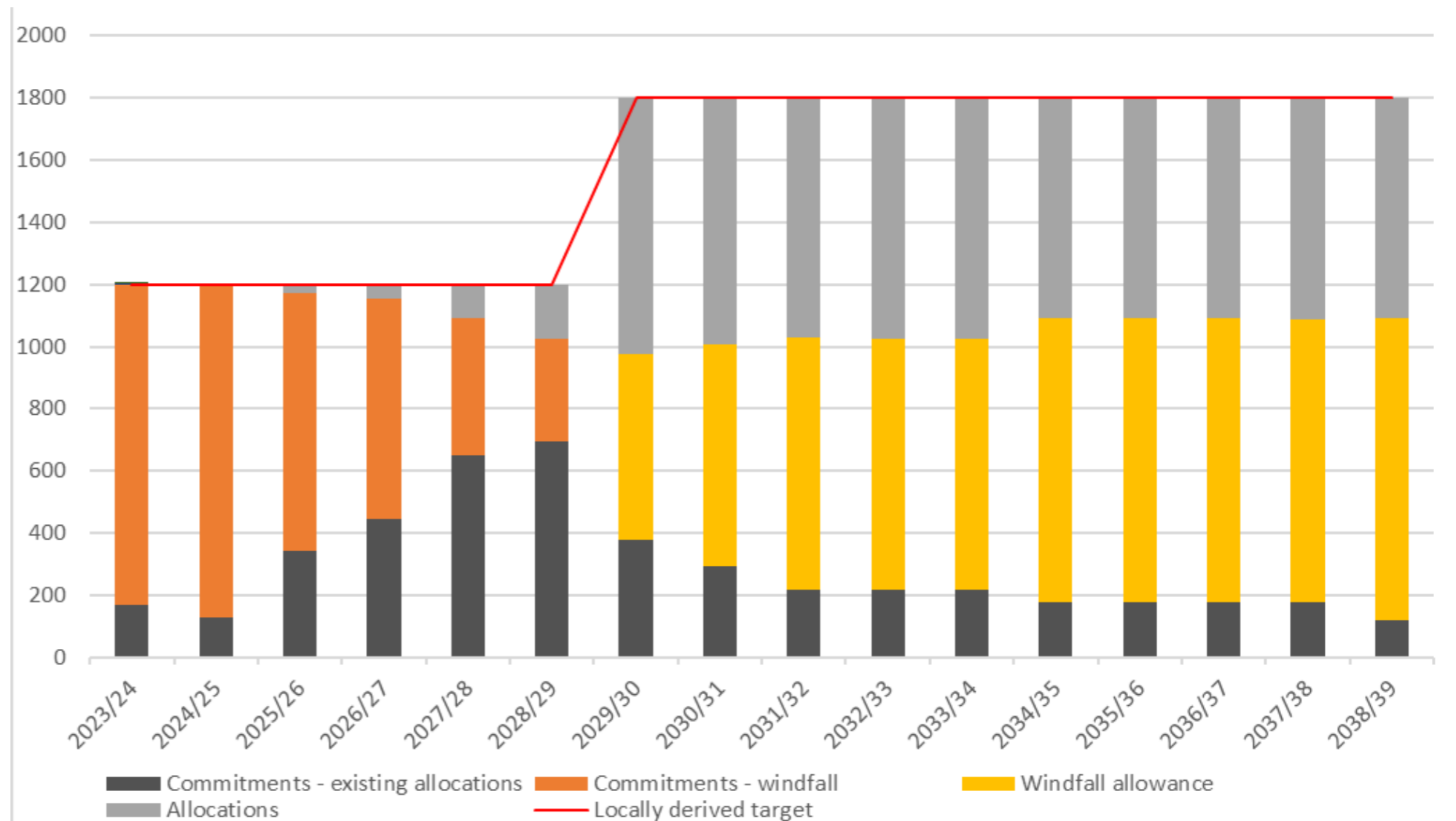


Figure 8.3 - Housing trajectory

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.

8.14 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.

8.15 The Local Plan viability assessment indicates that for 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, care/ nursing homes (Use Class C2) or for retirement housing (sheltered housing) and extra care (assisted living) housing (both Use Class C3)).

8.16 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 tariff will be published annually based on the latest market conditions and the council's viability evidence. The council will use contributions to continue to deliver its own stock of affordable housing on suitable sites in its ownership.

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

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 8.4 – Affordable housing tariffs for brownfield sites of 10 or more homes (2023)

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 providing:
 - 10% of the total housing provision for affordable home ownership;
 - 25% of the affordable housing provision shall be First Homes; and
 - The remainder shall comprise of affordable/social rent.
- 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. 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 1 and 2, provide 10% of the total number of homes for affordable home ownership on site;
- b. within Value Areas 3 and 4, provide 10% of the total number of homes for home ownership on site and 5% for other forms of affordable housing; or
- c. make a financial contribution to the council in accordance with the affordable housing tariff table in lieu of on-site affordable housing provision. The tariff will be published annually based on the latest market conditions and the council's viability evidence. Schemes for 100%, or the provision of social or affordable rented housing being brought forward by the council or a Registered Provider are supported.

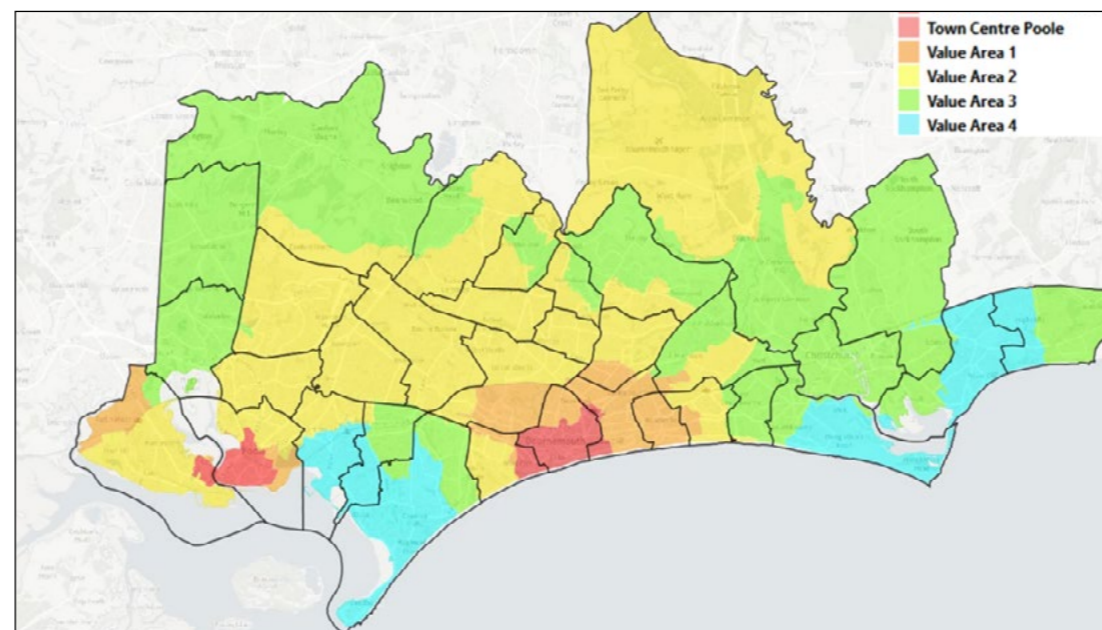


Figure 8.5 – Value area map

Housing mix

8.18 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.

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%

Figure 8.6 - Suggested proportion of different sized properties (2021-31)

8.19 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.

8.20 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.



8.21 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.

8.22 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. For application of the policy we will round units up or down to the nearest whole number.

8.23 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.

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

Strategic Policy H3: Housing mix

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. This means:

- 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;
- within Bournemouth and Poole town centres schemes of 5 (gross) or more new 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.
- within Christchurch town centre, district centres, local centres and Local Opportunity areas schemes of 5 (gross) or more 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.
- outside of the centres schemes of 5 (gross) or more new 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.
- within strategic urban extensions and any allocations specifying a focus on family housing at least 80% of units must have 3 or more bedrooms.

For schemes of 100% affordable housing the mix will be agreed on a case by case basis with the council.

Space standards

8.25 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).

8.26 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.

8.27 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.

8.28 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.

8.29 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

8.30 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.

8.31 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 so we have also made this a mandatory requirement.

8.32 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. Residential development (Use Class C3)

- a. 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:
- i. 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;
 - ii. as far as possible, aim to avoid single aspect north facing homes; and
 - iii. 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;
 - houses shall have a garden which is at least equivalent to the ground floor footprint of the house; and
 - 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 meet the needs of occupants including enabling children to play outside.

- b. All homes must meet Building Regulations M4(2) standards and 10% of new homes should meet Building Regulations M4(3) standards.

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.

2. Other forms of residential accommodation

- a. Co-living schemes (sui generis use) must:
- i. ensure private rooms are at least 18 sqm;
 - ii. deliver at least 5 sqm of internal communal facilities per resident, ideally located on every floor; and
 - iii. provide external amenity space to meet the needs of occupants with at least 1 sqm per resident.
- b. 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.

Housing for Multi-Generational and Extended Families

8.33 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.

8.34 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.

8.35 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.

8.36 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.

8.37 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.

8.38 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 H5: 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

8.39 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.

8.40 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.

8.41 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).

8.42 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.

	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%

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

	Households with one or more people considered disabled under the Equality Act		Population considered disabled under the Equality Act	
	No.	%	No.	%
BCP	56,613	32.6	73,838	18.5
South-west	812,033	33.2	1,058,092	18.6
England	7,507,886	32.0	9,774,510	17.3

Figure 8.8 - Households and people considered disabled

		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

Figure 8.9 - Specialist Housing Need 2021 to 2038

8.43 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.

8.44 This need will be met through several measures. Firstly, through identified sites which have been allocated in part 2 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.

8.45 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.

8.46 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.

8.47 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

8.48 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 H6: 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 in 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

8.49 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;

8.50 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.

8.51 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.

8.52 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.

Houses in multiple occupation

8.53 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.

8.54 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.

8.55 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



Policy H7: Purpose Built Student Accommodation

1. Location of purpose built student accommodation

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 university / college campuses by a continuous high quality walking, cycling or an existing high frequency bus route.

2. General principles

All proposed student accommodation must:

- meet an identified need for the type of accommodation proposed, corroborated by the universities/colleges;
- be compatible with surrounding uses and not result in a detrimental impact on the living conditions of neighbouring residents;
- provide a management plan including details of:
 - all on-site management services (to include 24/7 residents support);
 - site security facilities and services;
 - business continuity plan; and
 - the student drop-off and collection plan.
- 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);
- provide a high standard of layout and design that would sufficiently meet the needs of the occupying students through the provision of:
 - bedrooms that meet Nationally Described Space Standards providing space for living and studying with good outlook and natural daylight;
 - communal space, including social interaction space, cooking and bathroom facilities, laundry provisions, outdoor amenity space and bicycle storage;
 - refuse and recycling storage space and collection arrangements on site, collection from the highway will only be permitted where there is no adverse impact;
 - high-speed internet service; and
 - indoor post boxes and arrangements for secure parcel collections.

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

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.

8.56 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. See figure 8.10. 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.

8.57 Planning permission is required across the BCP area 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.

8.58 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

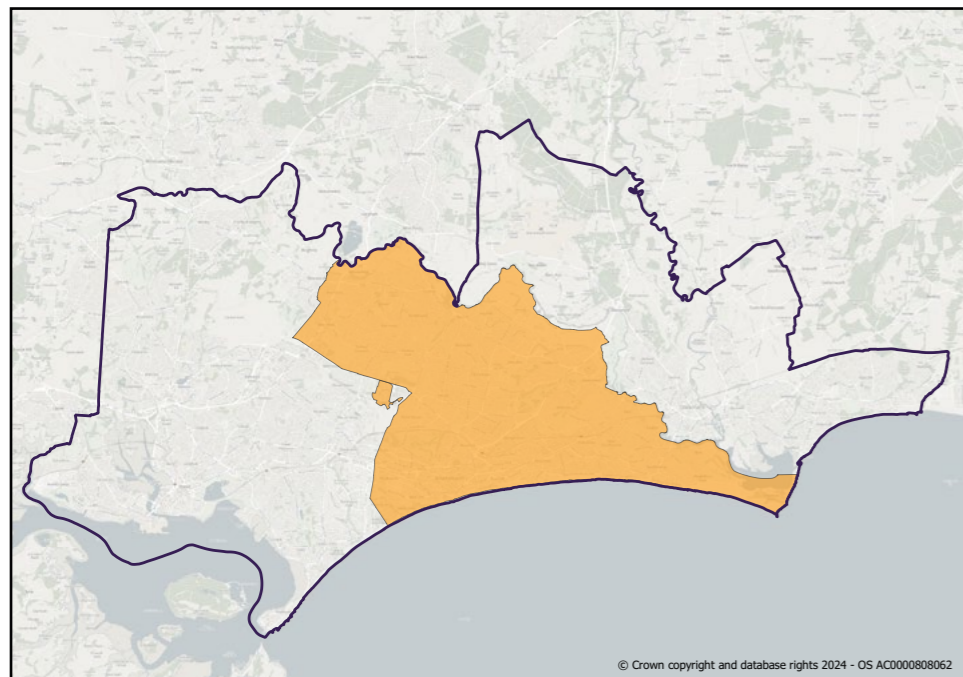


Figure 8.10 - Article 4 HMO areas

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.

8.59 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).

8.60 For the purposes of this assessment, purpose-built flats and 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.

8.61 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.

8.62 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 H8: Houses in Multiple Occupation

a. 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:

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

b. 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:

- i. be located within a sustainable neighbourhood, where they are close to facilities, services and in areas well served by high frequent bus routes;
- ii. not result in an adverse impact on the amenities of neighbouring residents in terms of overlooking, or levels of noise and disturbance;
- iii. 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;
- iv. 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;
- v. provide suitable car and cycle parking facilities, in accordance with the council's Parking Standards SPD; and
- vi. 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

8.63 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.

8.64 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.

8.65 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 H9: Promoting self and custom house building

- Proposals for self and custom house building, to be occupied as homes by those individuals, will be supported in principle.
- All schemes should give consideration to providing serviced plots for self or custom builders, or the provision of custom build by other delivery routes.
- 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.
- 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 show people

8.66 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).

8.67 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.

8.68 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.

8.69 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 8.11 across the BCP area for the period 2022 to 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

Figure 8.11 - Permanent residential pitches requirements

8.70 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.

8.71 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 identified a potential site at Branksome Triangle for this purpose.

Transit pitches

8.72 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.

8.73 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 H10: Gypsies, travellers and travelling show people

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

- take account of the needs of particular or differing needs of different groups of travellers and gypsies;
- provide adequate on-site facilities for parking, storage, landscaping, play, waste disposal and residential amenity to promote healthy lifestyles;
- have good access to services and facilities to avoid the need to travel by car;
- promote peaceful and integrated co-existence with the settled community;
- would not have a detrimental impact on health and well-being of resident travellers through issues such as noise or air quality issues;
- allow for adequate levels of privacy and residential amenity for the occupiers and neighbours;
- for travelling showpeople, provide for mixed use to allow for residential use and equipment storage;
- do not result in a detrimental impact on the natural environment; and
- 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 tourism sectors. The ambition is to nurture and stimulate the growth of a more inclusive, sustainable and green economy and improve the offer to visitors.

9.1 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.

9.2 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.

9.3 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.

9.4 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 44,000 to 114,300 sqm; and
- Industrial and warehousing: 55.4 to 68.8 ha or 221,500 to 275,200 sqm.

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

9.6 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.

9.7 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'.

9.8 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.

9.9 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).

9.10 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.

9.11 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.

Employment Supply

9.12 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.

9.13 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.

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.

Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)
Employment sites		55.1	228,846
Aviation Parks, Bournemouth Airport	B2, B8, E(g), 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	12,500
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
Cruyton 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-ii) – high quality office and F1(a) education	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	11,420
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	309,977
Poole Port	E(g), B2, B8 (related to port operation)	4.5	18,000
Redevelopment sites in existing employment areas (windfall)		8.5	Not known
Other sites		13.0	18,000
Total inc. other sites		92.1	327,977

Figure 9.1 Supply of employment land in the BCP area

Policy E2: Employment supply

To provide for employment needs in the BCP area, the Local Plan makes provision for around 72 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(g), activities vital to the operation of the airport (see Policy E3)	37.8	155,000
Em.2: Innovation Quarter, Talbot Village	E(g), E(e), other university related uses (see Policy E4)	4.7	12,500
Em.3: Wessex Fields	E(e), E(g) (see Policy E5)	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 (see Policy E6)	4.5	18,000
Em.6: Siemens, Sopers Lane *	E(g), B2, B8	4.3	17,200
Em.7: Sites within Lansdowne**	E(g)(i-ii) – high quality office and F1(a) education (see Policy P5)	3.9	15,410
Em.8: Sites within Poole Town Centre**	E(g)(i) – high quality office (see Policy P26)	2.5	10,000
Em.9: Yarrow Road	E(g), B2, B8	1	2,800
Em.10: Cruyton Farm, Merley *	B2, B8, E(b), E(c), E(e) & E(g)	0.4	1,600
Em.11: Vantage Way	E(g), B2, B8	0.4	2,000
Total		72.0	293,060

Strategic employment sites

9.14 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

9.15 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.

9.16 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.

9.17 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.

9.18 Development at the airport needs to acknowledge and respect the surrounding environmental and transport constraints. The current SFRA Level 1 Flood Risk Area mapping indicates that much of the site is at flood risk. However, the site has been remodelled, and alternative modelling submitted by an applicant and agreed by the Environment Agency has shown that flood risk on site is less prevalent than shown in the current SFRA Level 1 data. The submitted modelling will therefore be used to update the SFRA Level 1 data. 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.

9.19 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.

Talbot Village

9.20 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.

Policy E3: Bournemouth Airport

1. Operational Airport (A1)

a. Development within the curtilage of Bournemouth Airport will need to support the principal 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 (A2/Em.1)

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 Flood Risk Assessment and site wide Flood Risk Management Strategy for the Aviation Park which has been agreed by the Environment Agency and the council, which demonstrates that development will be sequentially located such that building footprints, car parking and access/egress are located outside the Flood Risk Areas defined in the SFRA level 1.

9.21 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. The site also contains areas of self-generated surface water flood risk, although it should be noted that the location of flood risk on site may differ to that shown within the SFRA Level 1 Flood Risk Area mapping due to reprofiling. A flood risk assessment will therefore be required at planning application stage.

9.22 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.

9.23 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.

9.24 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.

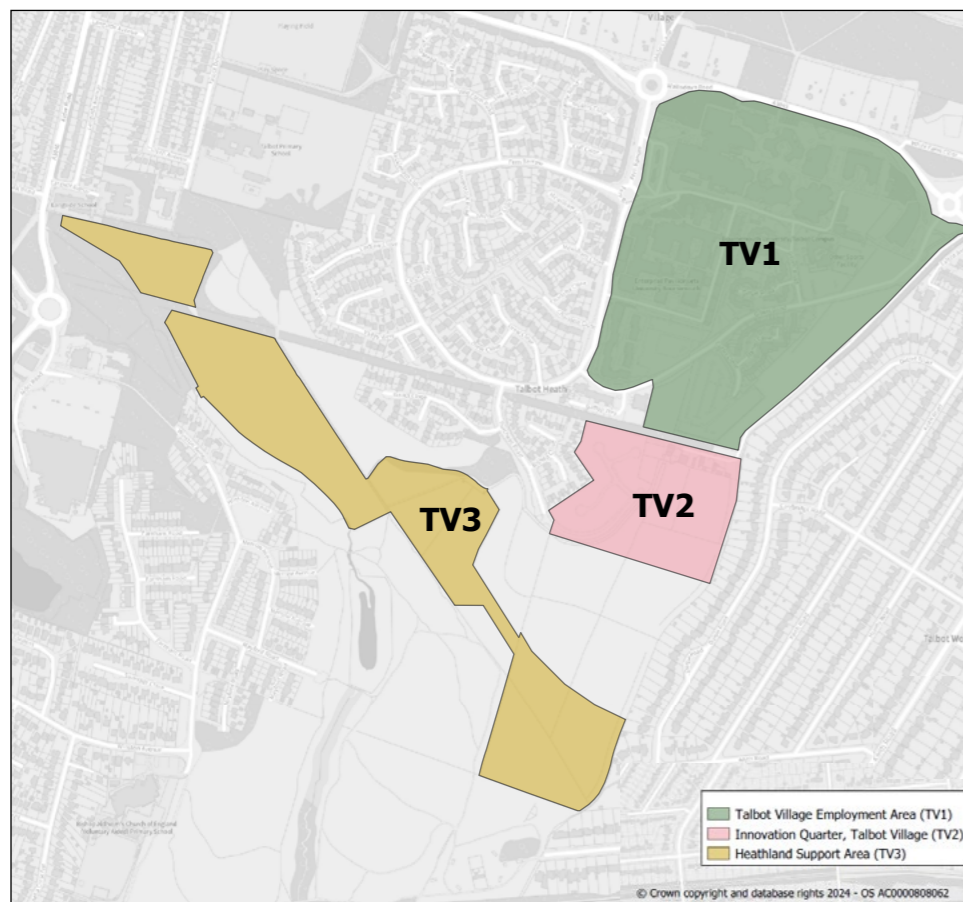


Figure 9.2 - The areas within Talbot Village

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:

- 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;
- be compatible with surrounding uses and not prejudice the delivery of the requirements set out in 2 a) and b); and
- 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:

- 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;
- an innovation quarter (TV2/Em.2) 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;
- ancillary uses (Use Class E), where they are demonstrably needed to support the primary function of the innovation quarter;
- 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
- 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:

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

Development, including building footprints, access and parking, must be sequentially located, so that they are outside areas at surface water flood risk. This may require re-profiling of the site. A Flood Risk Assessment will be required at planning application stage, and the drainage strategy must demonstrate that the risk can be adequately managed at low points within the site through use of SuDS.

Wessex Fields

9.25 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.

9.26 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.

9.27 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.

9.28 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.

9.29 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.

9.30 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 land adjacent to the A338 for highways purposes 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

9.31 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.

9.32 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.

9.33 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.

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

9.35 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 support and 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.

9.36 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. There is not a strategy for defending the site from tidal flood risk at present; therefore, development must provide flood defences for the 'less vulnerable' uses within the site to a specification agreed by the council. Further requirements for all proposals for flood defences in Hamworthy Ward are provided in Policy P15 Hamworthy.

Existing employment areas and isolated employment sites

9.37 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.

9.38 Sites and premises within the existing employment areas are

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 support and are 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.

Development must provide flood defences for any other employment uses (Use Classes B2, B8, E(g)(ii) and E(g)(iii)), which secure access and egress to the site, to a specification agreed by council. A sequential approach to the location of such development must be taken such that building footprints, car parking and access/egress are located outside of areas of surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site.



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.

9.39 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.

9.40 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.

Supporting the local workforce

9.41 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.

9.42 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. Applicants can use the Council checklist to prepare Local Labour Agreements.

9.43 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 E7: Employment Areas and Isolated Employment Sites

1. 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 an existing business(es);
- 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, 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.

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;
- being accessible to all, including those with protected characteristics; and
- measures and timescales for the quarterly monitoring of the performance targets set out in the plan.



Visitor accommodation and attractions

9.44 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.

9.45 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.

9.46 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.

9.47 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

9.48 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.

9.49 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.

9.50 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 T1.
- b. Proposals for new holiday parks, caravan or cliff 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

9.51 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, The Lighthouse, 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.

9.52 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 or Tourism 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

9.53 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.

9.54 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.

9.55 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.

9.56 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 9.3.

9.57 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.

9.58 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.

9.59 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.

9.60 The classification of our different centres and their strategy is set out in the retail hierarchy figure 9.4 and the centres are shown on the Policies

Zone/location (sqm gross)	Convenience (sqm gross)	Comparison (sqm gross)	Food/ beverage (sqm gross)	Total
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

Figure 9.3 Retail floorspace growth for 2022-2038

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.

9.61 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.

9.62 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.

9.63 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.

9.64 Proposals for retail and leisure floorspace over 400 sqm gross 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 400 sqm is a locally set threshold which reflects the characteristics of retail floorspace within the BCP area.

9.65 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.

9.66 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

9.67 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.

9.68 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.

9.69 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

a. Proposals (including change of use) involving retail within the primary shopping areas of the town centres; district centres; local centres; and neighbourhood parades, and proposals (including change of use) involving 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.

b. 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 400 sqm (gross) floor space a retail impact assessment has been carried out which demonstrates that there would be no significant adverse impact on an existing centre.
- 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 9.5).

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.

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 retail 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 Littledown and 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
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.

Figure 9.4 - The retail hierarchy

Designation	Function	Location	Strategy	
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), Bournemouth ¹ Charminster Road/Brockenhurst Road, Bournemouth Christchurch Road/Warnford Road, Bournemouth Creekmoor, Poole Cunningham Crescent, Bournemouth East Howe Lane, Bournemouth Fairmile Parade, Christchurch	Falcon Drive, Christchurch Marlow Drive, Christchurch Merley, Poole Mudeford, 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/Marshal Road), Poole Wonderholm Parade, Bournemouth	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.
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 400sqm 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.	

Figure 9.4 The retail hierarchy

Community, sport and leisure facilities

9.70 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.

9.71 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.

9.72 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.

9.73 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.

9.74 Proposals that result in the loss of a leisure, sports or community facility must demonstrate that the facility is no longer needed, and that no other leisure, sports or 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.

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

Policy E12: Community, sports and leisure facilities

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 which are located outside of a town or district centre 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.



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.

Transport strategy

10.1 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.

10.2 The distribution of centres across the urban area has significant potential to support a network of sustainable neighbourhoods which enable people to walk, wheel 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.

10.3 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, wheel, 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

10.4 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.

10.5 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

10.6 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.

10.7 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 BCP area and the potential of the Dorset Metro to offer a more frequent rail service across the BCP area. Until this work has been completed, existing park and ride sites and potential station halts will be safeguarded.

10.8 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.

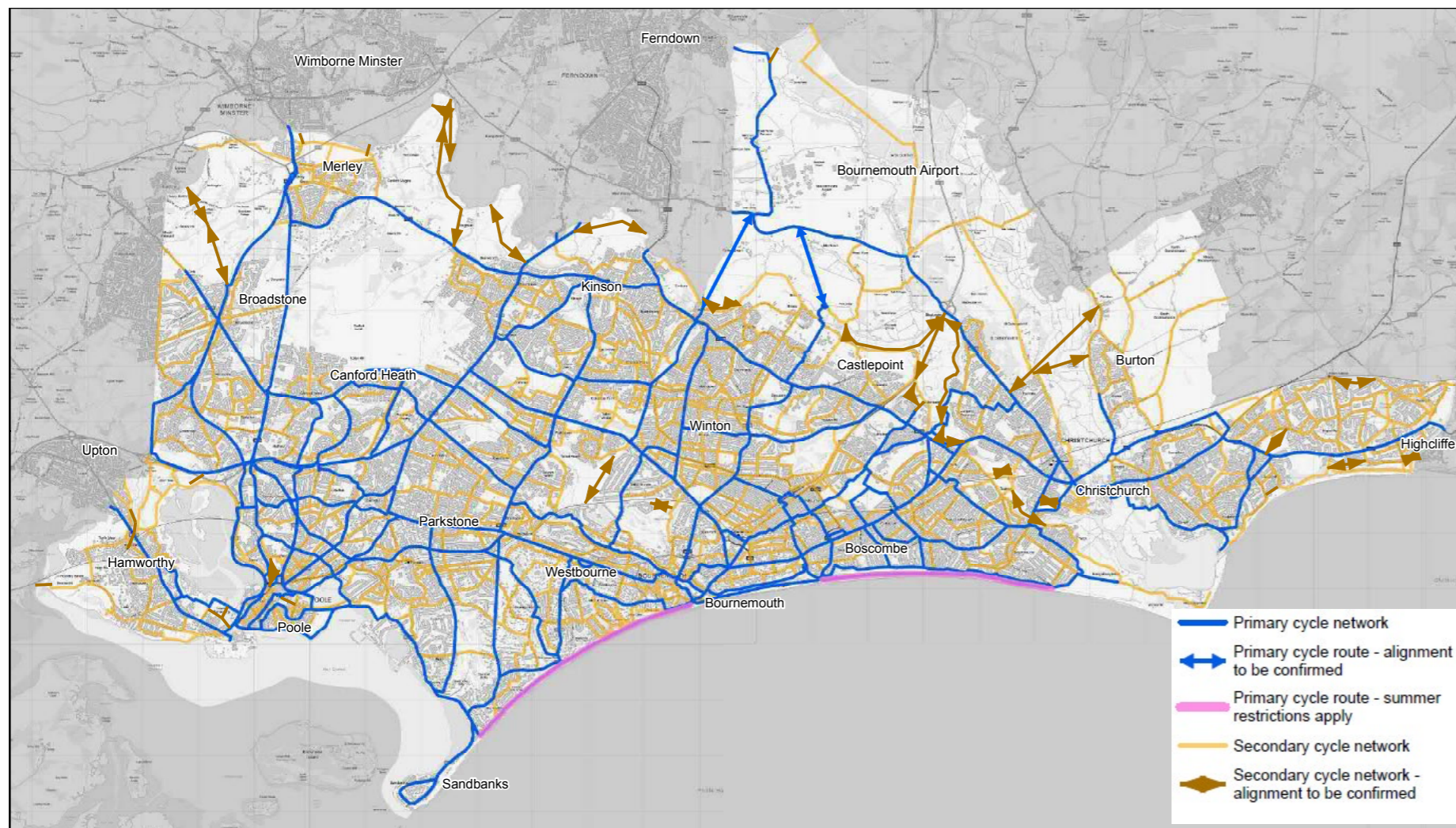


Figure 10.1 - The proposed cycle network

Local Cycling & Walking Infrastructure Plan (LCWIP)

10.9 The LCWIP sets out the council's long-term vision and proposals for investment in a network of walking, wheeling and cycling routes and infrastructure across the region including cycle parking. It builds on and connects with existing cycle, walking and wheeling 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, wheeling 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).

Bus Service Improvement Plan

10.10 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).

Transforming travel locally

10.11 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.

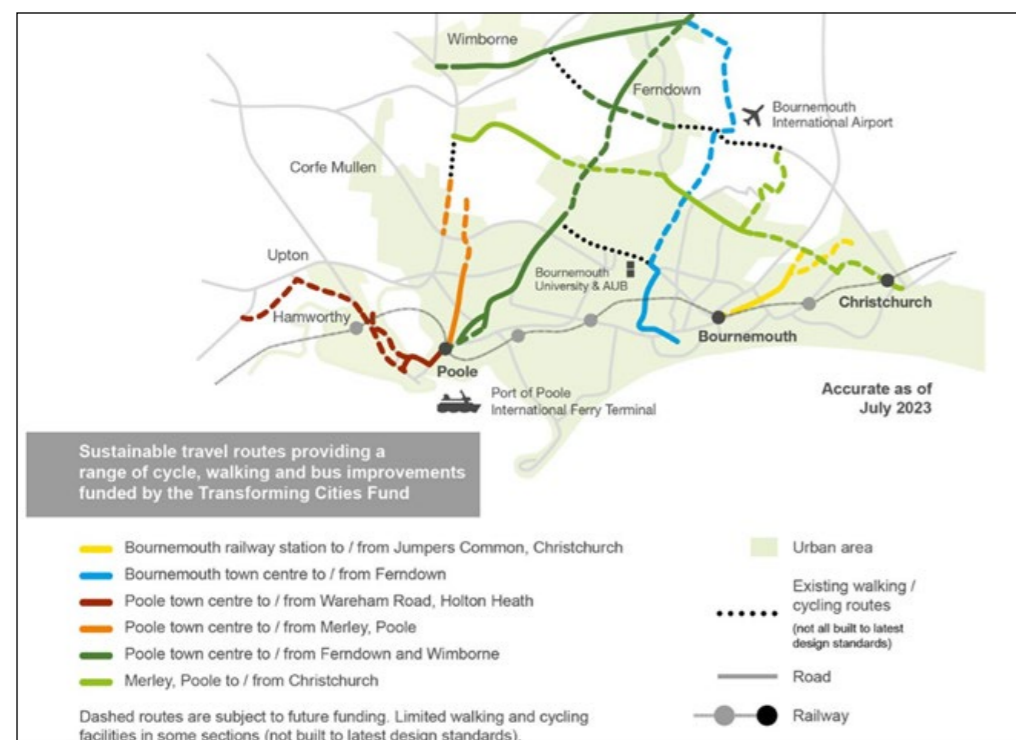


Figure 10.3 – TCF routes

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:

- 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;
- enabling walking, wheeling, cycling and public transport to be the natural first choice for journeys in the urban area;
- creating neighbourhoods with reduced traffic speeds and clean air that enable people to walk, wheel or cycle, through the provision of high quality, safe and inclusive walking and cycle routes that enhance connectivity and reduce severance;
- 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;
- exploring innovative approaches to travel demand management and mobility, such as car clubs, school streets and/or measures that reduce traffic speeds and manage flow;
- delivering electric vehicle charging and other alternative fuel infrastructure;
- facilitating improved freight connectivity across the country by rail and with the port and airport;
- assessing and mitigating any transport impacts arising from development;
- 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;
- 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
- enhancing the options to reach the airport by sustainable modes of transport.



Figure 10.2 – High frequency bus routes

Transport and development

10.12 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.

10.13 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.

10.14 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

10.15 Streets must be welcoming places for everyone to walk, spend time and engage with other people. This is necessary to keep us all



Figure 10.4 - Indicators of healthy streets

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.

10.16 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

10.17 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

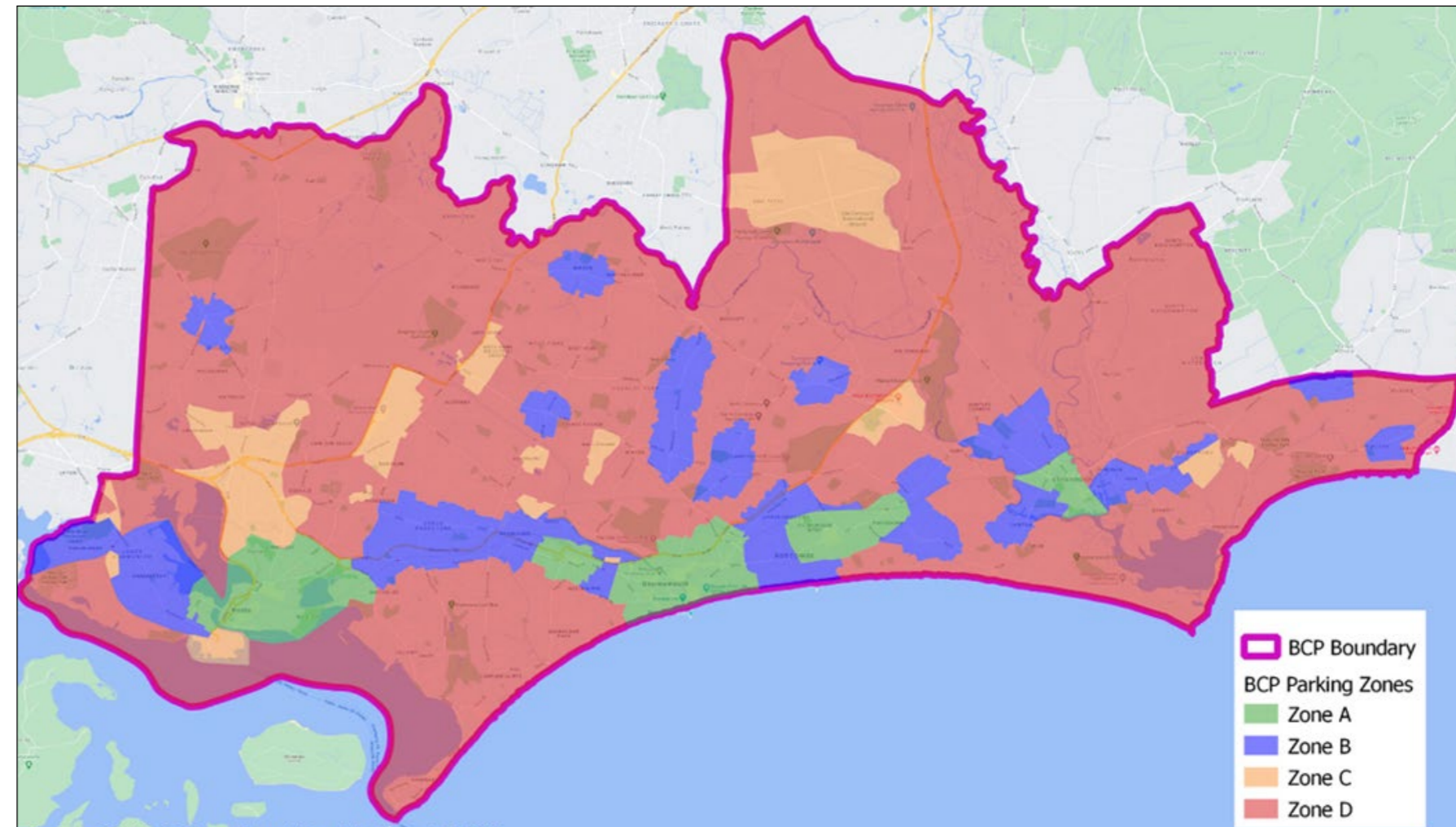


Figure 10.5 – BCP parking zones for new development parking standards

10.18 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.

Transport assessments

10.19 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.

10.20 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

10.21 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. New development

Development will only be permitted where:

- there is no unacceptable impact on highway safety;
- the residual cumulative impact of additional trips on the local and strategic highway network is not severe;
- 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:
 - active travel;
 - public transport;
 - provision of improvements and enhancements to the local network; and
 - contributions towards necessary or relevant off-site transport improvement schemes.
- it accords with BCP Council's adopted parking standards.

2. Major development

Major development must:

- 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;
- 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;
- ensure streets are designed for all users, not just motor vehicles, to create better quality places;
- where environmental constraints allow, ensure that sustainable transport modes are provided for within and to/from the development through the provision of high quality, safe and direct walking and cycling routes with a permeable site layout maximising use of desire lines;
- provide mobility hubs on the site, or in the vicinity that include electric charging points for E-bikes, electric cars other and other micro-mobility vehicles, and could include spaces for car club vehicles;
- 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
- ensure the transport infrastructure is visually attractive and functions well for all users.

3. Significant transport impacts

Proposals which are likely to generate significant transport impacts must be supported by:

- a transport assessment or transport statement; and
- 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

10.22 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.

10.23 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.

10.24 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.

Transport infrastructure

10.25 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.

10.26 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;
- the rail network;
- walking, wheeling and cycle routes including Public Rights of Way, long distance footpaths and the national cycling network routes

10.27 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, wheeling 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 and we have listed such schemes in Appendix 2. These schemes will be reflected in the LTP4, and further schemes may be identified.

10.28 Work will be undertaken, in conjunction with the Department for Transport, Network Rail, train operating companies and other agencies, to

Policy T3: Creation or alteration of a vehicular access onto a road

1. Primary route network

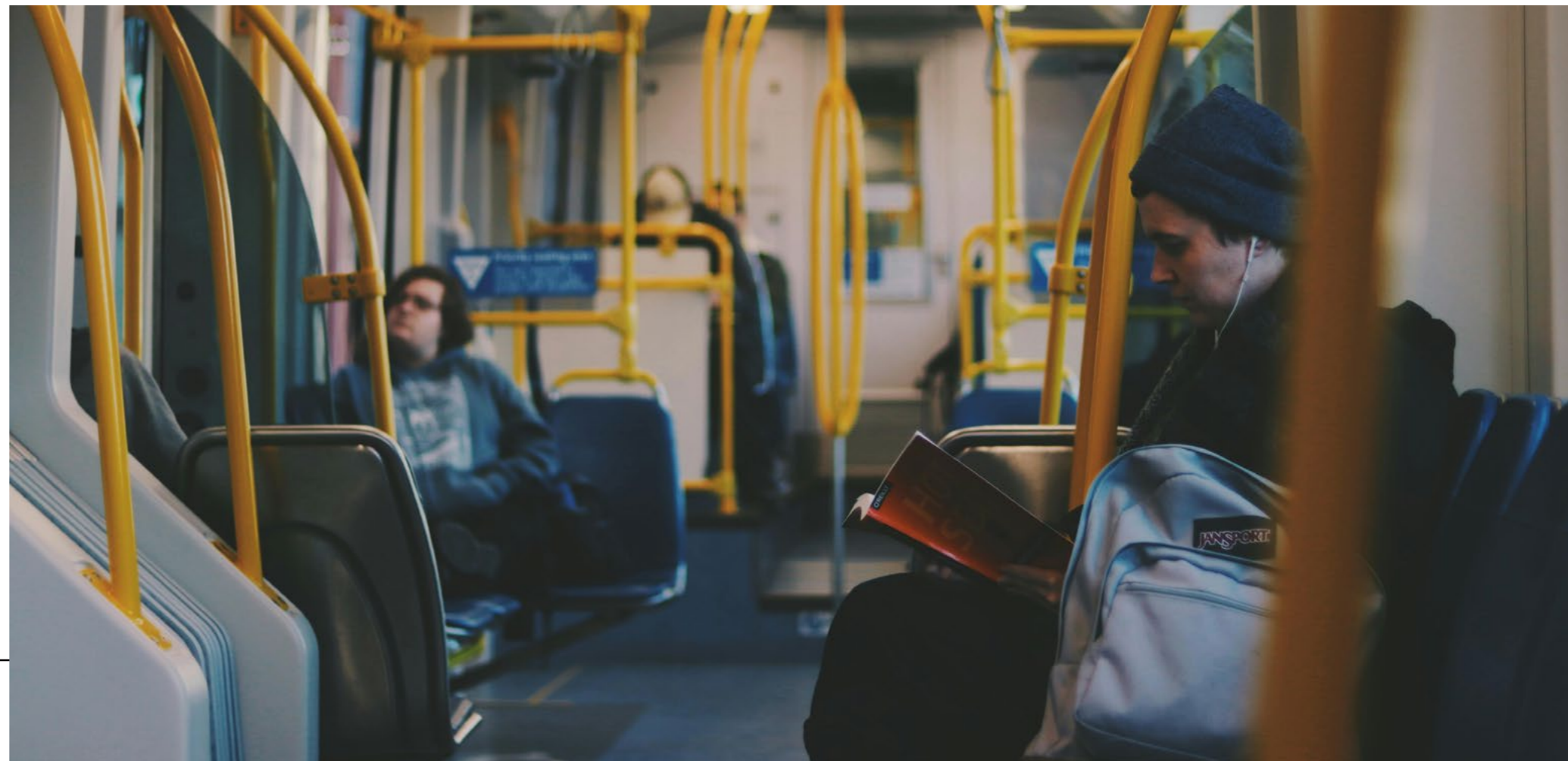
- a. New accesses for private motor vehicles onto the primary route network will be resisted in all cases except where offering improved road safety for all users; and
- b. A preliminary road safety audit must be submitted with all major development proposals which affect the primary route network.

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.



support the opening and improvement of local rail stations and the Dorset Metro concept to provide additional rail services where these primarily facilitate short distance passenger journeys across the BCP area.

10.29 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.

Freight and servicing

10.30 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.

10.31 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".



Policy T4: Transport Infrastructure

1. Transport schemes

Development should not:

- prejudice the opportunity to deliver strategically important transport schemes as listed in the appendix 2 and shown on the policies map, or those set out within LTP4; or
- 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.

2. Walking, wheeling and cycling

Walking, wheeling and cycling infrastructure must be enhanced and expanded to support greater use by:

- enhancing and extending existing cycle, wheeling and walking routes, including improving connectivity to existing routes;
- being designed to be safe, attractive and accessible for all users;
- taking opportunities to improve permeability by creating new connections to existing routes; and
- safeguarding the public rights of way network.

3. Buses

The bus network must be enhanced and expanded to support greater use by:

- safeguarding existing bus infrastructure, including bus stops and bus land, unless mitigation is secured that leads to an improvement in the bus operation;
- supporting bus priority measures along quality bus corridors; and
- safeguarding existing park and ride sites.

4. Rail

The rail network must be enhanced and expanded to support greater use for passengers and freight by:

- improving rail stations to promote inclusive access and the use of cycle and ride, bus and ride and park and ride;
- protecting existing rail infrastructure and operational railway land from development which would prejudice future rail uses; and
- identifying opportunities to open new or former stations and freight facilities, including those which would facilitate a more frequent train service across the BCP area.

10.32 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.

10.33 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.

Air quality

10.34 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 BCP area in particular Wimborne Road in the Bournemouth area, Fountain Roundabout in the Christchurch area and Commercial Road in the Poole area.

10.35 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.

10.36 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. In these areas, or any areas identified in the air quality Annual Status Report for the BCP area, developments which could have an adverse impact on air quality will be required to prepare an air quality assessment.

Policy T5: Freight and servicing

1. Freight

- a. Developments must allow for the efficient movement of goods, whilst mitigating the impacts of construction and distribution of freight traffic on the local community and environment.
- 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. Where this is not possible such uses should be located close to the strategic transport network or/and make use of rail and/or marine transport where practical.
- 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.

Policy T6: Air quality

In areas where development is likely to have an 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 which would prevent exceedance of national air quality standards, including those relating to the design of the scheme and 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

11.1 The council will continue to work with service providers including health, education, transport, community and leisure providers, 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.

11.2 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.

11.3 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.

11.4 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

11.5 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.

11.6 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.

Type of infrastructure	Some 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 Cruyton 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

Figure 11.1 – Potential infrastructure projects

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:

- demonstrate that full regard has been paid to the council's infrastructure delivery plan and all other relevant policies of this plan;
- 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
- 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

11.7 The NPPF, planning policy guidance and RICS Financial Viability in Planning place 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.

11.8 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 11.2 illustrates how the value areas are spread, with the darker reds indicating higher values.

Securing funding from development through CIL and Section 106 Agreements

11.9 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.

11.10 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.

11.11 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.

11.12 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

11.13 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.

11.14 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.

11.15 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

11.16 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.

11.17 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.

11.18 To demonstrate that the applicant has undertaken full and proper marketing, proposals must be accompanied with the evidence as set out in Policy ID2.

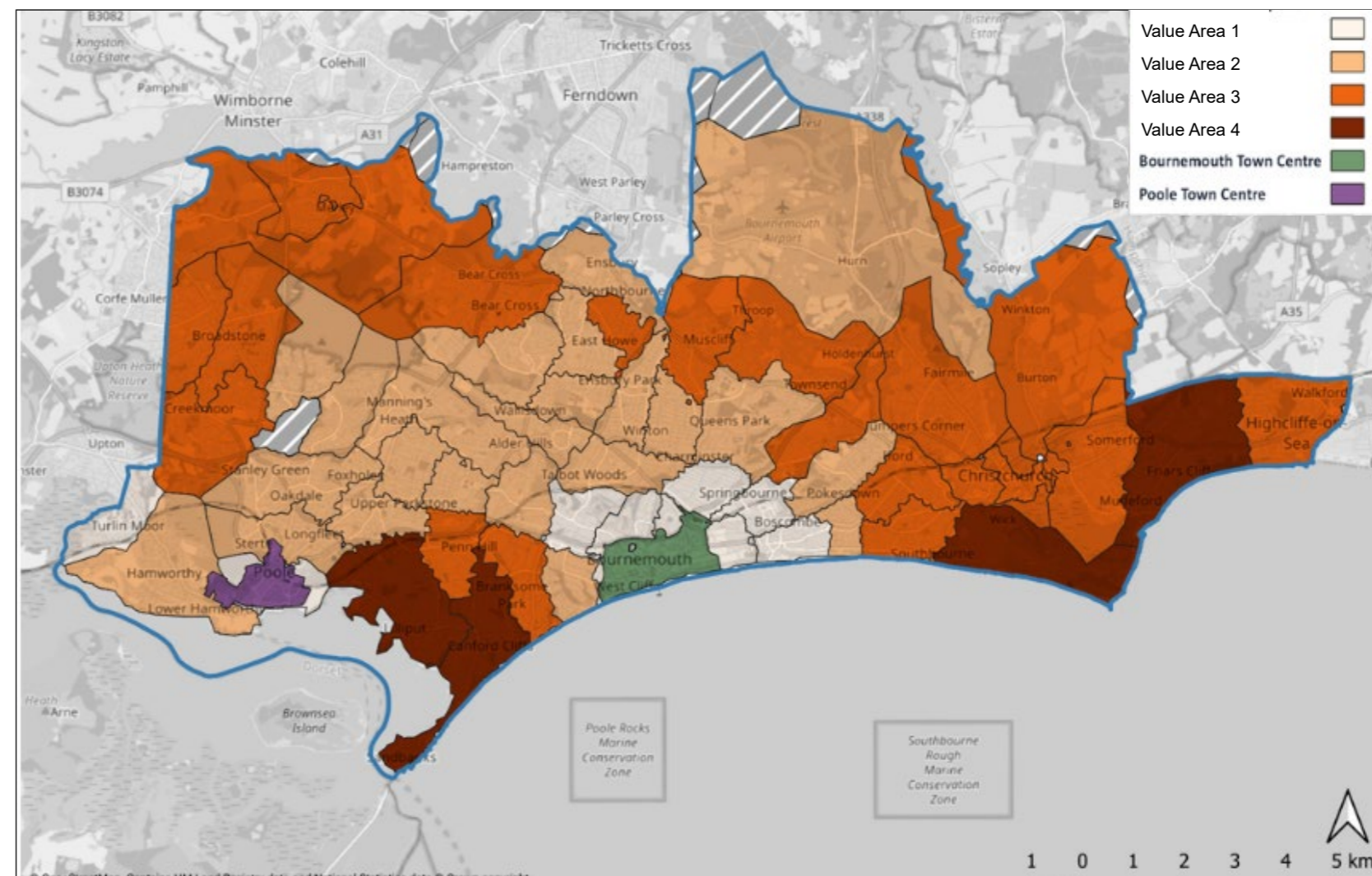


Figure 11.2 – Development values for housing

Delivering the plan

11.19 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

11.20 The council will regularly monitor the policies in this Plan to assess whether they are working effectively. The monitoring framework in Appendix 1 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.

11.21 The council will review the BCP Local Plan by 2030 to ensure that the overall strategy remains up to date.

Strategic Policy ID2: Viability

The council will expect applicants of major development schemes to demonstrate that they 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.

