

EXAM 2a – Schedule of Possible Modifications

BCP Local Plan Examination

30 September 2024

Version 1

The Draft BCP Local Plan was consulted upon in Spring 2024 and submitted for examination in June 2024. The Council’s Planning Policy Team has considered the representations received on the Draft Plan and where necessary suggested possible modifications that can resolve some objections. These are set out in this Schedule of Possible Modifications. There will be further versions of this schedule throughout the examination process. The final version of the Schedule of Possible Modifications will go to Cabinet in 2025 and be subject to public consultation thereafter. This schedule is therefore a working draft and has yet to be formally agreed by Cabinet.

The Schedule is set out in chapter order with possible modifications shown in red text.

SD1a Draft Local Plan - Part 1 - Strategic and Development Management Policies

Chapter 1 - Introduction

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para. 1.16	A background paper summarises the duty to cooperate discussions, and this dialogue will be ongoing. Dorset Council and New Forest District Council are both at earlier stages of local plan production/review than BCP Council, as a result some issues, particularly around the unmet housing need in the BCP area, cannot be fully resolved at this time. We will continue to work with neighbouring authorities through the production of their local plans.	Home Builders Federation Brentland Primetower Properties Amirez Ltd Ken Park on behalf of various clients Mrs P Bower and Mr R Blunden Fortitudo Ltd Dorset Council Wyatt Homes Miller Homes and Bellway homes Hallam Land Management Ltd Richborough Estates Highwood Group WH White Jonathan Scott Michael Brooke Home Builders Federation Richard Terry	To provide clarity that the issues surrounding unmet housing need remain unresolved as they need to be explored through the Local Plan process of neighbouring authorities.
Para. 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 and coastal risk management assets, 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, or if work with neighbouring authorities fails to meet the unmet housing needs of the BCP area.	FCERM Home Builders Federation Brentland Primetower Properties Amirez Ltd Ken Park on behalf of various clients Mrs P Bower and Mr R Blunden Fortitudo Ltd Dorset Council Wyatt Homes Miller Homes and Bellway homes Hallam Land Management Ltd Richborough Estates Highwood Group WH White Jonathan Scott Michael Brooke Home Builders Federation Richard Terry	Request by FCERM. To provide clarity that an early review may be triggered by the work of neighbouring authorities on adjacent Local Plans.
Para 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 2039-2025 to 2040. 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	Go South Coast LGIM Real Assets Wyatt Homes Hallam Land Management Ltd Royal London Mutual Insurance Society Ltd	To ensure plan period is 15 years post adoption

Para / Policy / Site	Proposed text	Raised in response to	Reason
	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.	Richborough Estates South West Housing and Planning Consortium Home Builders Federation	
Para 1.21	The Local Plan contains a key diagram which illustrates the strategic spatial policies. The full set of policies is set out on the interactive policies map. Any references to the policies map refer to the interactive policies map which is available on our website. Any other maps are illustrative only.	Officer suggestion	To make it clearer which mapping is being referred to.

Chapter 2 - About the BCP area

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 2.2	The area enjoys an outstanding natural environment with 15 km of beaches, numerous river valleys, woodland, internationally protected Dorset Heathlands and Poole Harbour, Christchurch Harbour and public open spaces, which are an important source of natural capital and 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.	Dorset Local Nature Partnership/RSPB	To highlight the importance of the areas natural assets
Figure 2.2	Figure to be updated	Dorset Local Nature Partnership Universities	To add in references about nature conservation areas and the tree canopy To ensure role of universities is acknowledged

Chapter 3 - Vision and objectives

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para. 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 <u>(including sea level rise, coastal change and increased surface water flood risk).</u>	FCERM	Request by FCERM to reflect challenges associated with flood risk
Para 3.5 and subsequent references	To fulfil the vision and aspirations as a council we have set out the following objectives for the Local Plan: <ul style="list-style-type: none"> • achieve carbon neutrality ahead of 2050 and take action to combat and adapt to the climate and ecological emergency • conserve and-or 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 conserve 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. 	Dorset Local Nature Partnership Historic England	Requested by DLNP Recommended by Historic England
Para 3.6 (Achieve carbon neutrality ahead of 2050 ...section)	We will: <ul style="list-style-type: none"> • 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 the risk of flooding, coastal erosion and sea cliff instability 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. 	FCERM	Request by FCERM
Para 3.6 (Conserve and enhance our outstanding natural environment section)	Conserve and-or 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: <ul style="list-style-type: none"> • conserve and-or enhance our protected habitats • conserve or and enhance our landscapes and the setting of national landscapes • protect and-or enhance our countryside (which is also protected as 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 	WH White	As Green Belt is not a recognition of landscape quality

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> conserve and enhance the natural beauty of the coast and the offer of the seafront. 		
Para 3.6 (Improve health and wellbeing and reduce health inequalities section)	<p>Improve health and wellbeing and reduce health inequalities</p> <p>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.</p>	Public Health Dorset	Requested by Public Health Dorset
Para 3.6 (Improve our town centre and build strong inclusive communities section)	<p>Improve our town centres and build strong and inclusive communities</p> <p>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.</p> <p>We will:</p> <ul style="list-style-type: none"> allocate sites within our centres to deliver new mixed-use development increase the number and diversity of people living in our centres, including meeting the needs of the older population. 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 conserve-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 that sustain the current level of risk over the next century 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. 	Public Health Dorset Historic England FCERM	Recommended by Public Health Dorset Recommended by Historic England Request by FCERM
Para 3.6 (Deliver the infrastructure needed to support homes and business section)	<p>Deliver the infrastructure needed to support homes and business</p> <p>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.</p> <p>We will:</p> <ul style="list-style-type: none"> 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 provide flood, coastal and cliff stability solutions to prevent development becoming more vulnerable to impacts of climate change support service providers to improve their infrastructure in line with our planned growth. 	FCERM	Request by FCERM

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 3.6 (Deliver high quality places that preserve-conserve or enhance our heritage section)	<p>Deliver high quality places that preserve-conserve or enhance our heritage</p> <p>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 conserving 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.</p> <p>We will:</p> <ul style="list-style-type: none"> • 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-conserve 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. 	Historic England	Recommended by Historic England

Chapter 4 - Development strategy

Para / Policy / Site	Proposed text	Raised in response to	Reason
Policy S1	<p>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 A applicants should, where appropriate, to demonstrate through either their Design and Access Statement (major developments) or the council checklist, how their proposal will, where relevant:</p> <ul style="list-style-type: none"> a.-reducecontribute to achieving net zero carbon emissions to net zero by 2050; b.-mitigate and adapt to the impacts of climate change; c.-b.provide urban greening and biodiversity net gain; d.-c.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.-d.incorporate and improve walking, wheeling, cycling and public transport to support more journeys using sustainable travel; f.-e.maximisecontribute to social value, creating healthy, safe and cohesive communities; g.-f.promote the optimal use of land, prioritising the reuse of existing buildings, previously developed land and upper floors of retail and commercial buildings; h.-g.prioritise making good places with a high standard of design that is based on an understanding of the context of the site; i.-h.contribute to a range of services, facilities, jobs and recreational opportunities; j.-i.deliver a mix and type of housing to meet local needs, including affordable housing and specialist needs housing; k.-j.delivercontribute to the delivery of essential infrastructure in step with development; l.-k.take a sequential approach to avoid development in areas of flooding risk; m.-l.avoid adverse environmental impacts such as ground, water and air pollution; and n.-m.be financially viable and deliverable within a suitable time frame. <p>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.</p>	<p>Goadsby on behalf of various clients The Society for Poole Christchurch Harbour Ornithological Group Go South Coast Fortitudo Ltd Wyatt Homes Talbot Village Trust Highwood Group Andrew Reed</p>	<p>To provide clarity surrounding the contents of the policy and to properly embed the objectives into the policy</p>
Para 4.7	<p>The strategy provides for a minimum of 24,000 homes and around of 80 hectares of employment land between 2024 and 2039.2025 to 2040. These levels of growth seek to address the development needs that have been established through the evidence base as far as possible given the land which is suitable and available for development. Our area is significantly constrained with a limited amount of suitable land available 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 need 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.</p>	<p>Go South Coast LGIM Real Assets Wyatt Homes Hallam Land Management Ltd Royal London Mutual Insurance Society Ltd Richborough Estates South West Housing and Planning Consortium Home Builders Federation</p>	<p>To ensure plan period is 15 years post adoption</p>
Para. 4.11	<p>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-</p>	<p>WH White Dorset Council Wyatt Homes Southwood Partners Goadsby on behalf of various clients Woodside Farms Primetower Properties Amirez Ltd Morrish Homes Mrs P Bower and Mr R Blunden</p>	<p>To clarify that we are not relying on the Housing Needs Sensitivity Report.</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	migration figures would be accepted as exceptional circumstances we are not relying on this information. We have included it 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.	Wyatt Homes Hallam Land Management Ltd Hathor Property Bloor Homes Southern Royal London Mutual Insurance Society Ltd Bellway Strategic Land, Miller Homes, AJC Group, Wyatt Homes, Fortitudo and WH White Richborough Estates Gervis Properties Ltd / Hinton Admiral Estate Home Builders Federation	
Para 4.12	The 1,600 homes a year average housing requirement would lead to an unmet housing need in the region of 18,000 homes across the 15 year plan period when assessed against the standard method. We have are worked working closely with neighbouring authorities through the duty to cooperate to explore options for accommodating unmet housing needs and this is ongoing . Our neighbouring authorities have their own housing needs to meet within their areas and are at a different stage of local plan preparation. As such they have been unable to confirm if they can meet any of the unmet housing need at this time but have identified challenges with doing so. We will continue to work with the neighbouring authorities through the preparation of their own plans to explore options for accommodating unmet needs. This work may trigger an early review of the BCP Local Plan. and have set out that they cannot meet any of the BCP areas housing needs.	WH White Dorset Council Wyatt Homes Southwood Partners Goadsby on behalf of various clients Woodside Farms Primetower Properties Amirez Ltd Morrish Homes Mrs P Bower and Mr R Blunden Wyatt Homes Hallam Land Management Ltd Hathor Property Bloor Homes Southern Royal London Mutual Insurance Society Ltd Bellway Strategic Land, Miller Homes, AJC Group, Wyatt Homes, Fortitudo and WH White Richborough Estates Gervis Properties Ltd / Hinton Admiral Estate New Forest District Council Home Builders Federation	To clarify the position in relation to unmet housing need
Para 4.16 [Under flood risk subtitle]	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, subject to sufficient funding being secured. We will also seek to enhance foul, surface water and highway drainage infrastructure where required. Future local plans will consider the long term sustainability of existing development in certain locations and the potential need for relocation of existing development and habitats.	FCERM	To address FCERM concerns
Figure 4.1 (legend)	Habitat sites (Ramsar, SPA, and SAC SSSI)	Christchurch Harbour Ornithological Group	Correction

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 4.33	<p>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. These areas are not allocations and any development within them will be treated as windfall.</p>	Officer suggestion	To clarify that windfall development will also take place outside of the LOA.
Para 4.34	<p>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.</p> <p>While we are directing the majority of development into the most sustainable locations, new development will also come forward outside of these areas. This development would need to be of a scale and character appropriate to its location.</p>	Officer suggestion	To clarify that windfall development will also take place outside of the LOA.
Policy S2	<p>Strategic Policy S2: Spatial strategy and levels of growth</p> <p>Development proposals must accord with this spatial strategy:</p> <p>1. Environmentally sensitive areas and the Green Belt</p> <ul style="list-style-type: none"> a. Habitat sites, national and local wildlife 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-conserved or enhanced; and d. the established Green Belt will be protected from inappropriate development boundaries will be retained. <p>2. Amount of development</p> <p>From 2024 to 2040 2024 to 2039 the BCP Local Plan makes provision for a minimum of:</p> <ul style="list-style-type: none"> a. 24,000 (net) additional homes; and b. 72 hectares of employment land, along with supporting infrastructure and facilities. <p>3. Broad location of development</p> <ul style="list-style-type: none"> a. New residential development will be directed into the most sustainable locations within the BCP area. <ul style="list-style-type: none"> 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 primarily 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: 	RSPB and Natural England Fortitudo Christchurch Town Council Neighbourhood Plan Working Group Christchurch Town Council Neighbourhood Plan Working Group Historic England Bournemouth Airport	<p>To provide clarity this includes all wildlife sites To provide clarity about the Green Belt To provide clarification</p> <p>Recommended by Historic England</p> <p>To highlight role of the airport and strategic importance of the airport for employment</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason																															
	<table><tr><th>Location (ward)</th><th>No. of homes (net)</th><th>Indicative density (per ha)</th></tr><tr><td colspan="3">Strategic opportunity areas</td></tr><tr><td>Bournemouth central ward</td><td>6,330</td><td rowspan="4">150-300</td></tr><tr><td>Christchurch town ward</td><td>610</td></tr><tr><td>Poole town ward and part of Hamworthy ward*</td><td>5,795</td></tr><tr><td>Boscombe West ward</td><td>1,050</td></tr><tr><td colspan="3">Strategic urban extensions</td></tr><tr><td>Roeshot Hill</td><td>875</td><td rowspan="3">30-50</td></tr><tr><td>North of Bearwood</td><td>800</td></tr><tr><td>North of Merley</td><td>550</td></tr><tr><td>Elsewhere</td><td>7,990</td><td>40-150</td></tr><tr><td>Total</td><td>24,000</td><td></td></tr></table> <p>*Due to sites within Hamworthy ward falling That falls within the Poole town centre boundary</p> <p>4. Strategic Opportunity Areas</p> <p>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.</p> <p>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.</p> <p>c. Development must create high quality places that optimises the use of land while sustaining local distinctiveness, and responding to the local context and heritage.</p> <p>3. 5. Sustainable neighbourhoods</p> <p>a. Within the sustainable neighbourhood areas we will support development proposals that:</p> <p>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;</p> <p>ii. provide additional facilities and services within existing district and local centres, and neighbourhood parades; and</p> <p>iii. optimise the use of land to deliver a range of new homes.</p> <p>b. Existing retail, community, leisure and employment uses in sustainable neighbourhoods will be protected wherever possible.</p> <p>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.</p> <p>4. 6. Local opportunity areas and local opportunity streets</p> <p>Within the local opportunity areas and local opportunity streets development of new buildings or upwards extensions will be supported in principle where they:</p> <p>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;</p> <p>b. deliver high quality, design led solutions to development that contribute positively to the quality of the place, enhancing the overall townscape quality;</p> <p>c. preserve conserve or enhance the character or appearance of heritage assets or their settings;</p>	Location (ward)	No. of homes (net)	Indicative density (per ha)	Strategic opportunity areas			Bournemouth central ward	6,330	150-300	Christchurch town ward	610	Poole town ward and part of Hamworthy ward *	5,795	Boscombe West ward	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			
Location (ward)	No. of homes (net)	Indicative density (per ha)																																
Strategic opportunity areas																																		
Bournemouth central ward	6,330	150-300																																
Christchurch town ward	610																																	
Poole town ward and part of Hamworthy ward *	5,795																																	
Boscombe West ward	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																																	

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>d. integrate and enhance the area's positive historic characteristics;</p> <p>e. within existing town, district and local centres, and neighbourhood parades, retain any existing main town centre uses at ground floor;</p> <p>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</p> <p>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.</p> <p>5.7. Office and employment</p> <p>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, including those at Bournemouth Airport, in conjunction with new strategic employment sites at Talbot Village and Wessex Fields.</p> <p>6.8. Strategic Infrastructure</p> <p>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.</p>		
Policy S3	<p>Strategic Policy S3: Healthy communities</p> <p>To support the health and wellbeing of our residents and reduce health inequalities, new development must contribute towards positive health outcomes, where relevant by:</p> <p>a. supporting sustainable neighbourhoods where basic facilities and services can be easily accessed by walking and cycling;</p> <p>b. improving pedestrian and cycling infrastructure-;</p> <p>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;</p> <p>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;</p> <p>e. improving air quality and minimising noise and light pollution;</p> <p>f. promoting a range of new homes across a variety of types and tenures to promote mixed and balanced communities;</p> <p>g. supporting the provision of health infrastructure including doctors' surgeries;</p> <p>h. ensuring new homes provide sufficient levels of internal and external space;</p> <p>i. ensuring new buildings are well designed to avoid negative impacts on health associated with damp, heat and cold;</p> <p>j. supporting local food growing opportunities and restricting unhealthy food options access to hot food takeaways;</p> <p>k. ensuring good quality community facilities are provided to encourage social connections and meet the needs of local communities; and</p> <p>l. supporting back to work schemes, training and education where appropriate; and.</p> <p>l. m. Supporting and developing partnership working to provide new and improved health infrastructure and facilities.</p>	LGIM Fortitudo National Trust	To set out that not aspects of the policy will apply in all instances. To include a broader reference unhealthy food options. Highlight importance of partnership working for health
Para 4.38	<p>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) or subsequent update. Developments over 100 dwellings (or 100 or more bed spaces for purpose built student accommodation, specialist accommodation or build to rent) or greater than 5ha for other uses should prepare a bespoke HIA.</p>	Public Health Dorset McLaren Property	To confirm any subsequent update should be used to HIA. Clarification on bedspaces

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 4.39	<p>The NHS requires physical infrastructure to meet health care needs in three elements of the NHS:</p> <ul style="list-style-type: none"> • Primary care– doctors surgeries and dental services • 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 	Christchurch town Council	To provide further clarification
Para 4.43	<p>The NHS infrastructure needs to meet population growth cannot be met from government funding alone and may require funding from development through CIL.</p> <p>Dental services are organised differently under a contractor model of care, which means dental services are delivered by independent providers contracted to the NHS. A different registration system exists from general practice, without geographical or boundary restrictions. Dental practices choose whether to provide NHS treatment to new patients depending on capacity under the terms of their contract. Access to NHS dentistry is a significant challenge and the number of dentists willing to provide NHS services is falling. Addressing the shortage of NHS dentists goes beyond the role of the local plan.</p>	Christchurch Town Council Neighbourhood Plan Working Group	To provide clarification that the shortage of NHS dentists is beyond the scope of the local plan to resolve
Para 4.46	<p>The council has a Suicide Prevention Plan in place and will continue to support initiatives which deliver a safe and attractive environment for all. While Building Regulations require guard rails to prevent people from falling, development should consider a more holistic approach to and include suicide prevention measures such as including CCTV, signage, information, lighting and; water safety measures. and physical barriers to prevent falls from height. While all buildings must comply with Building Regulations Proposals-proposals for buildings over four storeys or twelve metres in height or that are located on a public waterfront should set out what measures are included to prevent suicides within the design and access statement include a suicide prevention risk assessment. Preventing suicides in public places a practice resource (Public Health England, 2015) provides evidence and examples of design measures that can prevent suicide.</p>	Sandstone Ltd Fortitudo Ltd Wyatt Homes Highwood Group	To provide further clarification
Policy S4	<p>Policy S4: Health and wellbeing</p> <p>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.</p> <p>a. Development of 100 dwellings or more (or 100 or more bed spaces for purpose built student accommodation, specialist accommodation or build to rent), 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.</p> <p>b. Major developments less than 100 dwellings, or less than 5ha for other development, should use the NHS HUDU Rapid Health Impact Assessment Tool to assess potential health impacts.</p> <p>Where any potential adverse health impacts are identified, the applicant will be expected to demonstrate how these will be addressed and mitigated.</p> <p>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.</p>	Public Health Dorset McLaren Property	To provide further clarification

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>3. Suicide prevention</p> <p>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 should set out what measures are included to prevent suicides. must include a suicide prevention risk assessment.</p>		

Chapter 5 - Tackling climate change

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para. 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 and coastal change 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.	FCERM	Request by FCERM
Policy C1	<p>Strategic Policy C1: Addressing Climate Change</p> <p>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:</p> <ol style="list-style-type: none"> Reduce carbon emissions by: <ol style="list-style-type: none"> 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; prioritising the reuse of structures and buildings, demolition materials, recycled materials and/or locally/sustainably sourced low carbon building materials; designing buildings to maximise energy efficiency and minimise energy consumption to ensure total regulated operational energy consumption is reduced; minimising the overall carbon footprint during construction by assessing the embodied energy in construction methods, transportation, plant, and materials; supporting the delivery of decentralised, community renewable energy schemes including heat networks, district heating schemes and cogeneration technology; taking opportunities to incorporate renewable energy use and low carbon energy generation; ensuring space is provided for charging infrastructure for electric vehicles; maximising opportunities for sustainable movement of freight, including rail freight, the use of electric vehicles and e-cargo bikes; and embracing technological and innovative advances in digitisation, connectivity, and communications to enable decarbonisation and transition to a net zero carbon future. Mitigate and adapt to the impacts of climate change by: <ol style="list-style-type: none"> reducing the impact managing of flood risk from all sources, and ensuring people are safe by directing only allowing developments into the areas with the lowest flood risk from all sources of flooding; incorporating sustainable drainage within schemes to manage surface water, drainage and reduce the risk of flooding; 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; incorporating water efficiency and water recycling measures to reduce consumption of operational water usage; reducing the urban heat island effect through the use of building materials, trees, planting and green roofs to address potential site microclimate impacts; and achieving biodiversity net gain on each development site. Maximise carbon storage and sequestration by: <ol style="list-style-type: none"> Conserving and or enhancing existing habitats and enhancing the connectivity between habitats wherever possible; and integrating green infrastructure into the design of developments, including trees and urban greening. 	FCERM	<p>Request by FCERM</p> <p>Consistency with revised objective</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>4. Increase low carbon and renewable energy projects by:</p> <ul style="list-style-type: none"> a. encouraging development to provide renewable energy; and b. supporting low carbon and renewable energy projects where the scale and nature of development does not compromise the sensitivity of landscape and/or historic character. 		
Policy 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 and new homes will need to accord with Future Homes Standard set through Building Regulations.	Officer suggestion	Clarification
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 Proposals for new homes should confirm that they will meet the 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.	Officer suggestion	Clarification
5.15	<p>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. This is the same as currently proposed through the Future Homes and Future Buildings Standards.</p> <p>There will sometimes be circumstances where measures to increase the energy efficiency of buildings of traditional construction (typically those built before 1919) could result in damage to the fabric of the building which could be harmful to the significance of heritage assets, potentially also reducing its environmental performance. There are special considerations in applying Part L of the Building Regulations in relation to heritage assets which need to be considered. Further information can be found on the Historic England website.</p>	<p>South West Housing and Planning Consortium Highwood Group Morrish Homes LGIM Real Assets Fortitudo Ltd Wyatt Homes Highwood Group Churchill Retirement Living</p> <p>Historic England</p>	<p>Clarification</p> <p>To highlight potential challenges in relation to historic buildings</p>
Policy C2	<p>Policy C2: Sustainable Construction and Low Carbon Energy</p> <p>1. Energy efficient buildings</p> <p>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:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> i) 'Very good' – up to 1,000sqm (net) floor space; or ii) 'Excellent' – over 1,000 sqm (net) floor space. <p>A Post-Construction Review Certificate should verify that the BREEAM rating in the Pre-Assessment Report has been met.</p> <p>Alternative standards for residential or non-residential buildings may be agreed in certain cases involving change of use / conversion of a heritage asset or other building of traditional construction, if the measures required to achieve parts 1a or 1b would result in unacceptable harm to the fabric and/or significance of the building.</p> <p>2. Retrofitting existing buildings</p>	Historic England	<p>To highlight alternatives may be required for certain historic buildings</p> <p>Recommended by Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	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 conserve or enhance the heritage asset.		
Policy 5.17	<p>The Environment Agency's updated report on Water Stressed Areas (2021) includes South West Water (Bournemouth) as an area which is seriously water stressed. This is based on where water resources are being, or are likely to be, exploited to a point which may result in pressure on the environment or water supplies now and in the future. In the absence of an approved Water Resources Management Plan for the water suppliers there is uncertainty about the supply of water for public consumption given increasing demand. 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. We will need to monitor water usage restrictions as a result both of increasing demand but also to avoid harm to habitats sites and SSSIs as climate change impacts increase.</p> <p>Natural England has advised that there is a particular concern that water abstracted from the River Avon SAC is already leading to the habitat site failing to meet its water flow objectives and a water use standard of 85 litres per person should be adopted.</p> <p>Policy C3 sets requirements for water use per person per day. This should be evidenced using a recognised methodology in line with Approved Document G (England) of the Building Regulations, or subsequent update.</p>	Natural England WH White	Concerns raised by Natural England about the River Avon SAC and need for even tighter restrictions. Reference to water resources management plan and monitoring. Signposting to the Building Regulations.
Policy C3	<p>Policy C3: Water Efficiency</p> <p>To reduce water consumption, applicants must demonstrate through the design and access statement, or council checklist, how the proposed development:</p> <ol style="list-style-type: none"> 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; for new homes achieve, as a minimum: <ul style="list-style-type: none"> (i) water efficiency of 85 litres per person per day in the River Avon catchment as shown on the policies map; and (ii) elsewhere, 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 <p>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.</p>	Natural England	Concerns raised by Natural England about the River Avon SAC and need for even tighter restrictions.
Para 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 <u>part 1</u> and <u>part 2</u> . It should be noted that no parts of the BCP area have been identified as suitable for wind energy development for this Local Plan.	Historic England	For clarification
Para 5.20	Schemes will need to be accompanied by a landscape sensitivity assessment and should provide an appraisal and rationale for the site selection. The location of and any impacts on the Dorset National Landscape, Cranborne Chase National Landscape and the New Forest National Park need to be clearly set out and considered. Potential impacts must also be identified for the landscape character and emissions to	New Forest National Park Authority	To include reference to protected landscapes

Para / Policy / Site	Proposed text	Raised in response to	Reason
	air, water or soil. Visual impacts should be appraised, and photomontages provided to enable the decision maker to fully assess any new appraisals.		
Para 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.	Officer suggestion	To reflect not all relevant NPPF considerations are solely about Green Belt objectives
Policy C4	<p>Policy C4: Large Scale Renewable Energy Installations</p> <p>1.To support the transition to a low carbon future, proposals for development of large scale renewable and/or low carbon energy schemes, including ancillary development, but excluding onshore wind proposals, will be supported provided it can be demonstrated that:</p> <ol style="list-style-type: none"> it is in a suitable location and appropriate to the landscape character of the area; there will be no harm to ecology and biodiversity, including protected habitats and species; designated heritage assets and their setting are preserved-conserved or enhanced; 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 or Bournemouth Airport; the cumulative impacts of the proposal with other existing renewable energy installations and consented schemes in the vicinity of the site have been assessed; for ground mounted solar development: <ol style="list-style-type: none"> grazing practices can be maintained; and the proposals will not prejudice flood storage areas or surface water flow paths, including natural floodplains; for energy from waste facilities, the management of waste in line with the waste hierarchy and the BCP and Dorset Waste Plan 2019; and 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 the proposal avoids the best quality, most valuable and most versatile Grade 1, 2 and 3a agricultural land or demonstrates that the land will retain its agricultural value. <p>2. Community-led Energy Schemes</p> <p>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.</p>	<p>Historic England</p> <p>Bournemouth Airport</p> <p>WH White</p>	<p>Large scale onshore wind is not supported by evidence.</p> <p>Necessary reference to Bournemouth Airport</p> <p>To provide some flexible where the scheme will not compromise the agricultural value of the land</p> <p>Update on Local Energy Plan.</p> <p>To reflect NPPF wording on agricultural land</p>
Para. 5.26	<p>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:</p> <ul style="list-style-type: none"> the Poole Bay, Poole Harbour and Wareham FCERM Strategy (2014) demonstrates how we will manage coastaltidal 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 coastal flood and erosion risk in the Christchurch area. 	FCERM	Requests by FCERM. SMP is not under review it is a living document.
Para. 5.36	<p>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. <u>Proposals for flood defences must be accepted by the Environment</u></p>	FCERM	To address uncertainty regarding what is meant by “accepted” in Policy C6 criterion 3a ⁱⁱ

Para / Policy / Site	Proposed text	Raised in response to	Reason																																														
	<u>Agency and the Council to ensure they provide acceptable solutions to flood risk and coastal change.</u> <u>Applicants are advised to seek pre-application advice.</u>																																																
Para. 5.37	5.37 <u>The BCP area contains some highly vulnerable development that is at risk of flooding. The council will therefore work with applicants seeking to relocate existing highly vulnerable development from locations that are at risk of flooding to more suitable locations at lower risk of flooding. Furthermore, over time, and in future local plans,</u> 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. <u>This will be considered over time and in future local plans.</u>	Environment Agency and FCERM	To address concerns by Environment Agency and FCERM regarding the need to support applications for highly vulnerable development that is at risk of flooding that is looking to secure a more suitable location at lower risk of flooding.																																														
Para. 5.40	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 peninsula. These will provide a more detailed assessment of flood risk, providing recommendations for managing flood risk as required, taking into account any proposed flood defences. <u>The Stony Lane Area and Poole Town Centre have passed the sequential test due to development and regeneration needs that cannot be accommodated elsewhere. However, development will still need to demonstrate it will be safe for its lifetime and not increase flood risk. This approach has been agreed with the Environment Agency.</u> Further detail is set out in the relevant ward policies in Part 2 of the Local Plan.	FCERM	FCERM have suggested we need to more adequately explain how the sequential test has been passed in the absence of a SFRA L2.																																														
Figure 5.5	<p>Figure 5.5 – Categorisation of flood risk within the BCP area [replacement table inserted]</p> <table><tr><th rowspan="2">Flood Risk Area</th><th rowspan="2">Rivers (Fluvial)</th><th rowspan="2">Surface Water & Unmodelled Watercourses⁷</th><th colspan="4">Flood Risk Sources</th></tr><tr><th>Groundwater (GW)</th><th>Tidal (inc. sea level rise)^{8,9}</th><th>Artificial Sources (Reservoirs)</th><th>Sewer Flood Risk</th></tr><tr><td>Low Risk (clear)</td><td>Outside any Medium, High or Very High fluvial Flood Risk Areas</td><td>Outside any 1 in 1000-year SW flood extents</td><td>Outside any Groundwater risk maps</td><td>Outside any Medium, High or Very High Flood Risk Areas</td><td>Outside any mapped reservoir inundation Areas</td><td>No Data Provided</td></tr><tr><td>Low-Medium Risk</td><td>Outside any Medium, High or Very High fluvial Flood Risk Areas</td><td>1 in 1000-year flood event at depths of 300mm or less and / or: 8m from the centre line of an unmodelled channel</td><td>JBA 1 in 100-year GW emergence extent and / or BGS Shallow GW constraints map</td><td>Outside any Medium, High or Very High Flood Risk Areas</td><td>Inside any mapped reservoir inundation Areas</td><td>No Data Provided</td></tr><tr><td>Medium Risk</td><td>Flood Zone 2 (0.1% AEP) (<i>Present Day</i>)</td><td>1 in 1000-year flood event at depths of >300mm</td><td>Not Applicable</td><td>Future Flood Zone 2 (0.1% AEP) by 2138 or where unavailable Nearest possible epoch</td><td>Not Applicable</td><td>No Data Provided</td></tr><tr><td>High Risk</td><td>Flood Zone 3 (1.0% AEP)¹⁰ inc. climate change or where unavailable a Conservative Proxy¹¹</td><td>1 in 100 year flood event at depths of >150mm and / or: within a mapped inland water area</td><td>Not Applicable</td><td>Future Flood Zone 3 (0.5% AEP) by 2138 or where unavailable Nearest possible epoch</td><td>Not Applicable</td><td>No Data Provided</td></tr><tr><td>Very High Risk</td><td>Flood Zone 3b (3.33% AEP)¹² inc. climate change or where unavailable a Conservative Proxy¹¹</td><td>1 in 30 year flood event at depths of >300mm</td><td>Not Applicable</td><td>Not Appropriate¹³</td><td>Not Applicable</td><td>No Data Provided</td></tr></table> <p>⁷ Mapping for Surface Water Climate Change scenarios are not available for this SFRA but may be modelled and incorporated in future.</p> <p>⁸ 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.</p> <p>⁹ 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.</p> <p>¹⁰ See section 4.2 for details as to how this has been defined for each fluvial study within the BCP area.</p> <p>¹¹ 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.</p> <p>¹² As per comment above.</p> <p>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.</p> <p>[Replaces table below]</p>	Flood Risk Area	Rivers (Fluvial)	Surface Water & Unmodelled Watercourses ⁷	Flood Risk Sources				Groundwater (GW)	Tidal (inc. sea level rise) ^{8,9}	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 and / or: 8m from the centre line of an unmodelled channel	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) (<i>Present Day</i>)	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) ¹⁰ inc. climate change or where unavailable a Conservative Proxy ¹¹	1 in 100 year flood event at depths of >150mm 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 ¹¹	1 in 30 year flood event at depths of >300mm	Not Applicable	Not Appropriate ¹³	Not Applicable	No Data Provided	FCERM	Update to reflect revised table in SFRA L1 (TCC4d page 60)
Flood Risk Area	Rivers (Fluvial)				Surface Water & Unmodelled Watercourses ⁷	Flood Risk Sources																																											
		Groundwater (GW)	Tidal (inc. sea level rise) ^{8,9}	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 and / or: 8m from the centre line of an unmodelled channel	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) (<i>Present Day</i>)	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) ¹⁰ inc. climate change or where unavailable a Conservative Proxy ¹¹	1 in 100 year flood event at depths of >150mm 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 ¹¹	1 in 30 year flood event at depths of >300mm	Not Applicable	Not Appropriate ¹³	Not Applicable	No Data Provided																																											

Para / Policy / Site	Proposed text	Raised in response to	Reason																																										
	<table><tr><th>Flood Risk Area</th><th>Rivers (Fluvial)</th><th>Surface Water & Unmodelled Watercourses⁷</th><th>Flood Risk Sources Groundwater (GW)</th><th>Tidal (inc. sea level rise)^{8,9}</th><th>Artificial Sources (Reservoirs)</th><th>Sewer Flood Risk</th></tr><tr><td>Low Risk (clear)</td><td>Outside any Medium, High or Very High fluvial Flood Risk Areas</td><td>Outside any 1 in 1000-year SW flood extents</td><td>Outside any Groundwater risk maps</td><td>Outside any Medium, High or Very High Flood Risk Areas</td><td>Outside any mapped reservoir inundation Areas</td><td>No Data Provided</td></tr><tr><td>Low-Medium Risk</td><td>Outside any Medium, High or Very High fluvial Flood Risk Areas</td><td>1 in 1000-year flood event at depths of 300mm or less</td><td>JBA 1 in 100-year GW emergence extent and / or BGS Shallow GW constraints map</td><td>Outside any Medium, High or Very High Flood Risk Areas</td><td>Inside any mapped reservoir inundation Areas</td><td>No Data Provided</td></tr><tr><td>Medium Risk</td><td>Flood Zone 2 (0.1% AEP) (Present Day)</td><td>1 in 1000-year flood event at depths of >300mm</td><td>Not Applicable</td><td>Future Flood Zone 2 (0.1% AEP) by 2138 or where unavailable Nearest possible epoch</td><td>Not Applicable</td><td>No Data Provided</td></tr><tr><td>High Risk</td><td>Flood Zone 3 (1.0% AEP)¹⁰ inc. climate change or where unavailable a Conservative Proxy¹¹</td><td>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</td><td>Not Applicable</td><td>Future Flood Zone 3 (0.5% AEP) by 2138 or where unavailable Nearest possible epoch</td><td>Not Applicable</td><td>No Data Provided</td></tr><tr><td>Very High Risk</td><td>Flood Zone 3b (3.33% AEP)¹² inc. climate change or where unavailable a Conservative Proxy¹¹</td><td>1 in 30 year flood event at depths of >300mm</td><td>Not Applicable</td><td>Not Appropriate¹³</td><td>Not Applicable</td><td>No Data Provided</td></tr></table> <p>⁷ Mapping for Surface Water Climate Change scenarios are not available for this SFRA but may be modelled and incorporated in future.</p> <p>⁸ 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.</p> <p>⁹ 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.</p> <p>¹⁰ See section 4.2 for details as to how this has been defined for each fluvial study within the BCP area.</p> <p>¹¹ 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.</p> <p>¹² As per comment above.</p> <p>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.</p>	Flood Risk Area	Rivers (Fluvial)	Surface Water & Unmodelled Watercourses ⁷	Flood Risk Sources Groundwater (GW)	Tidal (inc. sea level rise) ^{8,9}	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) ¹⁰ inc. climate change or where unavailable a Conservative Proxy ¹¹	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 ¹¹	1 in 30 year flood event at depths of >300mm	Not Applicable	Not Appropriate ¹³	Not Applicable	No Data Provided		
Flood Risk Area	Rivers (Fluvial)	Surface Water & Unmodelled Watercourses ⁷	Flood Risk Sources Groundwater (GW)	Tidal (inc. sea level rise) ^{8,9}	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) ¹⁰ inc. climate change or where unavailable a Conservative Proxy ¹¹	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 ¹¹	1 in 30 year flood event at depths of >300mm	Not Applicable	Not Appropriate ¹³	Not Applicable	No Data Provided																																							
Para. 5.40 to Para. 5.57	Correct paragraph numbering	WH White	Formatting correction																																										
Para. 5.40 5.41	Policy C6 sets out how we will apply the flood risk sequential test and exception test when considering planning applications. <u>This includes development that is exempt from the sequential test for clarity. Exemptions include replacement dwellings where a sequential approach is taken within the site and appropriate measures to improve flood resilience and resistance are incorporated, as this will allow for risk from flooding to be reduced without an intensification of the use.</u> 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. <u>(It should be noted that the sequential test will be considered to have been passed where 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, as justified in the BCP SFRA L1.)</u> 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.	FCERM	To clarify justification for exemption of replacement dwellings where a sequential approach is taken within the site and appropriate measures to improve flood resilience and resistance are incorporated. And to clarify approach to where development is located sequentially with a site.																																										
Para. 5.41 5.42 In	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 <u>that cannot be addressed elsewhere and that public benefits of development outweigh the risk of flooding provided the development can be made safe for its lifetime. and</u> The sequential test <u>and part 1 of the exception test have</u> has been passed. Therefore, applications for residential and commercial development <u>supported</u> in these areas <u>(as set out in relevant sections in Part 2 of the plan)</u> will not have to undertake a further sequential test but will still need to pass <u>part 2 of</u> the exception test (where required by national policy). <u>It should be noted that the Christchurch Sequential Test Area only covers the Stony Lane Area given regeneration potential in Christchurch Town is primarily focused in this area.</u>	FCERM	Correction requested by FCERM/to address sequential test passed for different uses, part 1 of exception test is also passed, and explain boundaries of Christchurch Sequential Test Area																																										

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 5.435.44	Our flood risk guidance note will provide further information on requirements for the application of the sequential test. The council will normally 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.	FCERM WH White	Addresses recent case law which indicates that the use of the disaggregated approach is not always appropriate.
Figure 5.7	Resolution of table image to be improved	FCERM	To address lower quality image
Policy C6	<p>Policy C6: Flood Risk</p> <p>1. Sequential Test and Exception Test</p> <p>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.</p> <p>The sequential test will not be required or will be passed if any of the following instances apply:</p> <ol style="list-style-type: none"> 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 5.5; the development is exempt from the sequential test, as set out in national policy; the site is within the Christchurch Sequential Test Area or the Poole Sequential Test Area as defined on the Policies Map; 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 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 5.5. <p>2. Flood Risk Management & Mitigation</p> <ol style="list-style-type: none"> 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. 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: <ol style="list-style-type: none"> incorporate any necessary site-specific flood measures appropriate to the character and biodiversity of the area, to ensure the development is safe, and appropriately flood resistant and resilient; not increase flooding elsewhere; and maximise opportunities to reduce overall flood risk. 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: <ol style="list-style-type: none"> 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; the level and source of funding required for such measures; a legal framework which demonstrates how the measures can be lawfully and successfully delivered; and 	Environment Agency, FCERM, WH White	<p>To address concerns by Environment Agency and FCERM.</p> <p>It is important that development is safe, and flood resistance and resilience only deal with part of the flood risk development criteria.</p> <p>Need to support applications for highly vulnerable development that is at risk of flooding that is looking to secure a more suitable location at lower risk of flooding.</p> <p>To address formatting issues</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>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.</p> <p>d. The council will publish updated SFRA Level 2 studies for Poole and for Christchurch, which will inform the applicants' flood risk assessments.</p> <p>e. The council will work with applicants seeking to relocate existing highly vulnerable development that is at risk of flooding to a more suitable location at lower risk of flooding.</p> <p>3. Flood Defences</p> <p>a. Proposals for flood management infrastructure will be supported which:</p> <p>i. accord with an agreed FCERM strategy; or</p> <p>ii. are accepted by the Environment Agency and the Council.</p> <p>b. Development will not be permitted where it would adversely impact on the future maintenance, upgrading or replacement of flood management infrastructure.</p> <p>c. Where applicants propose to alter or work on existing flood mitigation infrastructure, they must:</p> <p>i. do so in accordance with the relevant flood risk management authority's requirements; and</p> <p>ii. demonstrate that the works can be achieved lawfully.</p> <p>d. Where applicants propose to deliver their own defences, the applicant must demonstrate how the defences meet the council's requirements regarding:</p> <p>i. standard of protection;</p> <p>ii. construction specification;</p> <p>iii. appearance;</p> <p>iv. amenity and accessibility;</p> <p>v. demonstration of how their proposals will connect to future and existing infrastructure maintenance for the life of the development; and</p> <p>vi. compatibility with wider flood defences or drainage improvement schemes.</p> <p>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.</p> <p>f. Where defences are required to ensure a development is safe for its lifetime (including unaided access and egress), 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.</p> <p>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:</p> <p>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</p> <p>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</p> <p>iii. propose a combination of the above.</p>		

Para / Policy / Site	Proposed text	Raised in response to	Reason
Title before para 5.445.46	Sustainable Drainage Systems (SuDS)	Ray Hince	To clarify what SuDS are
Para 5.575.49	<p>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.</p> <p>5.50 Policy NE2 covers the adverse harm of phosphates upon the River Avon SAC. Therefore, any SuDS within the River Avon catchment should also be designed to prevent phosphates from entering the river.</p>	Natural England	New information suggested by Natural England to benefit of River Avon.
Policy C7	<p>Policy C7: Sustainable Drainage Systems (SuDS)</p> <p>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:</p> <p>1. SuDS & Discharge Hierarchy:</p> <p>Unless demonstrably unachievable, infiltration or other techniques are to be used to prevent discharge of rainfall generated surface water runoff, from any new development to any receiving watercourse, drain or pipe for all rainfall events up to and including a 1 in 100 year storm (i.e., an annual exceedance probability of 1%). Applicants will be expected to consider the options below (either singly or in combination) and in the order below. Where measures are considered inappropriate, applicants must submit evidence to demonstrate this as part of their Drainage Strategy.</p> <ol style="list-style-type: none"> rainwater harvesting (informed by Wessex Water's guidance); green roofs; other landscape features e.g., rain gardens, swales, trees (using extra capacity in tree pits), infiltration basins etc.; infiltration to the ground by more traditional processes (e.g. soakaways, permeable paving etc.); discharging to a watercourse or sea (which may require a limited discharge and on-site attenuation); discharge to surface water sewers (which will require a limited discharge and on-site attenuation); 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 as a last resort, discharge to the foul / combined sewerage network (which if proposed, will require consultation with the relevant sewerage undertaker). <p>2. Maintenance:</p> <p>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. Details for future maintenance to ensure acceptable standards of operation over the lifetime of the development shall be included as part of a planning application and should demonstrate how the delivery and implementation of such arrangements are likely to be secured.</p> <p>3. Design:</p> <p>Design must be in accordance with our SuDS guidance.</p> <p>4. Pumped Systems</p> <p>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.</p>	Ray Hince, Highwood Group, Natural England	<p>To clarify what SuDS are.</p> <p>To address the fact that delivery and implementation arrangements may not have been formally secured when application is submitted.</p> <p>New information suggested by Natural England to benefit of River Avon.</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	5. River Avon catchment SuDs within the River Avon catchment as shown on the Policies Map should also be designed to reduce phosphate loading'.		

Chapter 6 - Our natural environment

Para / Policy / Site	Proposed text	Raised in response to	Reason
Paras after 6.35 supporting Policy NE2	Renumber paras 6.36 and 6.37	RSPB	Incorrect numbering
Policy NE1	<p>Strategic Policy NE1: Natural Environment</p> <p>The Local Plan supports the conservation and enhancement of the natural environment, and public accessibility to green infrastructure. Development proposals will be required to demonstrate a positive impact on the natural environment by:</p> <ul style="list-style-type: none"> a. conserving and enhancing the coastline and landscapes; b. protecting and enhancing the extent, and quality and accessibility 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 <p>ensuring all development achieves a measurable biodiversity net gain.</p>	Dorset Ramblers Countryside	Add accessibility to greenspace
Para 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 DorsetUrban 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.	Dorset Local Nature Partnership	Name change of organisation
Para 6.14	<p>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.</p> <p>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.</p>	Officer suggestion	Update
Para 6.15	<p>Applicants seeking planning permission will-may 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. To inform this assessment applicants of significant trip generating developments can input data into the Council's air quality model to assess the impacts. With an understanding of the heathland sites affected by the proposed development, aApplicants can then consider the mitigation measures we have identified in the Dorset Heathlands Interim Air Quality Strategy (2021), -or subsequent revision, 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.</p>	Officer suggestion	Update
Para 6.19	<p>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 April-May 2024 will-named the specific wastewater treatment works. Natural England subsequently confirmed It-is-expected that sufficient wastewater treatment works within the Poole Harbour catchment will be namedundergo the necessary works 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 he-the adverse effect will be insignificant.</p>	Natural England, RSPB	Change in position advised by Natural England. Typo.

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 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 neutrality calculator.	Officer suggestion	Correction
Para 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 within the BCP area is limited.	PO4	Clarification
Para 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 by calculating the phosphate loading using the River Avon nutrient neutrality calculator . 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 was is named in the secondary legislation in May January 2024 to require works to reduce the technically achievable limit for phosphorous to 0.25mg/l from 2030. Natural England has confirmed that for the period to 2030 the technically achievable limit is 5.1mg/l and must be mitigated by development. The Council is working with a number of suppliers to bring forward affordable phosphorous credits. the cost of mitigation is expected to be significantly less from 2030 onwards.	PO4 New Forest District Council Natural England	To reflect the government announcement on 24 May 2024 and Natural England advice
Para 6.32	To enable the councils to grant planning permission for proposals for a net increase in dwellings and tourism accommodation 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.	Natural England	Clarification
Para 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 they make to the wider ecological network.	Officer suggestion	Correction
Policy NE2	<p>Strategic Policy NE2: Habitats sites and wildlife sites</p> <p>A. Habitat sites</p> <p>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:</p> <ul style="list-style-type: none"> • Dorset Heathlands Planning Framework 2020-2025 SPD (2020); • Dorset Heathlands Interim Air Quality Strategy 2020-2025 (2021); • Nitrogen Reduction in Poole Harbour SPD (2017); 	<p>RSPB</p> <p>Officer suggestion</p>	<p>Identified as a strategic policy due to the importance of these issues</p> <p>Correction</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> Poole Harbour Recreation 2019-2024 SPD (2020); and New Forest SAMM Strategy (2023). <p>1. Dorset Heathlands</p> <p>a. Urban development pressures</p> <p>Proposed development involving a net increase in residential dwellings or tourist accommodation:</p> <ol style="list-style-type: none"> 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 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. <p>b. Air Quality</p> <p>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.</p> <p>2. Poole Harbour</p> <p>a. Nutrient neutrality</p> <p>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.</p> <p>b. Recreational Pressures</p> <p>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.</p> <p>3. River Avon</p> <p>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.</p> <p>4. New Forest</p> <p>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.</p> <p>5. Provision of Mitigation</p> <p>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</p>		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>required amount of nutrients have been secured before the council can complete the habitats regulations assessment and conclude no adverse effect.</p> <p>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.</p> <p>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.</p> <p>d. For developments exempted from CIL such as prior approvals the applicant can write to the council to check whether there will b-ana be an adverse effect, and where necessary secure mitigation via a contribution payment form prior to commencement.</p> <p>e. Some development proposals will also be required to implement other mitigation measures, determined on a case-by-case basis.</p> <p>f. The council will work with neighbouring councils, statutory bodies and landowners to ensure mitigation measures are implemented, monitored and managed in perpetuity.</p> <p>B. National and local wildlife sites</p> <p>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:</p> <p>i. demonstrate how any features of nature conservation and biodiversity interest are to be protected and managed to prevent any adverse impact;</p> <p>ii. incorporate measures to avoid, reduce or mitigate disturbance of sensitive wildlife habitats throughout the lifetime of the development; and</p> <p>iii. seek opportunities to enhance biodiversity through the restoration, improvement or creation of habitats and/or ecological networks.</p> <p>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.</p> <p>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.</p>		
Para 6.43	<p>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 introduces a biodiversity gain hierarchy which should be considered at the design stage of a development scheme. Applications for development subject to mandatory biodiversity net gain will be required to demonstrate how they accord with it. The biodiversity gain hierarchy is distinct from the mitigation hierarchy set out in the NPPF. The mitigation hierarchy states that a planning application should be refused if significant harm to biodiversity resulting from the development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, it should be refused. The mitigation hierarchy applies to all aspects of ecology and relates to impacts on both species and habitats. The biodiversity gain hierarchy and relates to habitats only and is relevant specifically to applications which are subject to mandatory biodiversity net gain. It is intended to reinforce and complement the mitigation hierarchy by prioritising the retention of existing habitats of particular value first and ensuring all habitat losses are compensated for. 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:</p>	HBF	In response to reps and to explain relationship between biodiversity gain hierarchy and mitigation hierarchy.

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> 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. 		
Para 6.49	<p>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. This can be achieved through measures such as the incorporation of bird and bat bricks or boxes and bee bricks into the design of buildings and sites, and through leaving small holes in fences to create hedgehog highways.</p>	Wiltshire Swifts, & Salisbury & Wilton Swifts, Hampshire Swifts, Dorset Local Nature Partnership and Nicholas Windibank	To ensure the provision of ecological enhancements in all development, not just development applicable for BNG and in response to reps.
Policy NE3	<p>Policy NE3: Biodiversity</p> <p>Development proposals must demonstrate how they are making a positive contribution to biodiversity. Development should look to deliver this on site wherever possible.</p> <p>1. Biodiversity Net Gain</p> <p>Development proposals that are subject to mandatory biodiversity net gain must demonstrate how they have had regard to the biodiversity gain hierarchy.</p> <p>a. Habitat creation and enhancement should be provided on site and:</p> <ol style="list-style-type: none"> be of suitable size and design for its intended function and to achieve proposed outcomes for biodiversity; and seek to link into the existing ecological network where appropriate and take opportunities to expand and connect with existing wildlife sites. <p>b. Where off-site net gain is proposed preference should be given to:</p> <ol style="list-style-type: none"> Sites identified as being of strategic significance to wildlife within the Local Nature Recovery Strategy; Enhancement of existing, or creation of new habitats that are identified as being of local priority in the Local Nature Recovery Strategy; and take opportunities for expanding or connecting to existing wildlife sites. <p>2. Biodiversity enhancements</p> <p>All applications for development, proposals on sites including those that are exempt from mandatory Biodiversity Net Gain, should demonstrate how they will deliver a gain in biodiversity throughprovide habitats and species enhancements, in accordance with the biodiversity guidance note.</p>	Wiltshire Swifts, & Salisbury & Wilton Swifts, Hampshire Swifts, Dorset Local Nature Partnership and Nicholas Windibank	To ensure the provision of ecological enhancements in all development, not just development applicable for BNG.
Para 6.63	<p>Trees play an important part in the health and wellbeing of the community by improving air quality, combatting flooding and providing shade, and can help to mitigate and adapt to climate change. as well as Trees can also make ing a significant contribution to biodiversity, providing ecological corridors and stepping stones that enable wildlife movement. 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.</p>	Friends of the Earth	To provide clarity
Para 6.64	<p>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 other non-protected trees and woodlands considered to be of value due to the that make a positive contribution they make to the visual amenity of an area, or theirhave significant canopy cover or importance</p>	Friends of the Earth	To provide clarity

Para / Policy / Site	Proposed text	Raised in response to	Reason
	for biodiversity. 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.		
Para 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. Priority should be given to planting native, locally sourced species which are appropriate to the local conditions and in particular taking the Right Tree in the Right Place approach.	Natural England	Additional information
Policy NE4	Should be numbered: '3. Green Infrastructure' '34. Urban Greening Factor' '45. Trees' '56. Food Growing'	Officer Suggestion	Correction
Policy NE4	<p>Policy NE4: Green infrastructure</p> <p>1. General principles</p> <p>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:</p> <ol style="list-style-type: none"> The BCP Green Infrastructure Strategy; Existing ecological network; The BCP Urban Greening Design Guide, including the urban greening factor score; The BCP 2050 Urban Forest Strategy; Food growing; and Biodiversity Net Gain. <p>2. Existing Ecological Network</p> <p>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.</p> <p>3. Green Infrastructure</p> <p>Development proposals that contribute to the delivery of a high quality and multi-functional green infrastructure network will be supported. Proposals should:</p> <ol style="list-style-type: none"> Retain, restore and enhance the quality and connectivity of existing green infrastructure where this can be incorporated into the development proposal; 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'; incorporate green infrastructure features which support nature recovery and encourage wildlife; 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 secure appropriate long-term management, maintenance and funding of any green infrastructure on site or directly related to the development. <p>4.3-Urban Greening Factor</p> <p>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.</p>	<p>Officer suggestion</p> <p>Rep from LGIM Real Assets</p> <p>Rep from Christchurch Town Council</p>	<p>Correction</p> <p>For clarification</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>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</p> <p>b. For all other development the applicant must demonstrate how urban greening has been considered and incorporated in the design.</p> <p>5.4. 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.</p> <p>For major development:</p> <p>a. A Tree Canopy Cover Assessment must be provided that demonstrates how the development will incorporate trees on-site, and:</p> <p>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</p> <p>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</p> <p>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</p> <p>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.</p> <p>6.5. 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.</p>		
Para 6.69	<p>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 south and western edges of Poole Harbour, and the islands within the harbour including Brownsea Island, falls within the Dorset National Landscape (formerly AONB) where protection is extended to include the need to ensure quiet enjoyment of the area. The largest island, Brownsea Island, provides a wildlife haven and was the origin of the worldwide scouting movement, with frequent visitors by boat from Poole Quay and Sandbanks jetty. 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.</p>	National Trust Cranborne Chase National Landscape	Additional information
Policy NE5	<p>.Policy NE5: Coastline</p> <p>1. Coastline Development along our coastline will be permitted where it:</p> <p>a. preserves and enhances the existing shoreline character;</p> <p>b. is in accordance with the Seafront Strategy, Marine Plan and Policy C5: Coastal Erosion and Sea Cliff Stability;</p> <p>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</p> <p>d. proposals dowould not prejudice coastal protection works, the National Coast Path or result in unacceptable harm to coastal heritage including designated heritage assets, archaeology, or buried peat deposits.</p>	Natural England Dorset Ramblers Countryside RSPB National Trust	Reference coast path Correction to habitat sites

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>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:</p> <ul style="list-style-type: none"> 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. <p>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:</p> <ul style="list-style-type: none"> 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 lead to any adverse effects upon the integrity of habitats sites, either alone or in combination with other plans or projects, unless this can be satisfactory mitigated. <p>The loss of any existing boat yards and boat storage will not be permitted.</p>		
Para 6.78	<p>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.</p> <p>New development may be visible from nearby national landscapes and cause harm. Cranborne National Landscape (formerly AONB) to the north was designated a Dark Sky Reserve in 2019 and is susceptible to light pollution from developments in the BCP area. The BCP area is also highly visible within the Dorset National Landscape (formerly AONB) to the south and west across Poole Harbour. The New Forest National Park lies to the east. Visually prominent buildings and lighting should not have a harmful impact on these landscapes.</p>	National Trust	Additional information
Para 6.79	<p>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 boundaries of the Stour Valley Park project are illustrative and require further work to be defined. 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.</p>	Dorset Council	Detailed boundaries are yet to be agreed in the Dorset Council area.
Para 6.81	<p>The council is a partner in delivering the Stour Valley strategy and business plan. The strategy encourages a landscape-led approach to placemaking that takes account of existing habitats, hydrology, heritage and other components of landscape character, to create a strong sense of place and distinctive landscape. To help with this, the Stour Valley Park's existing landscape character has been described through a series of ten local landscape character areas (LLCAs).To provide for better access to the valley, and to act as focal points, improvements to existing gateways and potential new gateways are proposed have been identified. Where</p>	Christchurch Harbour Ornithological Group	Additional information

Para / Policy / Site	Proposed text	Raised in response to	Reason
	feasible these gateways should provide for visitor centres, educational activities, interpretation and public facilities similar to those at Hengistbury Head and Kingfisher Barn.		
Figure 6.6	Figure 6.6 - Stour Valley river corridor project (<i>illustrative purposes only</i>) <i>Amended map with blurred boundaries in Dorset Council area will follow.</i>	Dorset Council	Detailed boundaries are yet to be agreed in the Dorset Council area.
Policy NE6	<p>Policy NE6: Countryside</p> <p>1. Landscape character Proposals should have regard to the landscape setting of the BCP area by:</p> <ol style="list-style-type: none"> 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 <i>and/or</i> enhancing the setting of the Dorset National Landscape <i>and</i> Cranborne Chase National Landscape and <i>to seek to further</i> the <i>purposes of the</i> New Forest National Park. <p>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 <i>take a landscape-led approach to design</i>, have a natural rather than urban character and accord with the Stour Valley Strategy which seeks to:</p> <ol style="list-style-type: none"> 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, <i>salt marsh</i> and in-stream corridor habitats; and create flood water attenuation and storage. 	FCERM, New Forest National Park Authority	Clarification
Para 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. <i>Local communities may wish to identify for protection smaller areas of open space through the preparation of neighbourhood plans.</i>	Christchurch Town Council Neighbourhood Plan Working Group	Additional information
Para 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, <i>toilets</i> and cafés.	Public Health Dorset	Additional information
Para 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 <i>Plan for Play: A Green Space Play and Wheeled Activity Strategy & Design Guide</i> .	Inconsistency noticed	Update to reflect change to document name
NE7	Amend to 'Outdoor Playing Pitches'	Rep from Sport England	Outdoor sport includes tennis, bowls etc which have not been assessed under playing pitches strategy.

Chapter 7 - Our built environment

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 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 conserving, enhancing or better revealing the special interest of heritage assets as part of development while supporting appropriate innovation.	Historic England	Consistency throughout the plan
Para 7.7	We will prepare design codes for parts of the BCP area and these will be taken forward as SPDs or supplementary plans . 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.	Christchurch Town Council Neighbourhood Plan Working Group	Clarification
Para 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 of many types and sizes can benefit from independent design review and applicants may choose to enter into independent design review on their project . Proposals that are either strategic in nature due to their scale or have public significance because of their location or potential impacts are expected to be informed by an independent design review, this could include strategic urban extensions, mixed use town centre regeneration proposals or major infrastructure projects . Applicants of such schemes are encouraged to seek pre-application advice, where the requirements for design review will be discussed.	ASDA Stores Friends of the Elderly Christchurch Town Council Neighbourhood Plan Working Group LGIM Real Assets University Hospitals NHS Foundation Trust	To highlight the different circumstances where design review may be required and to provide more explanation surrounding developments of public significance
Policy BE3	<p>Strategic Policy BE1: Design and high quality places</p> <ol style="list-style-type: none"> All development should support our design vision and be well designed in terms of function, character and appearance. Development must: <ol style="list-style-type: none"> function well for its intended purposes and be easily adaptable, so it could be used for alternative purposes in the future; relate to, complement and improve the overall functionality, beauty and distinctiveness of its context; make and support effective use of land whilst taking account of the local context and constraints and opportunities of the site; 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; be efficient, sustainable and made to last; feature a coherent pattern of development that is safe and easy for pedestrians and cyclists to move around; optimise nature, trees and soft landscaping; g-h.Support safe and direct access to public transport; and h-i. preserveconserve or enhance heritage assets and their settings. Development is to be in compliance with any relevant adopted design codes or supplementary planning documents. Strategic development and development with public significance is expected to be informed by an independent design review. 	Network Rail Historic England	To highlight the importance of public transport in creating high quality places Recommended by Historic England
Para 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, through 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.	Christchurch Town Council Neighbourhood Plan Working Group	To ensure views through the site are considered.

Para / Policy / Site	Proposed text	Raised in response to	Reason
Policy BE2	<p>Policy BE2: Townscape</p> <p>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, where relevant:</p> <ol style="list-style-type: none"> 1. Character and context <ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> 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 <ol style="list-style-type: none"> 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; 	Churchill Retirement Living Highwood Group Home Builder Federation	To acknowledge that not all the criteria will be applicable in each development

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> 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 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 <p>ensure undercroft car parking is secure.</p>		
BE3	<p>Policy BE3: Living conditions</p> <p>New development must;</p> <ul style="list-style-type: none"> a. be compatible with surrounding uses and would not cause existing uses in the vicinity to curtail their activities; b. not result in an unacceptable impact upon public amenity or the living conditions of current or future occupiers of the development site or neighbouring properties, 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; c. meet the day to day needs of future occupiers; and d. ensure the safety of the public and current and future occupiers. 	Officer suggestion	Current wording could be read to only relate to the development site
Para 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 to direct the tallest buildings into the most sustainable locations and respect areas of consistent character . 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 7.2. A typical residential storey is often just over 3 metres.	<p>Evans and Traves</p> <p>WH White</p> <p>Christchurch Town Council</p> <p>Neighbourhood Plan Working Group</p> <p>Ken Parke on behalf of various clients</p> <p>Troika Developers</p> <p>Asda Stores</p> <p>LGIM Real Assets</p> <p>Fortitudo Ltd</p> <p>Toklon Ltd</p> <p>Royal London Mutual Insurance Society Ltd</p> <p>Historic England</p>	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.
Para 7.36	High land values causes result in pressure for taller buildings that are needed 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.	<p>Evans and Traves</p> <p>WH White</p> <p>Christchurch Town Council</p> <p>Neighbourhood Plan Working Group</p> <p>Ken Parke on behalf of various clients</p> <p>Troika Developers</p> <p>Asda Stores</p> <p>LGIM Real Assets</p> <p>Fortitudo Ltd</p> <p>Toklon Ltd</p> <p>Royal London Mutual Insurance Society Ltd</p> <p>Historic England</p>	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.
Para 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	<p>Evans and Traves</p> <p>WH White</p>	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>may be appropriate. The findings of the Study have informed the Local Plan and will be taken forward as a Supplementary Planning Document to support the Buildings Heights policy.</p> <p>The Building Heights Study has identified the prevailing base height across the BCP area, referred to as the context height. Where a building is over three times greater than the context height it will be considered a tall building. Given the prevailing context heights in the BCP area, which are typically two storey or lower, all buildings above six storey (over 18 metres) will be considered tall buildings. Where buildings are one storey greater than the context height this will be considered as a gentle increase in height, in some cases this can be undertaken as permitted development.</p> <p>The Lansdowne area in Bournemouth town centre and Poole town centre north are identified as being suitable locations for taller buildings.</p>	<p>Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England Michael Holmes</p>	
Para 7.38	<p>The Lansdowne area in Bournemouth town centre and Poole town centre north are identified as being suitable locations for taller buildings. Outside the town centres the prevailing building heights are lower and in most cases the height of new development should be consistent with other development in the immediate vicinity. There are some locations where gentle increases in height 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. Where site-specific policies contain indicative building heights these are subject to detailed design and assessment of impacts at planning application stage. Where maximum heights are provided these are a maximum and are not intended as a target height.</p>	<p>Evans and Traves WH White Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England</p>	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.
Para 7.39	<p>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.</p>	<p>Evans and Traves WH White Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England</p>	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.
Para 7.40	<p>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.</p>	<p>Evans and Traves WH White Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England</p>	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 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 if necessary), 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 consistent with the prevailing context 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.	Evans and Traves WH White Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.
Para 7.42	Where proposals include a tall building this should be justified in the Design and Access Statement with consideration of the impact of the proposal, 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. This should include any important views identified in the Buildings Heights Strategy (2023), Neighbourhood Plans, Conservation Area Appraisals or from public locations relevant to the application.	Evans and Traves WH White Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.
Policy BE4	<p>Policy BE4: Building heights</p> <p>1. Appropriate building heights</p> <p>a. Increases in building height greater than the prevailing heights within an area, will be focused within Lansdowne (BC.4) Bournemouth and Poole town centre north (PT.1) centres, increased heights will also be acceptable where these are identified within 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.</p> <p>b. Outside of these areas, building heights of new development should are to be consistent with the prevailing building height in the local context.</p> <p>2. Bournemouth and Poole town centres</p> <p>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.</p> <p>b. Elsewhere within Bournemouth and Poole town centres proposals for are sensitive to tall buildings and should have regard to the surrounding context and heritage assets. BCP Buildings Heights Study and clearly demonstrate a townscape rationale for the siting of the building.</p> <p>c. Within Poole town centre proposals should avoid large areas reflective glass or reflective cladding/panels.</p> <p>3. Tall buildings</p> <p>All proposals for tall buildings six storeys (18 metres) or taller must:</p> <p>a. be sustainably located, deliver outstanding design quality and achieve public benefits;</p> <p>b. clearly demonstrate a townscape rational for the siting of the building</p>	Evans and Traves WH White Christchurch Town Council Neighbourhood Plan Working Group Ken Parke on behalf of various clients Troika Developers Asda Stores LGIM Real Assets Fortitudo Ltd Toklon Ltd Royal London Mutual Insurance Society Ltd Historic England	Supporting text and policy amended in response to representations to provide more clarity about the approach to tall buildings.

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>b-c. support a coherent streetscene, relating comfortably to adjoining buildings and those on the opposite side of the street;</p> <p>e-d. have a clearly defined base, middle and top;</p> <p>d-e. 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);</p> <p>e-f. have a positive impact on the skyline with elegant proportions and an attractive silhouette;</p> <p>f-g. feature welcoming, active frontages with clearly legible entrances;</p> <p>g-h. overlook the public realm;</p> <p>h-i. respond positively to the local context, conserving preserve or and where possible enhance heritage assets and their settings;</p> <p>i-j. not adversely affect important views including views of church spires and the sea;</p> <p>j-k. be designed to avoid harmful impacts on wind conditions, over-heating, shading and microclimate, providing appropriate mitigation where required; and</p> <p>k-l. provide justification for the proposal within the Design and Access Statement. This must include a Landscape and Visual Impact Assessment to show the proposals in key views to be agreed by the council.</p>		
Policy BE5	<p>Policy BE5: Shopfronts</p> <p>Proposals involving new shopfronts and alterations to existing shopfronts must:</p> <ol style="list-style-type: none"> sensitively integrate with and have a positive visual impact on the appearance and character of the host building and the streetscene; reinstate, retain or repair period and traditional shopfront details, architectural features, plaques or signage that contribute to local character and distinctiveness; avoid solid roller shutters and ensure views into the shop are maintained at all times; and 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. 	LGIM Real Assets	Not all shopfronts/signs need to be sensitively designed to be appropriate to their location. Sensitive design already covered in criteria 'a'
Para 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-conserving 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.	Historic England	Recommended by Historic England
Para 7.62	Development proposals affecting heritage assets should pay due regard to the desirability of preserving conserving 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.	Historic England	Recommended by Historic England
Para 7.63	All development affecting heritage assets or their settings is to be of a sympathetic design in order to appropriately preserve- conserve , 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.	Historic England	Recommended by Historic England
Para 7.66	We have a statutory obligation to have special regard to the desirability of preserving-conserving 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-conserving 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.	Historic England	Recommended by Historic England
Para 7.68	We will manage changes within conservation areas to preserve- conserve or enhance the character or appearance of the area. To achieve this, it is important that the characteristics and features that give the area	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	its special interest are preserved-conserved or enhanced, and that any new development appropriately responds to and integrates with these characteristics.		
Para 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- conserve or enhance their setting (including views in and out).	Historic England	Recommended by Historic England
Para 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- conserve the significance of the area.	Historic England	Recommended by Historic England
Para 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-conserved 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.	Historic England	Recommended by Historic England
Para 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.	Historic England	Recommended by Historic England
Policy BE6	<p>Strategic Policy BE6: Heritage assets</p> <p>1. General principles</p> <ol style="list-style-type: none"> 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; Proposals that seek to maintain, repair or restore heritage assets, will be supported where they avoid or minimise harm; and Development proposals must seek to avoid harm to the significance of heritage assets before options to minimise and mitigate harm are considered. <p>2. Listed buildings and registered parks/gardens</p> <p>Development of, or within the setting of, a statutory listed building or registered park/garden must:</p> <ol style="list-style-type: none"> preserve- conserve, enhance or better reveal its special architectural and/or historic interest; take any opportunities to restore historic features or remove any structures or features which detract from its special architectural or historic interest; be determined in accordance with their significance and value; and ensure that any harm which cannot be avoided, including less than substantial harm, is clearly and convincingly justified and outweighed by overriding public benefits. <p>3. Conservation areas</p> <p>Development within conservation areas or their settings must:</p> <ol style="list-style-type: none"> pay due regard to the relevant conservation area appraisal and management plan where available; preserve- conserve or enhance the character or appearance of the area, or its setting by: <ol style="list-style-type: none"> respecting the scale, height, form, massing, layout, orientation materials, colours, vertical or horizontal emphasis of the positive buildings in the conservation area; respecting street patterns, plot sizes, open spaces, trees, hedgerows, walls and other boundaries, and views which are a positive characteristic of the conservation area; respecting views across, in and out of the conservation area; and in the case of extensions, being subservient to the principal building and relating to its the character, style and proportions. ensure any harm which cannot be avoided, including less than substantial harm, is clearly and convincingly justified demonstrating that: alternative 	Historic England Highwood Group WH White	Recommended by Historic England To provide consistency around the public benefits inline with the NPPF

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>i. all options have been explored and there is no alternative the harm is weighed against; and ii. there will be an overriding the public benefits of the proposal;</p> <p>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.</p> <p>4. Archaeological assets and Scheduled Monument Proposals which include, or have the potential to include heritage assets with archaeological interest or a scheduled monument must:</p> <p>a. submit a desk based evaluation, and where necessary a field evaluation before any planning decision is taken; and</p> <p>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.</p> <p>5. Non designated heritage assets a. Proposals impacting on non-designated heritage assets should:</p> <p>i. seek to preserve conserve or enhance features that make a positive contribution to the asset;</p> <p>ii. respect and reflect the form, scale, mass, bulk, design, layout, materials and finish of the asset; and</p> <p>iii. preserve views and gaps, and characteristic planting/landscaping and boundary treatments.</p> <p>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:</p> <p>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</p> <p>ii. the public benefits of the development clearly outweigh any harm, taking account of the asset's significance and importance.</p>		

Chapter 8 - Homes

Para / Policy / Site	Proposed text	Raised in response to	Reason
Introductory text	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. Access to adequate quality and affordable homes are also a key determinant of health and wellbeing. 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.	Public Health Dorset	Additional information
Para 8.2	The Spatial Strategy sets a housing requirement to deliver at least 24,000 net additional new homes between 2024 and 2039 2025 and 2040 . 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 8,156 homes. New allocations will deliver 8,243 7,815 homes and based on average historic windfall rates in the built up area over a 5 15 -year period (with a discount), a minimum of 8,390 8,903 homes will be delivered through windfall development.	Go South Coast LGIM Real Assets Wyatt Homes Hallam Land Management Ltd Royal London Mutual Insurance Society Ltd Richborough Estates South West Housing and Planning Consortium Home Builders Federation	To ensure plan period is 15 years post adoption
Para 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 not allocations 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.	Officer suggestion	Clarification
Figure 8.1	Figures to be updated	Wyatt Homes	To ensure the trajectory reflects updated housing supply information
Para 8.5	<p>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 41% will be on sites of 1 hectare or less.</p> <p>Neighbourhood plan areas The NPPF sets out that authorities should provide a housing requirement for designated neighbourhood areas. The requirement for existing neighbourhood plan areas are set out in the policy below and reflects the overall strategy for the pattern and scale of development and allocations. We have used established ward boundaries to help illustrate how the housing requirement should be met in different areas. We would encourage any new neighbourhood plans areas to follow the established ward boundaries.</p>	Christchurch Town Council Neighbourhood Plan Working Group	To insert neighbourhood plan requirements
Para 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 2040 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.	Go South Coast LGIM Real Assets Wyatt Homes Hallam Land Management Ltd Royal London Mutual Insurance Society Ltd Richborough Estates South West Housing and Planning Consortium Home Builders Federation	To reflect the amended plan period
Para 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 higher delivery rates during a period of difficulty for the house building	Go South Coast LGIM Real Assets Wyatt Homes Hallam Land Management Ltd	To reflect the amended plan period

Para / Policy / Site	Proposed text	Raised in response to	Reason																		
	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 2025/26 to 2028/29 2029/30 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 (2030/31 to 2039/40 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 2030. 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.	Royal London Mutual Insurance Society Ltd Richborough Estates South West Housing and Planning Consortium Home Builders Federation																			
Policy H1	<p>Strategic Policy H1: Housing delivery</p> <p>a- 1. 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:</p> <ul style="list-style-type: none">2025/26 to 2029/302024/25 to 2028/29: a minimum of 1,200 homes a year; and2030/31 to 2039/402029/30 to 2038/39: a minimum of 1,800 homes a year. <p>Site allocations where residential uses will be supported are shown on the Policies Map and set out in Part 2.</p> <p>2. The housing requirements for the Designated Neighbourhood Planning areas are:</p> <table><tr><td>Boscombe and Pokesdown Neighbourhood Plan area</td><td></td></tr><tr><td>Broadstone Neighbourhood Plan area</td><td></td></tr><tr><td>Burton Neighbourhood Plan area</td><td></td></tr><tr><td>Christchurch Neighbourhood Plan area</td><td></td></tr><tr><td>Highcliffe and Walkford Neighbourhood Plan area</td><td></td></tr><tr><td>Hurn Neighbourhood Plan area</td><td></td></tr><tr><td>Poole Quay Forum</td><td></td></tr><tr><td>Queens Park Neighbourhood Plan area</td><td></td></tr><tr><td>Sandbanks Peninsula Neighbourhood Plan area</td><td></td></tr></table> <p>b- 3. Proposals for residential development will be supported in principle where they:</p> <ul style="list-style-type: none">i. contribute positively towards meeting local housing needs by providing the mix and type of homes to support people with different needs;ii. achieve sustainable development;iii. are supported by the necessary infrastructure; andiv. achieve a high standard of design, including preserving conserving or enhancing heritage assets and their settings. <p>c- 4. 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.</p>	Boscombe and Pokesdown Neighbourhood Plan area		Broadstone Neighbourhood Plan area		Burton Neighbourhood Plan area		Christchurch Neighbourhood Plan area		Highcliffe and Walkford Neighbourhood Plan area		Hurn Neighbourhood Plan area		Poole Quay Forum		Queens Park Neighbourhood Plan area		Sandbanks Peninsula Neighbourhood Plan area		Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To clearly set out housing requirements for Neighbourhood Plan areas as required by the NPPF
Boscombe and Pokesdown Neighbourhood Plan area																					
Broadstone Neighbourhood Plan area																					
Burton Neighbourhood Plan area																					
Christchurch Neighbourhood Plan area																					
Highcliffe and Walkford Neighbourhood Plan area																					
Hurn Neighbourhood Plan area																					
Poole Quay Forum																					
Queens Park Neighbourhood Plan area																					
Sandbanks Peninsula Neighbourhood Plan area																					
Para 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. The schemes that need provide	Sovereign Network Group SNG	Clarification																		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	affordable housing were typically sites delivered by the Council or by Registered Providers, both of which play a valuable role in affordable housing provision.		
Para 8.15	<p>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 or care/nursing homes (Use Class C2 or for retirement housing (sheltered housing) and extra care (assisted living) housing (both Use Class C3)</p> <p>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 it collects to continue to deliver its own stock of affordable housing on suitable sites in its ownership.</p>	Officer suggestion	Clarification
	<p>Strategic Policy H2: Affordable housing</p> <p>With the exception of specialist forms of housing such as build to rent homes, co-living, student housing or extra care accommodation (Use Class C2) 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.</p> <p>1. Greenfield Sites Development on greenfield sites must:</p> <ol style="list-style-type: none"> deliver 40% dwellings as affordable housing on-site providing: <ul style="list-style-type: none"> 10% of the total housing provision for affordable home ownership; 25% of the affordable housing provision shall be First Homes; and The remaining 75%der shall comprise of affordable/social rent. achieve good place-making and encourage mixed and sustainable communities by ensuring the provision of on-site affordable housing is indistinguishable from market housing; 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 ensure affordable housing and First Homes 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. <p>2. Brownfield sites Development must:</p> <ol style="list-style-type: none"> within Value Areas 1 and 2, provide 10% of the total number of homes for affordable home ownership on site; 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 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. <p>3. Schemes for 100%, or the provision of social or affordable rented housing being brought forward by the council or a Registered Provider are supported.</p>	Friends of the Elderly, University Hospitals NHS Foundation Trust, McCarthy Stone, South West Housing and Planning Consortium	Clarifications
Policy H3	<p>Strategic Policy H3: Housing Mix</p> <p>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:</p>	Historic England	Recommendation from Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>a. 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, including the historic significance of any existing buildings;</p> <p>b. 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.</p> <p>c. Within Christchurch town centre, district centres, local centres and Local Opportunity areas schemes of 5 (gross) of 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.</p> <p>d. 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.</p> <p>e. Within strategic urban extensions and any allocations specifying a focus on family housing at least 80% of units must have 3 or more bedrooms.</p> <p>For schemes of 100% affordable housing the mix will be agreed on a case by case basis with the council.</p>		
Policy H4	<p>Policy H4: Internal and External Space Standards</p> <p>1. Residential development (Use Class C3)</p> <p>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:</p> <ul style="list-style-type: none"> 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; <ul style="list-style-type: none"> • 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. <p>b. All homes must be built to meet Building Regulations M4(2) standards and 10% of new homes should meet Building Regulations M4(3) standards.</p> <p>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.</p> <p>2. Other forms of residential accommodationCo-living schemes</p> <p>a. Co-living schemes (sui generis use) must:</p> <ul style="list-style-type: none"> 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 	Watkin Jones Group McLaren Property	To provide clarity

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>iii. provide external amenity space to meet the needs of occupants with at least 1 sqm per resident.</p> <p>3. Care and extra care</p> <p>d. In the case of specialist residential accommodation and extra care accommodation and care homes, the development must provide sufficient external amenity space to accommodate the recreational and health needs of residents, visitors and employees.</p>		
Para 8.44	<p>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. And thirdly through the intensification of existing council sites.</p>	Officer suggestion	Clarification
Policy H7	<p>Policy H7: Purpose Built Student Accommodation</p> <ol style="list-style-type: none"> 1. Proposals for the development or intensification of purpose built student accommodation shall be focussed within the Talbot campus, Lansdowne campus, Bournemouth town centre and Boscombe campus. Proposals outside these locations will only be acceptable where they are located within 20 minutes travel time to the university / college campuses by a continuous high quality walking, cycling or an existing high frequency bus route. 2. All proposed student accommodation must: <ol style="list-style-type: none"> a. meet an identified need for the type of accommodation proposed, supported corroborated by a student needs assessment submitted with an application the universities/colleges; b. be compatible with surrounding uses and not result in a detrimental impact on the living conditions of neighbouring residents; c. provide a management plan including details of: <ol style="list-style-type: none"> i. all on-site management services (to include 24/7 residents support); ii. site security facilities and services; iii. business continuity plan; and iv the student drop-off and collection plan. d. sign up and adhere to one of the two Government approved codes of management - The National Code (ANUK National Code) or University UK /Guild HE Accommodation Code of Practice); e. provide a high standard of layout and design that would sufficiently meet the needs of the occupying students through the provision of: <ol style="list-style-type: none"> i. bedrooms that meet Nationally Described Space Standards providing functional space for living and studying with good outlook and natural daylight; ii. communal space, including social interaction space, cooking and bathroom facilities, laundry provisions, outdoor amenity space and bicycle storage; iii. cooking and bathroom facilities, either in bedrooms or communal space; iiiiv. refuse and recycling storage space and collection arrangements on site, collection from the highway will only be permitted where there is no adverse impact; ivv. high-speed internet service; and vvi. indoor post boxes and arrangements for secure parcel collections. <p>Financial contributions may be required to secure provision and/or improvements to sustainable transport infrastructure.</p> 	<p>Ropemaker properties Watkin Jones Group Fortitudo Ltd Arts University Bournemouth McLaren Property Bournemouth University</p>	To provide clarity
Para 8.62	<p>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.</p> <p>Proposals for HMOs within the 400 metre Dorset Heathland consultation area will not be allowed in accordance with the Dorset Heathlands SPD as it would lead to increased visitor pressure on nearby heathland.</p>	Natural England	To provide clarity

Para / Policy / Site	Proposed text	Raised in response to	Reason
Policy H8 8	<p>Policy H8: Houses in Multiple Occupation</p> <p>1. Proposals for:</p> <ul style="list-style-type: none"> 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: <p>will be supported where the development would not result in:</p> <p>a. more than 10% of residential properties within a 100m radius being in use as an HMO;</p> <p>b. a C3 dwelling being ‘sandwiched’ between two HMO properties or other non-family residential uses; and</p> <p>c. a continuous frontage of three or more HMOs or other non-family residential uses.</p> <p>2. Applications for new build HMOs, change of use to HMOs or intensification of existing HMOs will only be permitted where the criteria in part 1 a-c are met and where it can be demonstrated that the development would:</p> <p>a. be located within a sustainable neighbourhood, where they are close to facilities, services and in areas well served by high frequent bus routes;</p> <p>b. not result in an adverse impact on the amenities of neighbouring residents in terms of overlooking, or levels of noise and disturbance;</p> <p>c. provide a good standard of living accommodation for future occupiers including communal living rooms, kitchens, laundry facilities. All accommodation should be in compliance with the council’s Amenity Standards for Houses in Multiple Occupation as a minimum;</p> <p>d. provide an area of outdoor amenity space of sufficient size to accommodate activities such as clothes drying and space to sit outside, suitable for the number of residents at the property and accessible to all residents;</p> <p>e. provide suitable car and cycle parking facilities, in accordance with the council’s Parking Standards SPD; and</p> <p>f. provide suitable waste and recycling storage and collection solutions in accordance with the council’s Waste and Recycling Services Planning Guidance Note.</p> <p>3. Proposals for HMOs within the 400 metre Dorset Heathland consultation area will not be allowed in accordance with the Dorset Heathlands SPD as it would lead to increased visitor pressure on nearby heathland.</p>	<p>Christchurch Town Council Neighbourhood Plan Working Group Natural England</p>	To provide clarity
Policy H9	<p>Policy H9: Promoting self and custom house building</p> <p>1. Proposals for self and custom house building, to be occupied as homes by those individuals, will be supported in principle.</p> <p>2. All schemes for new build residential development should give consideration to providing serviced plots for self or custom builders, or the provision of custom build by other delivery routes.</p> <p>3. The urban extensions and any other sites for over 50 houses must provide at least 5% of plots for self-build and custom build housing.</p> <p>4. If a self or custom build plot has been offered at a reasonable price and conditions to people on the council’s Self-build Register and the open market, and marketed for a minimum of 12 months and has no reasonable chance of sale, then the plot will be returned to the developer.</p>	<p>Christchurch Town Council Neighbourhood Plan Working Group</p>	To provide clarity
Para 8.67	<p>Local Plans are required to identify specific sites deliverable sites for the first 40-five years of the plan period, identify a supply of specific, deliverable sites or broad locations for growth for years six to ten and where possible the remaining years. This Local Plan therefore makes provision for the needs of gypsies and</p>	<p>Angela Laycock</p>	To provide clarity

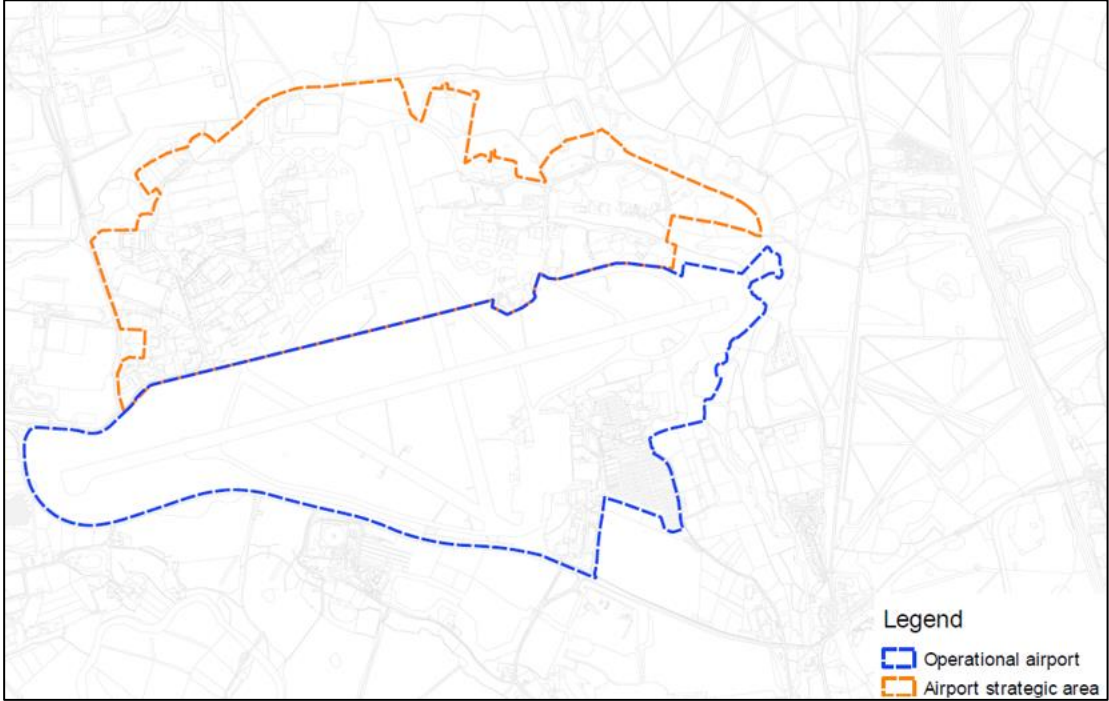
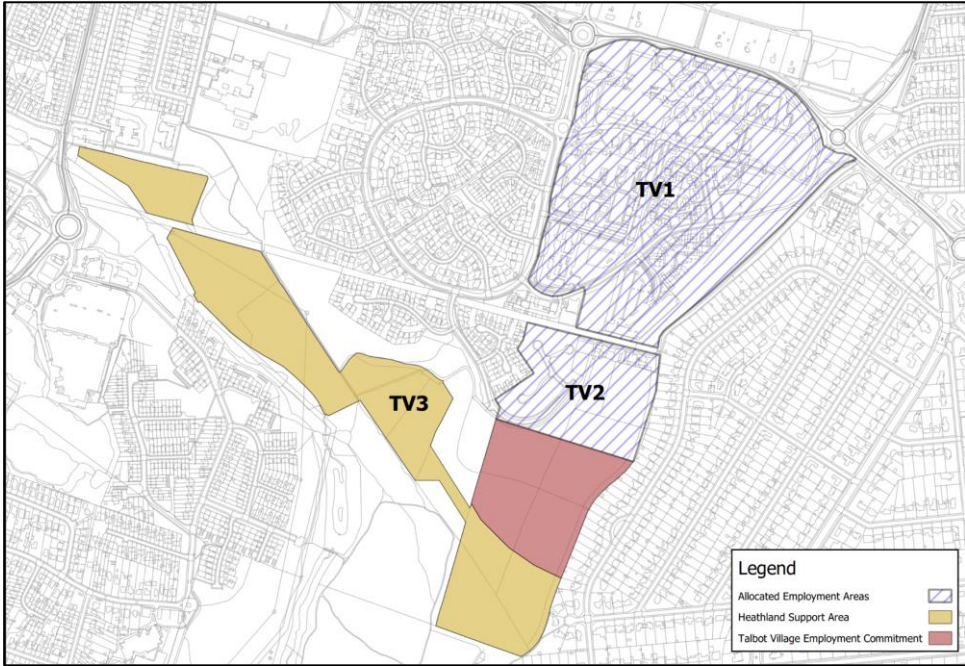
Para / Policy / Site	Proposed text	Raised in response to	Reason																																															
	travellers in the BCP area by allocating a site for Traveller pitches, and setting criteria against which planning applications for traveller sites will be considered.																																																	
Para 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 It identified needs as shown in figure 8.10 across the BCP area for the period 2022 to 2038:	Officer suggestion	To provide clarity																																															
Figure 8.10	<div>Permanent residential pitches requirements</div> <table><tr><th colspan="2">Permanent residential pitch requirements for 2022-2038</th></tr><tr><th>Travellers/Planning definition</th><th>Pitches</th></tr><tr><td>Gypsies and Travellers meeting the planning definition</td><td>19</td></tr><tr><td>Gypsies and Travellers that don't meet the definition</td><td>8</td></tr><tr><td>Travellers who it is undetermined whether they meet the definition</td><td>2</td></tr><tr><td>Travelling Showpeople</td><td>0</td></tr></table> <div>Source: GTAA 2022</div> <table><tr><th colspan="4">Permanent residential pitch requirements</th><th></th></tr><tr><th>Households</th><th>0-5 years (2025-2029)</th><th>6-10 years (2030-2034)</th><th>11-15 years (2035-2039)</th><th>Totals</th></tr><tr><td>Meet definition</td><td>12</td><td>4</td><td>3</td><td>19</td></tr><tr><td>Undetermined</td><td>2</td><td>0</td><td>0</td><td>2</td></tr><tr><td>Sub total</td><td>14</td><td>4</td><td>3</td><td>21</td></tr><tr><td>Do not meet definition</td><td>4</td><td>2</td><td>2</td><td>8</td></tr><tr><td>Total</td><td>18</td><td>6</td><td>5</td><td>29</td></tr></table>	Permanent residential pitch requirements for 2022-2038		Travellers/Planning definition	Pitches	Gypsies and Travellers meeting the planning definition	19	Gypsies and Travellers that don't meet the definition	8	Travellers who it is undetermined whether they meet the definition	2	Travelling Showpeople	0	Permanent residential pitch requirements					Households	0-5 years (2025-2029)	6-10 years (2030-2034)	11-15 years (2035-2039)	Totals	Meet definition	12	4	3	19	Undetermined	2	0	0	2	Sub total	14	4	3	21	Do not meet definition	4	2	2	8	Total	18	6	5	29	Officer suggestion	To reflect the latest position and align requirements with the plan period for clarity
Permanent residential pitch requirements for 2022-2038																																																		
Travellers/Planning definition	Pitches																																																	
Gypsies and Travellers meeting the planning definition	19																																																	
Gypsies and Travellers that don't meet the definition	8																																																	
Travellers who it is undetermined whether they meet the definition	2																																																	
Travelling Showpeople	0																																																	
Permanent residential pitch requirements																																																		
Households	0-5 years (2025-2029)	6-10 years (2030-2034)	11-15 years (2035-2039)	Totals																																														
Meet definition	12	4	3	19																																														
Undetermined	2	0	0	2																																														
Sub total	14	4	3	21																																														
Do not meet definition	4	2	2	8																																														
Total	18	6	5	29																																														
Para 8.70	Following a court judgement the government has from December 2023 reverted to the previous definition of Gypsies and Travellers used in the Planning Policy for Travellers Sites. As a result we now have to meet the needs of gypsies and travellers that do not meet the definition. 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 29 pitches, with 13-18 pitches required in the first ten five years of the plan. Those that do not meet the definition are addressed as part of the wider housing needs across the BCP area.	Kushti Bok	To provide clarity																																															
Para 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 which will deliver around 15 pitches. In bringing forward the site a clearer indication of need and whether a further site will be needed for consideration through a review of the Local Plan.	Officer suggestion	To provide clarity																																															
Para 8.73	Planning applications for traveller sites will be assessed against Policy H44 H10. 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.	Councillor Gillet	Typo																																															

Chapter 9 - Prosperous economy

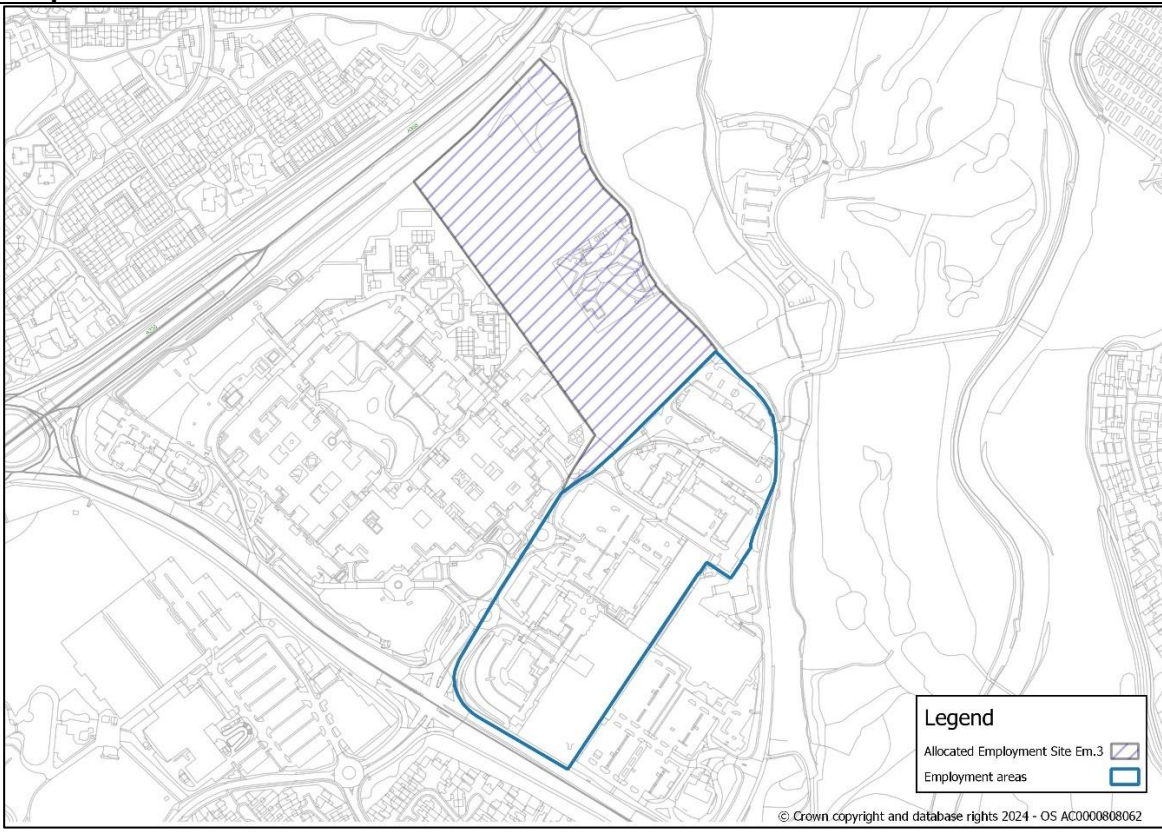
Para / Policy / Site	Proposed text	Raised in response to	Reason																																																																																
Policy E1	<p>Strategic Policy E1: Nurturing our economy</p> <p>To nurture and stimulate the growth of a more inclusive, sustainable and green economy, development proposals must:</p> <ul style="list-style-type: none"> a) focus employment development on allocated sites, within existing employment areas and town centres; 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 increase opportunities for higher education by supporting colleges and universities. 	Christchurch Town Council Neighbourhood Plan Working Group	For clarity																																																																																
Para 9.12	<p>9.12 We have identified a supply of 79 to 9286.5 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-16.2ha23.6 hectares 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.</p>	Lok'nStore Talbot Village Trust	New commitments and windfall potential identified																																																																																
Figure 9.1	<table border="1"> <thead> <tr> <th>Site allocation</th><th>Acceptable use classes</th><th>Area (ha)</th><th>Floorspace (sqm)</th></tr> </thead> <tbody> <tr> <td>Employment sites</td><td></td><td>55.1</td><td>228,846</td></tr> <tr> <td>Aviation Parks, Bournemouth Airport</td><td>B2, B8, E, Activities vital to the operation of the airport</td><td>37.8</td><td>155,000</td></tr> <tr> <td>Wessex Fields</td><td>E(e), E(g)</td><td>7.1</td><td>40,000</td></tr> <tr> <td>Innovation Quarter, Talbot Village</td><td>E(g), E(e), Other University related uses</td><td>4.7</td><td>12,500</td></tr> <tr> <td>Siemens, Sopers Lane</td><td>E(g), B2, B8</td><td>4.3</td><td>17,200</td></tr> <tr> <td>Adj to Churchill Magna Business Park, Bearwood</td><td>E(g), B2, B8</td><td>0.8</td><td>2,546</td></tr> <tr> <td>Cruxton Farm, Merley</td><td>B2, B8, E(b), E(c), E(e) and E(g)</td><td>0.4</td><td>1,600</td></tr> <tr> <td>Vacant Sites in Existing Employment Areas</td><td></td><td>1.4</td><td>4,800</td></tr> <tr> <td>Yarrow Road</td><td>E(g), B2, B8</td><td>1</td><td>2,800</td></tr> <tr> <td>Vantage Way</td><td>E(g), B2, B8</td><td>0.4</td><td>2,000</td></tr> <tr> <td>Strategic town centre offices</td><td></td><td>6.4</td><td>25,410</td></tr> <tr> <td>Lansdowne</td><td>E(g)(i-ii) high quality office and F1(a) education</td><td>3.9</td><td>15,410</td></tr> <tr> <td>Poole Town Centre</td><td>E(g)(i) – high quality office</td><td>2.5</td><td>10,000</td></tr> <tr> <td>Completions / Commitments</td><td></td><td>16.223.6</td><td>50,92182,171</td></tr> <tr> <td>Sterte Avenue West</td><td>E(g), B2, B8</td><td>4.4</td><td>11,420</td></tr> <tr> <td>Churchill Magna Business Park, Bearwood</td><td>E(g), B2, B8</td><td>4.6</td><td>16,000</td></tr> <tr> <td>Parvalux, 81 Sopers Lane</td><td>E(g), B2, B8</td><td>3.4</td><td>14,000</td></tr> <tr> <td>Reid Steel, Reid St</td><td>E(g) and B2</td><td>2.6</td><td>7,536</td></tr> <tr> <td>Ashley Road Coal Yard</td><td>Sui Generis</td><td>1.2</td><td>1,965</td></tr> </tbody> </table>	Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)	Employment sites		55.1	228,846	Aviation Parks, Bournemouth Airport	B2, B8, E, Activities vital to the operation of the airport	37.8	155,000	Wessex Fields	E(e), E(g)	7.1	40,000	Innovation Quarter, Talbot Village	E(g), E(e), Other University related uses	4.7	12,500	Siemens, Sopers Lane	E(g), B2, B8	4.3	17,200	Adj to Churchill Magna Business Park, Bearwood	E(g), B2, B8	0.8	2,546	Cruxton Farm, Merley	B2, B8, E(b), E(c), E(e) and E(g)	0.4	1,600	Vacant Sites in Existing Employment Areas		1.4	4,800	Yarrow Road	E(g), B2, B8	1	2,800	Vantage Way	E(g), B2, B8	0.4	2,000	Strategic town centre offices		6.4	25,410	Lansdowne	E(g)(i-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 23.6	50,921 82,171	Sterte Avenue West	E(g), B2, B8	4.4	11,420	Churchill Magna 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	Lok'nStore Talbot Village Trust	New commitments and windfall potential identified
Site allocation	Acceptable use classes	Area (ha)	Floorspace (sqm)																																																																																
Employment sites		55.1	228,846																																																																																
Aviation Parks, Bournemouth Airport	B2, B8, E, Activities vital to the operation of the airport	37.8	155,000																																																																																
Wessex Fields	E(e), E(g)	7.1	40,000																																																																																
Innovation Quarter, Talbot Village	E(g), E(e), Other University related uses	4.7	12,500																																																																																
Siemens, Sopers Lane	E(g), B2, B8	4.3	17,200																																																																																
Adj to Churchill Magna Business Park, Bearwood	E(g), B2, B8	0.8	2,546																																																																																
Cruxton Farm, Merley	B2, B8, E(b), E(c), E(e) and E(g)	0.4	1,600																																																																																
Vacant Sites in Existing Employment Areas		1.4	4,800																																																																																
Yarrow Road	E(g), B2, B8	1	2,800																																																																																
Vantage Way	E(g), B2, B8	0.4	2,000																																																																																
Strategic town centre offices		6.4	25,410																																																																																
Lansdowne	E(g)(i-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 23.6	50,921 82,171																																																																																
Sterte Avenue West	E(g), B2, B8	4.4	11,420																																																																																
Churchill Magna 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																																																																																

Para / Policy / Site	Proposed text				Raised in response to	Reason																																																				
	Adjacent to Innovation Quarter, Talbot Village	E(g), E(e), Other University related uses	5.1	12,500																																																						
	Fleets Lane	E(giii), B2, B8	1.6	7,960																																																						
	Lok'nStore, Wessex Fields	B8	0.7	10,790																																																						
	Other Completions		tbc																																																							
	Total employment		79.86.5	309,977341,227																																																						
	Poole Port	E(g), B2, B8 (related to port operation)	4.5	18,000																																																						
	Redevelopment sites in existing employment areas (windfall)		8.56.9	Not known																																																						
	Other sites		13.011.4	18,000																																																						
	Total inc. other sites		92.197.9	327,977																																																						
E2	<p>Policy E2: Employment supplyallocations</p> <p>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.</p> <p>Employment site allocations</p> <p>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:</p> <table><tr><td>Site allocation</td><td>Acceptable use classes</td><td>Area (ha)</td><td>Floorspace (sqm)</td></tr><tr><td>Em.1: Aviation Parks, Bournemouth Airport</td><td>B2, B8, E(g), activities vital to the operation of the airport (see Policy E3)</td><td>37.8</td><td>155,000</td></tr><tr><td>Em.2: Innovation Quarter (TV2), Talbot Village</td><td>E(g), E(e), other university related uses (see Policy E4)</td><td>4.7</td><td>12,500</td></tr><tr><td>Em.3: Wessex Fields</td><td>E(e), E(g) (see Policy E5)</td><td>7.1</td><td>40,000</td></tr><tr><td>Em.4: Churchill Magna Business Park and adjacent land, Bearwood</td><td>E(g), B2, B8</td><td>5.4</td><td>18,550</td></tr><tr><td>Em.5: Poole Port</td><td>E(g), B2, B8 (see Policy E6)</td><td>4.5</td><td>18,000</td></tr><tr><td>Em.6: Siemens, Sopers Lane</td><td>E(g), B2, B8</td><td>4.3</td><td>17,200</td></tr><tr><td>Em.7: Sites within Lansdowne</td><td>E(g)(i-ii) high quality office and F1(a) education (see Policy P5)</td><td>3.9</td><td>15,410</td></tr><tr><td>Em.8: Sites within Poole Town Centre</td><td>E(g)(i) high quality office (see Policy P26)</td><td>2.5</td><td>10,000</td></tr><tr><td>Em.9: Yarrow Road</td><td>E(g), B2, B8</td><td>1</td><td>2,800</td></tr><tr><td>Em.10: Cruxton Farm, Merley</td><td>B2, B8, E(b), E(c), E(e) & E(g)</td><td>0.4</td><td>1,600</td></tr><tr><td>Em.11: Vantage Way</td><td>E(g), B2, B8</td><td>0.4</td><td>2,000</td></tr><tr><td>Total</td><td></td><td>72.0</td><td>293,060</td></tr></table>				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 (TV2), 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 Magna 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: Cruxton 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	Officer suggestion	To provide clarity
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 (TV2), 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 Magna 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: Cruxton 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																																																							
Para 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 by locating development within the site outside the Medium, High and Very High Flood Risk Areas defined in the SFRA level 1 . Strategic measures will need to be put in place within the airport boundary				Bournemouth Airport Natural England	For accuracy as term ‘flood risk areas’ include low and low-medium flood risk. Natural England concerned about water quality in the Moors River SSSI.																																																				

Para / Policy / Site	Proposed text	Raised in response to	Reason
	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. For example, water quality in the Moors River SSSI would be improved if water is sent to Palmers Ford Waste Water Treatment Work rather than the current private waste water treatment works. All future development should take into consideration the setting of the Hurn Village Conservation Area and the setting of the New Forest National Park.		
E3	<p>Policy E3: Bournemouth Airport</p> <p>1.Operational Airport (A1)</p> <p>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 operational airport will be safeguarded for uses which are:</p> <ul style="list-style-type: none"> i. vital to the operation of the airport; and ii. employment use (B2 and B8 use classes). <p>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.</p> <p>b. Proposals will also be required to:</p> <ul style="list-style-type: none"> 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). <p>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 an unacceptable material impact on the operation of navigational and safety systems.</p> <p>2. Northern Aviation Business Park (A2/Em.1)</p> <p>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:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • the provision of high frequency bus services between the Aviation Park/Airport, Bournemouth and Christchurch town centres, transport hubs and consider extending to Ferndown/West Parley 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. <p>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</p>	Bournemouth Airport FCERM Dorset Council	<p>Typo. Clarifications.</p> <p>For accuracy as term 'flood risk areas' include low and low-medium and to add about Airport flood risk modelling update.</p> <p>To include requirement for improvement of bus services beyond BCP to Dorset area.</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	parking and access/egress are located outside the Medium, High and Very High Flood Risk Areas defined in the SFRA level 1, as amended by updated modelling.		
Figure 9.2	 <p>Legend --- Operational airport --- Airport strategic area</p>	Bournemouth Airport	To provide clarity
Paras 9.23	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, as well as around 40 homes located outside of the heathland consultation area. 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.	Natural England	Correction whereby residential development was included in 400 metre heathland consultation area. Switched back to TV1 as per the current Poole Local Plan allocation.
Para 9.24	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, see figure 9.3.	Natural England	To provide clarity
Figure 9-2-9.3	<p>Figure 9-29.3 – The areas within Talbot Village [note employment commitment added]</p>  <p>Legend --- Allocated Employment Areas --- Heathland Support Area --- Talbot Village Employment Commitment</p>	Talbot Village Trust	New commitments and windfall potential identified

Para / Policy / Site	Proposed text	Raised in response to	Reason
Policy E4	<p>Policy E4: Talbot Village</p> <p>Talbot Village as shown on the Policies Map provides the opportunity to deliver major growth of the universities, in accordance with the following requirements:</p> <p>1. General principles</p> <p>Development proposals at Talbot Village must:</p> <ul style="list-style-type: none"> a) provide mitigation measures as necessary to ensure adverse effects on integrity, alone or in-combination, can be ruled out for the Dorset Heaths SAC and Dorset Heathlands SPA/Ramsar; b) be compatible with surrounding uses and not prejudice the delivery of the requirements set out in 2 a) and b); and c) be designed to ensure that the residential amenity of nearby residential properties is respected; and d) mitigate any impacts on the setting of the scheduled monument, giving careful consideration to building heights and the treatment of the southern boundary. <p>2. Proposed development</p> <p>Growth at Talbot Village will be carefully developed to deliver:</p> <ul style="list-style-type: none"> a) expansion of Bournemouth University and the Arts University (TV1) to create around 27,000 sqm of additional academic floor space;150 student bed spaces; and a cultural hub; b) an innovation quarter (TV2/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; c) ancillary uses (Use Class E), where they are demonstrably needed to support the primary function of the innovation quarter; d) in the region of 40 new homes (Use Class C3) in TV1, outside of the 400 metre heathland consultation area, with heights that are predominantly between 2 – 5 storey (6 – 18 metres) in height, reducing in height adjacent to the rear of Dulsie Road; and e) a heathland support area (TV3) of around 12 hectares that is open to the public before the delivery of development required by (b) to (d). <p>3. Transport</p> <p>Development at Talbot Village will help to deliver significant improvement of transport and movement to the area by, where appropriate:</p> <ul style="list-style-type: none"> a) providing enhancements to the pedestrian and cycle environment, including supporting delivery of a new strategic north-south cycle route; b) supporting the provision of enhanced pedestrian crossings and cycle routes along Wallisdown Road; and c) providing car parking in accordance with the council's adopted BCP Parking Standards SPD; and d) Encourage and encouraging access to and from the campus by walking, cycling and public transport and from the railway stations. <p>4. Flood Risk</p> <p>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.</p>	<p>Historic England</p> <p>Natural England</p>	<p>To provide additional protections</p> <p>To be clear the housing is in TV1 and not within the heathland consultation area.</p>
Para 9.25	<p>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 (Em.3) and an existing employment area to the south east of the hospital (see Figure X).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.</p>	Officer suggestion	For clarity

Para / Policy / Site	Proposed text	Raised in response to	Reason
New figure		Representations, Inspector's questions	For clarity
Para 9.27	<p>Wessex Fields as a strategic employment site will support the intensification of the hospital and existing businesses. The undeveloped land north of the hospital (Site Em.3) 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.</p>	Officer suggestion	Correction and provide clarification.
Para 9.29	<p>An existing nurses home is located in the north part of the development site (Site Em.3). 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.</p> <p>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.</p>	Officer suggestion	For clear signposting.
Para 9.33	<p>Poole Harbour Commissioners are updating their 2013 have a masterplan (2024) that sets out the long term vision over 20 years and sets out the Harbour Commissioner's five strategic objectives for the future:</p> <ol style="list-style-type: none"> become be the UK's number one marine leisure location; maximise the port estate potential; become a leading green port; promote opportunities from our maximise the potential of the new deepwater facility South Quay; and maximise Optimise Roll on Roll off ferry potential. <p>9.34 The emphasis on marine leisure is linked to the passenger</p>	PHC	Update
Para 9.39	<p>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 main town centre uses sequential test.</p>	Officer suggestion	For clarity
Para 9.41	<p>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 of, such as advanced engineering, marine and aerospace; financial services and fin-tech; green, health care and assistive tech, environmental technologies and green construction; innovation, digital and creative and</p>	National Trust	Request to reference marine sector.

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>digital tech; and retail, hospitality and leisure. It highlights our meet Net Zero ambitions, while adjusting to demographic and technological change. It sets out an ambitious agenda to create a learning region that:</p> <ul style="list-style-type: none"> • 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. 		
Para 9.42	<p>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. The agreements will help to demonstrate how proposals support skills development, training and employment provision to achieve social and economic benefits. 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.</p>	Economic development	To provide more information
Policy E8	<p>Policy E8: Local Labour Agreements</p> <p>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.</p> <p>b) The applicantDevelopers 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:</p> <ul style="list-style-type: none"> • 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. 	Bournemouth Airport	As the applicant may not always be the developer
Para 9.49	<p>Visitor accommodation will continue to be focussed within the town, district and local centres, with proposals outside these centres subject to a retail-main town centre uses 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.</p>	Officer suggestion	For clarity
Policy E9	<p>Policy E9: Visitor accommodation</p> <p>1. New visitor accommodation</p> <p>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 main town centre uses retail sequential test in accordance with Policy T1.</p> <p>b. Proposals for new holiday parks, caravan or cliff sites, or extensions to, will be considered on a case-by-case basis.</p>	Officer suggestion	For clarity

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>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.</p> <p>2. Existing Visitor Accommodation</p> <p>a. The retention and expansion of visitor accommodation is supported where it provides a valuable contribution to the market;</p> <p>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:</p> <p>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,</p> <p>the loss is necessary to enable investment in the remaining tourist accommodation on site or elsewhere in the BCP area.</p>		
Para 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-main town centre uses sequential test to ensure they do not harm the town centres (including district and local centres).	Officer suggestion	For clarity
Para 9.66	There are some limited exceptions to the requirement of a sequential test and impact assessment which include proposals which are identified in on an allocated site, 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.	WHI White	Typo and for clarity on allocated sites
Policy E11	<p>Policy E11: Retail and Town Centres</p> <p>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.</p> <p>1. Within Centre</p> <p>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:</p> <p>i. maintain or enhance vitality, viability and diversity of the centre;</p> <p>ii. are appropriate in scale and function;</p> <p>iii. retain or provide active commercial (Use class E) or community (Use class F) uses on the ground floor; and</p> <p>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.</p> <p>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.</p> <p>2. Out of Centre</p> <p>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:</p> <p>i) A full retailmain town centre uses 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.</p>	Officer suggestion	For clarity and to include allocated sites

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>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.</p> <p>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).</p> <p>b) The loss of an existing local convenience shop outside of town, district, local centres and neighbourhood parades, will only be permitted where:</p> <ul style="list-style-type: none"> 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. <p>3. Exceptions There are some exceptions where a sequential test and impact assessment will not be required. This includes:</p> <p>a) Developments which are identified in either on an allocated site or in the Seafront or Tourism Strategy;</p> <p>b) A local community shop provided that:</p> <ul style="list-style-type: none"> 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. <p>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).</p> <p>4. Hot food takeaways</p> <p>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.</p> <p>b) Proposals for drive-through takeaways will not be permitted in any location.</p> <p>5. Evening/Night time uses</p> <p>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.</p>		
Policy E12	<p>Policy E12: Community, sports and leisure facilities</p> <p>1. New community, sport or leisure facilities</p> <p>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 main town centre uses retail-sequential test.</p> <p>b. Proposals for other sport, leisure and community facilities will be supported in town, district and local centres or as part of strategic urban extensions. 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.</p> <p>2. Existing community, sport or leisure facilities</p>	Bournemouth University	For clarity, correct numbering and to include allocated sites

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> 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. <p>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.</p>		

Chapter 10 - Connectivity and transport

Para / Policy / Site	Proposed text	Raised in response to	Reason
Para 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. While different groups of people will have different needs Byby 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. Prioritising active travel such as walking and cycling also supports active lifestyles, can improve access to nature and generally support health and wellbeing.	Dorset Lake Community Dorset Council Dorset Local Access Forum	Additional information
Para 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). Rights of Way Improvement Plan The Rights of Way Improvement Plan sets out the vision and strategy for improving the footpaths, bridleways and byways throughout the Bournemouth, Christchurch, and Poole area for 2023 to 2040. These protected routes allow pedestrians, equestrians and cyclists to travel traffic free. The Rights of Way Improvement Plan provides a framework for the development of easy to use, well maintained, correctly recorded, modern public rights of way, with up to date information, linking with the wider public path network.	Dorset Ramblers Countryside	Additional information
Para 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 the need to travel by private cars. Highways are a critical component of transportation infrastructure, facilitating the movement of people, goods, and services.	Christchurch Town Council Neighbourhood Plan Working Group	Clarification
Para 10.16	Development should be designed with this guidance in mind and developers are encouraged to use the Healthy Streets New Development Checklist . 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.	Public Health Dorset	Additional information
Para 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. Mobility hubs Mobility hubs are places where people can switch from one mode of transport to another, bringing together different modes of transport that conveniently and safely allow people to switch between different transport modes and help to promote the use of active and sustainable travel modes. The design and scale of the mobility hub required will vary between different applications but should bring together any parking requirements or car club vehicles with cycle/scooter storage/hire provision, e-charging facilities, bike repair tools and seating. Larger hubs may also include space for public transport services.	Arts University Bournemouth McLaren Property Highwood Group	Clarification
Policy T2	Policy T2: Transport and development 1. New development Development will only be permitted where: a. there is no unacceptable impact on highway safety; b. the residual cumulative impact of additional trips on the local and strategic highway network is not severe;	Go South Coast Officer suggestion	Reference strategies Flexibility and clarification

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>c. the impacts on the local and strategic highway network arising from the development itself, or the cumulative effects of development on the network, are mitigated through measures prioritised in the following order that would avoid and/or reduce the need to travel by private motor vehicle:</p> <ul style="list-style-type: none"> i. active travel; ii. public transport; iii. provision of improvements and enhancements to the local network; and iv. contributions towards necessary or relevant off-site transport improvement schemes. <p>d. it accords with BCP Council's adopted Pparking sStandards SPD, the Local Transport Plan, Local Cycling and Walking Improvement Plan, Bus Service Improvement Plan and the Rights of Way Improvement Plan.</p> <p>2. Major development</p> <p>Major development must:</p> <ul style="list-style-type: none"> a. be designed so that opportunities for sustainable transport modes are maximised and provide for a variety of forms of transport as alternatives to travel by private motorised vehicle; b. give priority, in the following order, to the needs of people walking, wheeling or cycling, users of public transport, car sharers and users of low and ultra-low emission vehicles; c. ensure streets are designed for all users, not just motor vehicles, to create better quality places; d. where environmental constraints allow, ensure that sustainable transport modes are provided for within and to/from the development through the provision of high quality, safe and direct walking and cycling routes with a permeable site layout maximising use of desire lines; e. 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; f. where necessary, contribute to sustainable transport schemes including off-site improvements in the vicinity of the site to cycling and walking routes and public transport facilities; and g. ensure the transport infrastructure is visually attractive and functions well for all users. <p>3. Proposals which are likely to generate significant transport impacts must be supported by:</p> <ul style="list-style-type: none"> a. A transport assessment or transport statement; and <p>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.</p>		
Policy T4	<p>Policy T4: Transport Infrastructure</p> <p>1. Transport schemes</p> <p>Development should not:</p> <ul style="list-style-type: none"> a. prejudice the opportunity to deliver strategically important transport schemes as listed in appendix 2 and shown on the policies map, or those set out within LTP4; or b. 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. <p>2. Walking, wheeling and cycling</p> <p>Walking, wheeling and cycling infrastructure must be enhanced and expanded to support greater use by:</p> <ul style="list-style-type: none"> a. enhancing and extending existing cycle, wheeling and walking routes, including improving connectivity to existing routes; b. being designed to be safe, attractive and accessible for all users; c. taking opportunities to improve permeability by creating new connections to existing routes; and d. safeguarding the public rights of way network. 	Network Rail	Encouraging use of railways for freight.

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>3. Buses</p> <p>The bus network must be enhanced and expanded to support greater use by:</p> <ul style="list-style-type: none"> a. safeguarding existing bus infrastructure, including bus stops and bus land, unless mitigation is secured that leads to an improvement in the bus operation; b. supporting bus priority measures along quality bus corridors; and c. safeguarding existing park and ride sites. <p>4. Rail</p> <p>The rail network must be enhanced and expanded to support greater use for passengers and freight by:</p> <ul style="list-style-type: none"> a. improving rail stations to promote inclusive access and the use of cycle and ride, bus and ride and park and ride; b. protecting existing rail infrastructure and operational railway land from development which would prejudice future rail uses; and c. identifying opportunities to open new or former stations and freight facilities, including those which would facilitate a more frequent train service across the BCP area; and d. supporting development proposals which encourage the use of the rail network for freight, where existing infrastructure facilitates this, and where enhancements could improve capacity for rail freight- 		
Policy T6	<p>Policy T6: Air Quality</p> <p>In areas with the highest nitrogen dioxide concentrations (Wimborne Road, Bournemouth, Fountain Roundabout, and Commercial Road Poole) or 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:</p> <ul style="list-style-type: none"> 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. 	Lok'nStore	Clarification

Chapter 11 - Infrastructure and delivery

Para / Policy / Site	Proposed text		Raised in response to	Reason
Figure 11.1	Type of infrastructure	Some planned projects	FCERM Officer suggestion Dorset County Football Association Sport England Martin Smith B Fisher Brian Poole Bryan Hoile David Tonkes	Additional clarification As projects may arise through other routes not just LTP4 Facilities requirement for Poole Town Football Club and Bournemouth Rugby Club raised through the representations
	Flood Defences and coastal risk management measures	Poole and Christchurch town centres, Poole and Christchurch bays, open coasts, sea cliffs and chines		
	Heathland Infrastructure Projects (HIPs)	Upton Country Park, Canford, Stour Valley River Meadows, Roeshot Hill, Two Rivers Meet and Crupton Farm		
	Green infrastructure	Stour Valley river corridor project		
	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, Poole Town Football Club and Bournemouth Rugby 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		
Para 11.3	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 and coastal risk management 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.		FCERM	Clarification
Policy ID1	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/legal agreement prior to, or in conjunction with, new development. All relevant proposals must: <ol style="list-style-type: none"> 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, where necessary, enhance appropriate services and facilities, including bus corridors, transport infrastructure, telecommunications equipment (particularly high-speed broadband infrastructure), electricity power lines, high pressure gas mains, educational facilities, health facilities, flood and coastal management protection measures, water treatment infrastructure, wastewater treatment works and waste collection and management services; and 		Troika Developments Ltd Highwood Group Troika Developments Ltd Highwood Group Network Rail FCERM	To provide clarification on how infrastructure will be secured To provide some flexibility, requirements will vary depending on the site Useful additional as transport infrastructure is necessary to support the delivery of some sites Recommendation to improve terminology

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>c. ensure the design and siting of new infrastructure minimises clutter and respects the character and appearance of the street scene.</p> <p>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.</p>		
New policy ID3	<p>Policy ID3 Monitoring and Review</p> <p>The Council will monitor the implementation of the Local Plan using the monitoring framework set out in Appendix 1. If the strategic objectives of the Local Plan are not being achieved, including where planned development is not being delivered in a timely manner, the Council will investigate the reasons why and take appropriate action. Depending on the scale and nature of the objective or delivery target not being met, actions may include:</p> <ul style="list-style-type: none"> i. Engagement with the relevant parties including developers, landowners, service and infrastructure providers and other relevant parties to identify barriers or obstacles to the achievement of a Local Plan objective, or to the timely delivery of a planned development, and how they can be resolved; ii. The preparation of a position statement, development brief or action plan where it would assist delivery; iii. If possible, the identification of alternative sustainable and deliverable sites; And if necessary: <p>Undertaking a partial or full early review of the Local Plan including if required discussions with neighbouring local planning authorities about meeting unmet needs.</p>	New Forest District Council	To clearly set out the monitoring and review mechanisms

SD1b Draft Local Plan – Part 2 – Ward Policies

Para / Policy / Site	Proposed text	Raised in response to	Reason
Policy P1	<p>4. Local opportunity areas In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:</p> <p>a. Poole Retail Park (ABV.A)</p> <p>Any redevelopment proposals should be informed by a comprehensive masterplan or design code and make efficient use of land. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide improved pedestrian and cyclist connectivity within the site and between the surrounding streets and the site, including a pedestrian and cycle link between Alder Road and Cromer Road; ii. Introduce a fine grained character and predominantly feature buildings up to 4 storeys (approximately 12-15 metres) in height, with reduced heights on frontages facing surrounding residential streets. iii. There may be potential for a limited amount of built form to be up to and not in excess of 6 storeys (approximately 18-21 metres) informed by a Landscape and Visual Impact Assessment; iv. Form perimeter blocks, with buildings facing the streets within and around the site; and v. Feature enhanced soft landscape and tree planting along key routes within and around the site. <p>Proposals for retail and other main town centre uses within the area will be subject to a full retail-main town centre uses sequential test and in some cases a retail impact assessment. Such proposals must make efficient use of land through a mix of uses with provision of residential uses on upper floors. Contributions towards improving traffic congestion around Branksome roundabouts may be required.</p> <p>b. Ashley Road (east) (ABV.B) and Poole Road (Branksome) (ABV.C)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. integrate with and enhance the area's positive historic characteristics; ii. be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage; and iii. enhance the retail and community facility offer. <p>c. Ringwood Road/Old Wareham Road (NH.B)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Be up to and not in excess of 3.5 storeys (approximately 12 metres) in height on the road frontage; ii. Introduce a fine-grained character; and iii. Provide soft landscape and tree planting to the front of plots where development is set back from the street. 	Officer suggestion	For clarity and consistency
P2 Supporting text	<p>Broad townscape characteristics</p> <p>The area is characterised by postwar estate housing and interwar/ postwar suburban detached housing, typical of many of the BCP area's suburbs. New development should typically incorporate good quality soft landscape and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak. Development should also take any opportunities to improve housing layouts to create clear perimeter blocks to overlook streets and public spaces.</p> <p>Canford Magna has its own unique village character and is within a conservation area. It is important that development is of a modest scale and design, maintains the village's rural character and preserves conserves or enhances the character and appearance of the conservation area.</p> <p>Retail areas</p> <p>Four-Three retail centres wholly fall within Bearwood and Merley: Merley Local Centre, Bearwood Local Centre, and one two smaller parades of shops at Ringwood Road/Poole Lane and Fulwood Avenue, as shown on the policies map. These centres are the focal points of the sustainable neighbourhoods and proposals should aim to maintain or enhance the vitality, viability and diversity of these centres.</p>	<p>Historic England</p> <p>Officer suggestion</p>	<p>Recommended by Historic England</p> <p>Correction</p>
Policy P2	<p>Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods within Bearwood and Merley will be enhanced by:</p> <ul style="list-style-type: none"> a. Strengthening the retail and community facility offer, and townscape quality of the Bearwood and Merley Local Centres; 		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):</p> <ul style="list-style-type: none"> - Between Magna Road and King John Avenue to improve accessibility to Bearwood Primary School and the Bearwood Local Centre - Oakley Lane - Oakley Hill <p>c. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Bearwood Primary School and Merley First School, supporting expansion - Doctors' surgeries, supporting expansion - The Hamworthy Club and Cobham Sports and Social Club, retaining and enhancing the community and sports facilities - King Richard Drive Playing Fields, including new play and fitness equipment - Fenners Field, including the retention and improvement of pitches and upgrades to the play area - Selkirk Close Park, retention of pitch area and upgrades to the play area - Castleman Trailway, enhanced surfacing, wayfinding and accessibility to improve its function as a strategic greenway - Charter Road Park, including upgrades to the play area <p>d. Providing skate park / wheeled play opportunities linking to new youth facilities within the ward;</p> <p>e. Upgrading links and connectivity for people and nature to the Stour Valley;</p> <p>f. Improving the safety and attractiveness of walking and cycling routes to and around schools;</p> <p>g. Supporting new teaching and sports facilities, and associated buildings where they are required at Canford School to meet the educational and operational needs of the school; and</p> <p>h. Working with public transport operators to deliver a high frequency bus corridor between Bearwood and Merley and Poole, Bournemouth and Wimborne Town Centres and transport hubs.</p> <p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Land north of Merley (BM.1)</p> <p>The site is allocated for up to 550 homes and a care home or extra care home within the region of 60-bed spaces. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide 40% affordable housing and a mix of housing types with a focus on housing suitable for families; ii. Be informed by a design code to be agreed by the Local Planning Authority; iii. Incorporate at least eight hectares of public open space, including a range of play spaces and green corridors; iv. Incorporate structural landscaping to create a strong permanent and defensible Green Belt boundary; v. Preserve Conserve or enhance surrounding heritage assets and their settings, including Canford Magna and Oakley Lane Conservation Areas, adjacent listed buildings and the carriage drive, with a landscaped buffer to heritage assets; vi. Provide a SANG that forms part of the Stour Valley River corridor including the former railway land, designed in accordance with the Dorset Heathlands SPD; vii. Prioritise cycling and walking facilities for shorter trips within the new community and to existing facilities in Merley and Wimborne; viii. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access; ix. Make a financial contribution towards the implementation of a sustainable transport corridor between the site and Poole and Wimborne, including bus services; x. Provide mitigation to address any unacceptable impacts on the highway network with highway improvements to Oakley Lane, including the junction with the B3073 at the Willett Arms Public House and the junction with Magna Road; xi. Provide a public car park to serve the local community facilities at Canford Magna and the SANG; xii. Provide at least five four self-build plots; and xiii. Make financial contributions to additional school capacity and upgrading the local doctors' surgery. 	<p>Network Rail</p> <p>Historic England</p> <p>Cala Homes</p>	<p>To ensure connections are made with transport hubs such as stations</p> <p>Recommended by Historic England</p> <p>To match outline permission and S.106 agreement</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>b. Land north of Bearwood (BM.2)</p> <p>The site is allocated for a minimum of 800 homes, a minimum of a 60-bed care or extra care home and a local centre incorporating space for business start-ups/incubator units, shopping and community facilities (Use Classes E and F). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide 40% affordable housing and a mix of housing types with a focus on housing suitable for families; ii. Be informed by a design code to be agreed by the Local Planning Authority; iii. Incorporate at least 11 hectares of public open space, including a range of play spaces and green corridors; iv. Incorporate structural landscaping to create a strong permanent and defensible Green Belt boundary; v. Preserve Conserve or enhance nearby heritage assets and their settings; vi. Provide a SANG that forms part of the Stour Valley River corridor, designed in accordance with the Dorset Heathlands SPD; vii. Provide at least five self-build plots; viii. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access; ix. Prioritise sustainable transport measures to facilitate cycling and walking for shorter trips within the new community and to existing facilities in Bearwood and Merley; x. Make a financial contribution towards the implementation of a sustainable transport corridor between the site and Poole and Bournemouth Town Centres, including bus services; xi. Provide mitigation to address any unacceptable impacts on the highway network; xii. Create a second vehicular access from Magna Road to the east of Knighton Lane; and xiii. Make financial contributions to additional school capacity and upgrading the local doctors' surgery. <p>c. Land opposite Knighton House, Knighton Lane (BM.3)</p> <p>The site is allocated for in the region of 20 45 homes. Development must deliver 40% affordable housing and provide a mix of housing types with a focus on housing suitable for families. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a pedestrian and cycle link that connects with pedestrian and cycle routes in the Land north of Bearwood allocation; ii. Be predominantly two storeys (approximately 6-9 metres) in height; and iii. Preserve Conserve or enhance nearby heritage assets and their settings, including the Listed Granary north-west of Knighton House. <p>d. Churchill Business Park and adjacent land (Em.4)</p> <p>The site is allocated for 5.4 hectares of employment uses (Use Classes E(g), B2 and B8). Development proposals must:</p> <ul style="list-style-type: none"> i. Ensure compatibility with adjacent housing; ii. Be designed in such a way to ensure that residents of the housing development and users of the employment site are prevented from direct access onto Canford Heath; iii. Provide suitable mitigation including replacing foraging habitat to ensure the protection of bird species such as nightjars; iv. Provide suitable transition between the urban edge of Poole and the countryside, with strong landscaping to provide a permanent Green Belt boundary; and v. Make a contribution towards the implementation of a sustainable transport corridor including bus services, between the site and Bournemouth and Poole Town Centres. <p>e. Cruxton Farm buildings (EM.10)</p> <p>The site is allocated for business, commercial and service uses (Use Classes B2, B8, E(b)), E(c), E(e) and E(g)). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a pedestrian and cycle connection in the north of the site which connects with the proposed road network within the Land north of Merley allocation; ii. Reuse and convert existing buildings wherever possible; iii. Preserve Conserve or enhance heritage assets and their settings including the Oakley Lane Conservation Area and the listed buildings at 2-12 (evens), 17 and 19 Oakley Lane; and 	<p>Historic England</p> <p>Officer suggestions</p> <p>Historic England</p>	<p>Recommendation from Historic England</p> <p>To reflect the recently approved planning application</p> <p>Recommendation from Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	iv. Ensure the design of the scheme is capable of forming part of a sustainable corridor in terms of bus, cycling and walking access.		
P2	Map to be updated to remove Stour Valley River Corridor from training grounds at Canford	AFC Bournemouth	Correction
P3 Supporting text	<p>The western part of Christchurch Road is linked to the main Boscombe District Centre and provides a good range of shops and services. The eastern section, closest to Pokesdown Train Station is more unique with generally smaller traders providing a mix of antique stores, vintage clothing shops, record shops and cafes. Seabourne Road extends down from Pokesdown Train Station to the vibrant shopping district of Southbourne.</p> <p>The whole of the Boscombe East and Pokesdown ward and the neighbouring ward of Boscombe West is covered by the Boscombe and Pokesdown Neighbourhood Plan. Further details about the neighbourhood plan and its policies for the area can be found on our website.</p>	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas
P3 Supporting text	<p>Local opportunity areas</p> <p>Boscombe East and Pokesdown contains three local opportunity areas that fall wholly or partially within the ward; Christchurch Road (east of centre of Boscombe) and Ashley Road (BEP.A), Christchurch Road (west of Pokesdown Station) (BEP.B) and Seabourne Road (BEP.C). These are highly sustainable locations served by high frequency bus routes, a train station and three district centres. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas while avoiding poorly executed pastiche.</p> <p>Historic buildings and frontages that make a positive contribution to the area's townscape, such as 729-747 (odds) Christchurch Road, 775- 797 (odds) Christchurch Road, 896 Christchurch Road and 83 and 85 Seabourne Road, should be retained and restored. Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the Grade II Listed Portman Lodge on Christchurch Road, must be preserved-conserved or enhanced.</p>	Historic England	Recommended by Historic England
Policy P3	<p>1. Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods within Boscombe East and Pokesdown will be enhanced by:</p> <p>a. Strengthening the role of Boscombe and Southbourne District Centres;</p> <p>b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):</p> <ul style="list-style-type: none"> - Between Pokesdown Train Station and the seafront - Between Pokesdown Train Station and the AFC Bournemouth Stadium - Christchurch Road, including to better draw pedestrians from Pokesdown Train Station to the centre of Boscombe - Seabourne Road, including to better draw pedestrians from Pokesdown Train Station to the centre of Southbourne District Centr <p>c. Improving the safety and attractiveness of walking and cycling routes to and around schools;</p> <p>d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas; including:</p> <ul style="list-style-type: none"> - The Seafront, including through designation of the coastline as a Coastal Nature Park and associated enhancements, investment in public toilets, beach huts, public realm, cafes, water sports provision, and improvements to safety and lighting, in accordance with the Seafront Strategy - Woodland Walk, including improvements to enhance lighting, security and surveillance, information boards, planting, public art, seating and informal play - Fishermans Walk, improvements as a high-quality green corridor including opportunities for natural play - East Overcliff/Fishermans Walk, including playground improvements - St James' Square play area improvements <p>e. Supporting proposals for local healthcare improvements;</p> <p>f. Improving accessibility at Pokesdown station; and</p> <p>g. Working with public transport operators to maintain high frequency bus routes within the area and implement bus priority measures.</p>	Network Rail	Additional area where improvements are necessary
P4 Supporting text	Parts of Boscombe are some of the most deprived areas in the country and there are high concentrations of HMOs. There have been projects to enhance Boscombe Chine Gardens and regenerate the seafront area. The £22 million Town Deal, announced in March 2021 for Boscombe, aims to make a positive difference for Boscombe residents, supporting the creation of new jobs and a vibrant high street, delivering quality new homes and developing a green and healthy place that enhances Boscombe's Victorian heritage. The project	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group	To acknowledge Neighbourhood Plan areas

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>also includes the provision of a new community centre, a small park and improving the connectivity throughout the area.</p> <p>The whole of the Boscombe West ward and the neighbouring ward of Boscombe East and Pokesdown is covered by the Boscombe and Pokesdown Neighbourhood Plan. Further details about the neighbourhood plan and its policies for the area can be found on our website.</p>	Highcliffe & Walkford Parish Council	
P4 Supporting text	<p>Local opportunity areas</p> <p>Boscombe West contains two local opportunity areas that wholly or partially fall within the ward; Christchurch Road (east of centre of Boscombe) and Ashley Road (BEP.A), and Christchurch Road (west of centre of Boscombe) (BW.A). These are highly sustainable locations served by high frequency bus routes and Boscombe District Centre. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 661-689 (odds) Christchurch Road and 709 Christchurch Road, should be retained and restored. Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. Development must preserveconserve or enhance the significance of designated heritage assets, such as the Church of St John the Evangelist (Grade II* Listed) and 443- 451 (odds) Christchurch Road (Grade II Listed), and the character and appearance of nearby conservation areas and their settings.</p>	Historic England	Recommended by Historic England
Policy P4	<p>4. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Hawkwood Road car park and surrounds (BW.1)</p> <p>The site is allocated for in the region of 70 homes, a community centre, public park and play area, along with the retention of at least 50 public car park spaces. Development proposals must:</p> <p>i. Provide active frontages that overlook Hawkwood Road and public spaces;</p> <p>ii. Be predominantly between four and five storeys (approximately 12-18 metres) in height; and</p> <p>iii. Provide a direct, high-quality pedestrian and cycle connection to Christchurch Road.</p> <p>b. Sovereign Centre and surrounds (BW.2)</p> <p>The site is allocated for a mixed-use development within the region of 580 550 homes, retail, commercial and community uses (Use Classes E(a-f), F1 and F2), replacement art studios and sufficient public car parking spaces to serve the district centre. Development proposals must:</p> <p>i. Reconfigure and reduce the width of Centenary Way to enable the efficient use of land;</p> <p>ii. Front onto and overlook the reconfigured Centenary Way;</p> <p>iii. Open Haviland Road West between Palmerston Road and Ashley Road for bus, cycle and servicing only, with a series of north south links between Centenary Way and the High Street;</p> <p>iv. Create a new public space, preferably on the High Street;</p> <p>v. Be predominantly between three and six storeys (approximately 9-21 metres) in height;</p> <p>vi. Ensure that heights do not have an overbearing impact on the surrounding residential streets;</p> <p>vii. Be informed by a landscape and visual impact assessment;</p> <p>viii. Preserve or Conserve and where possible enhance heritage assets and their settings, including the listed Royal Arcade, listed Hippodrome (O2 Academy) and other the following high quality historic buildings including those on Christchurch Road (southern side): 577-587, 599-607 (the art deco section), 609-615, 635-641, 657-659 and (northern side) Boscombe Chambers 580-584 and 628-654;</p> <p>ix. Contribute towards junction improvements on the A35 surrounding the district centre to improve provision for pedestrians, cyclists and public transport;</p> <p>x. Contribute towards high quality cycle routes on access routes to the site, including segregated cycle facilities on Palmerston Road, A35 Centenary Way, and Ashley Road, a continuous cycle route between Bournemouth Town Centre, Boscombe District Centre and Iford Roundabout;</p> <p>xi. Be planned comprehensively, demonstrating a clear phasing plan for implementation, to mitigate potential harm and disruption to the district centre and surroundings during implementation; and</p> <p>xii. Provide replacement bus stops to enable the redevelopment of Boscombe Bus Station.</p>	<p>Officer suggestion</p> <p>Historic England</p>	<p>To reflect a number of planning permissions approved within the wider allocation area</p> <p>Clarification and recommendation by Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Any future use of the Royal Arcade must preserve- conserve or enhance the heritage asset, retain commercial ground floor uses (Use Classes E, F1 or F2) and make effective use of the upper floors for in the region of 20 homes or commercial space (Use Classes E, F1 or F2).</p> <p>c. 11 Shelley Road (BW.3)</p> <p>The site is allocated for a mix of uses with in the region of 30 homes and commercial, community or health care uses (Use classes E(c-f), F1 and F2). Development proposals must:</p> <ul style="list-style-type: none"> i. Address surrounding streets and Shelley Gardens with active frontages; ii. Be predominantly between two and four storeys (approximately 6-15 metres) in height; iii. Provide a pedestrian and cycle access into the adjacent green space within Shelley Gardens; and iv. preserve-Conserve or enhance heritage assets and their setting including the Listed Water Tower. <p>d. Shalden Grange Care Home, 1-3 Watkin Rd (BW.4)</p> <p>The site is allocated for residential development providing in the region of 20 homes, which should include some houses suitable for families. Development proposals must:</p> <ul style="list-style-type: none"> i. Be predominantly between two and four storeys (approximately 6-15 metres) in height; and ii. preserve-Conserve or enhance heritage assets and their setting including Boscombe Manor Conservation Area and the listed Church of St. Andrew. 		
P5 Supporting text	<ul style="list-style-type: none"> • Central car park (BC.12), Richmond Hill car park (BC.13), Park Road car park (BC.14) and Eden Glen car park (BC.15) have the ability to bring forward development depending upon the findings of a town centre parking study we are currently working on and the formation of a resulting strategy. This will aim to balance encouraging sustainable transport and limiting through traffic by private vehicles with the need to support town centre businesses and tourism. Together the car park sites have the potential to provide 300 homes. • Telephone Exchange, Bath Road (BC.17) is considered suitable for residential development if the site becomes available as in many areas telephone exchanges are being reviewed and rationalised. 	Officer suggestion	Site no included in project list for telephone exchange closures
P5 Supporting text	<p>Local opportunity areas</p> <p>Bournemouth Central contains two local opportunity areas:</p> <p>Madeira Road and surrounds (BC.A) is a predominantly residential area located between Bournemouth's retail core and the Lansdowne area. Development within the area features a variety of architectural styles ranging from original Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the area are the larger, verdant plots featuring high quality Victorian villas.</p> <p>Crescent Road and surrounds (BC.B) is located between Bournemouth's retail core and the Cambridge Road dual carriageway. Like the Madeira Road and surrounds local opportunity area the strongest characteristics of this area are the larger, verdant plots featuring high quality Victorian villas. However, within this area a greater number of villas are still present.</p> <p>Within both local opportunity areas new development that enhances the character of the area by integrating with its positive historic characteristics while avoiding poorly executed pastiche is encouraged. Development should retain and restore Victorian villas that make a positive contribution to the townscape, such as 6 and 8 Crescent Road, and must preserve- conserve or enhance the setting of nearby listed buildings, conservation areas and the registered Bournemouth Central Gardens. Plots on Cumnor Road, Lorne Park Road and Christchurch Road provide opportunities for development with a more urban character, although this should still integrate with the historic character of the streets and incorporate good quality boundary treatments and landscaping.</p>	Historic England	Recommended by Historic England
Policy P5	<p>1. Town centre and sustainable neighbourhoods</p> <p>Bournemouth Town Centre will be a thriving and competitive destination that plays a key role in our economy. Bournemouth Town Centre and the Dean Park Sustainable Neighbourhood will be enhanced by:</p> <ul style="list-style-type: none"> a. Encouraging heritage-led regeneration that preserves-conserves or enhances the area's heritage; b. Supporting proposals that would increase footfall within the primary shopping area; c. Seeking to improve the leisure and cultural offer; d. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes): <ul style="list-style-type: none"> - Across the Lansdowne area 	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> - Avenue Road - Between the town centre and Bournemouth Train Station - Commercial Road - Exeter Road - Old Christchurch Road - St Peters Road, including the creation of a footway adjacent to the cemetery - The seafront promenade - Westover Road <p>e. Improving accessibility Bournemouth railway station;</p> <p>f. Requiring proposals to enhance connectivity for pedestrians, cyclists and public transport;</p> <p>g. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Livingstone Academy and St Michael's Church of England Primary School;</p> <p>h. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Lower Gardens, consideration of addition of play area provision - Central Gardens, including the replacement of the tennis air dome and play area improvements - Bourne Valley Greenway - The seafront, including the Coastal Nature Park and the investment in utilities, cafes, public toilets and infrastructure - Horseshoe Common - The provision of food stores to serve town centre residents - Pavilion forecourt on Westover Road, exploration of the provision of a public open space - The provision of additional community space - A new doctors' surgery <p>2. Retail</p> <p>Development in Bournemouth Town Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism and leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.</p> <p>The Bournemouth Town Centre Primary Shopping Area will be focused along Commercial Road, Old Christchurch Road and Westover Road and will be applied in undertaking the main town centre uses sequential test for retail uses. Development within this area should contribute to the vitality of the town centre, providing active frontages with ground floor retail, commercial, leisure or cultural uses.</p> <p>3. Employment</p> <p>Development within Bournemouth Town Centre will deliver a minimum of 15,400 square metres of new high quality office space.</p> <p>Proposals for the re-development of existing offices, including conversions, must re-provide at least 20% of the new internal floor space as high-quality office or research and development floor space (Use Class E(g)(i-ii)) for sale or let on the open market.</p> <p>The educational activities of our universities and higher education providers within the town centre, including the provision of additional teaching space and studio spaces, will be supported.</p> <p>4. Tourism</p> <p>Bournemouth Town Centre is a major tourist destination and proposals to broaden the offer through the development of new tourist attractions, leisure facilities, event, conference, exhibition, entertainment and cultural venues, will be supported.</p> <p>5. Housing</p> <p>A minimum of 6,330 homes will be built in the ward. Build to rent and co-living schemes will be suitable in the Lansdowne area. They may be suitable elsewhere in the town centre provided they do not result in an over concentration of similar uses, including student accommodation and HMOs, which may be detrimental to the overall balance and mix of uses within the town centre.</p>	<p>Network Rail</p> <p>Officer suggestion</p>	<p>Additional area where improvement required</p> <p>For clarity and consistency</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>6. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map. Temporary, meanwhile uses that enhance the cultural and leisure offer of the town centre will be supported on vacant and underused sites provided these do not compromise the delivery of the allocated site and are consistent with other policies within this Plan. We will work with service providers to secure the required sustainable transport infrastructure, additional school capacity and medical provision.</p> <p>a. Bournemouth Arc (BC.1)</p> <p>Sites that make up the Bournemouth Arc must be planned comprehensively as part of a masterplan to deliver a high-quality leisure and cultural offer which contributes to the role of the town centre as a major destination for tourists and local residents. Development proposals must:</p> <ul style="list-style-type: none"> i. Ensure the delivery of leisure and cultural uses (Use Classes F1(b-e), F2(c-d), theatres, venues for live music performance, concert halls and conferencing facilities); ii. Include hotels, residential, community and commercial, business and service uses (Use classes C1, C3, F2(b) and E) to support and enable the delivery of leisure and cultural uses; iii. Collectively provide a minimum of 400 homes; iv. Enhance the natural qualities of the area by retaining and providing high quality soft landscaping within sites, along with preserving or revealing public views of the sea; v. Provide public car parking in accordance with a strategy agreed to by the Council; vi. Ensure building heights are informed by a landscape and visual impact assessment and be predominantly between four and seven storeys (approximately 12-24 metres) in height; vii. Preserve-Conserve or enhance nearby heritage assets and their settings including the listed Pavilion, registered Gardens and the Royal Exeter Hotel; viii. Work with topography, ensuring building forms step gradually up sloping sites; ix. Delivery high quality public realm, where relevant improving the pedestrian connections between the historic Pleasure Gardens, the seafront and the Pier; and x. Where relevant, be informed by a Coastal Vulnerability Assessment and demonstrate it will not impact or be impacted by sea cliff stability. <p>b. Westover Road (BC.2)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a mix of uses with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2, theatres, venues for live music performance, concert halls and conferencing facilities) fronting Westover Road; ii. Collectively provide in the region of 400 130-new homes; iii. Ensure the historic building facades are retained and, where relevant, better revealed; iv. preserve-Conserve or enhance nearby heritage assets and their settings including the listed Pavilion, registered Gardens, the Old Christchurch Road Conservation Area and the East Cliff Conservation Area; v. Be predominantly between four and six storeys (approximately 12-21 metres) in height; and vi. Not compromise public realm, walking and cycling improvements on Westover Road. <p>c. Avenue Road/Commercial Road quarter (BC.3)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide for mixed use development which includes active ground floor uses such as retail, commercial, leisure or cultural uses addressing Commercial Road (Use Classes E, F1 and F2, theatres, venues for live music performance, concert halls and conferencing facilities); ii. Provide an active street frontage on Terrace Road and Avenue Road; iii. Collectively provide in the region of 500 new homes including around 150 homes on the former M&S site and around 100 homes on the Avenue Centre Site; iv. Increase the permeability of the site, creating Create an attractive, landscaped, public pedestrian route lined by building frontages connecting Commercial Road, Avenue Road and the Gardens; v. preserve-Conserve or enhance the heritage assets and their settings including the registered Gardens, listed War Memorial, listed former St. Andrew's Church, 1-9 Upper Terrace Road, the West Cliff and Poole Hill Conservation Area and locally listed buildings; vi. Work with the topography, ensuring building forms step gradually up the slope; vii. Not have an overbearing impact on views from within and across the Gardens; and 	<p>THAT Group</p> <p>Historic England</p> <p>FCERM</p> <p>Fortitudo</p> <p>Officer suggestion</p> <p>THAT Group</p> <p>Historic England</p>	<p>Clarification</p> <p>Recommendation by Historic England</p> <p>Recommendation by FCERM</p> <p>Clarification that active frontages are to be on Westover Road</p> <p>To reflect a number of planning permissions approved</p> <p>Clarification and additional flexibility</p> <p>Recommendation from Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>viii. Be predominantly between four and eight storeys (approximately 12-27 metres) in height. There may be potential for a small area of built form to extend up to 10 storeys (approximately 30 - 33 metres) in height if this is set back from the street frontages and located towards the north-west of the site.</p> <p>d. Lansdowne area (BC.4/Em.7)</p> <p>The Lansdowne area is appropriate for mixed-use development and will continue to act as a major office hub and area for higher education uses. Together sites within the Lansdowne area will provide a minimum of 1,800 900-homes. Development proposals must:</p> <p>i. Support economic growth through the provision of high-quality office, research and development or educational space (Use Classes E(g)(i-ii) and F1(a));</p> <p>ii. Ensure major development on existing employment sites re-provides at least 20% of the proposed gross internal floor space for high quality office use, research and development for sale or let on the open market, teaching space or medical/health care space (Use Classes E(e), E(g)(i-ii), and F1(a));</p> <p>iii. Ensure that development on the Cotlands Road car park and York Road site provide in the region of 12,000 square metres of high-quality office space and secure the provision of replacement public car parking spaces in the Lansdowne area in accordance with a parking strategy agreed to by the Council. If medical/health care premises to meet the needs of the local people has not been secured on an alternative site in the Lansdowne area, then space should be provided on the Cotlands Road site;</p> <p>iv. Ensure varied building heights, with building heights up to in the region of 30 storeys (approximately 90 metres) on the north east ends of Holdenhurst Road and Oxford Road, with heights dropping down significantly to lower scale townscape with buildings in the region of nine storeys (approximately 30 metres) on the eastern edge of the area opposite 2-20 St Swithun's Road South and adjacent to 1-44 Holdenhurst Road;</p> <p>v. Provide active ground floor uses (Use Classes E, F1 and F2) along Holdenhurst Road;</p> <p>vi. Take available opportunities to provide and enhance soft landscaping and trees;</p> <p>vii. preserve-Conserve or enhance heritage assets and their settings including, the East Cliff Conservation Area, the listed fire station, listed Bournemouth and Poole College, listed East Cliff United Reformed Church, locally listed buildings and the terraces at 1-44 Holdenhurst Road;</p> <p>viii. Not compromise proposals to enhance the public realm and improve walking and cycling infrastructure; and</p> <p>ix. Sequentially locate development, including building footprints, access and parking, such that it is outside areas at flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. A flood risk assessment will be required where flood risk is present, and it must be demonstrated that surface water storage is maintained through reprofiling or SuDS.</p> <p>e. Glen Fern Road (BC.5)</p> <p>Development proposals must:</p> <p>i. Provide a mixed-use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2);</p> <p>ii. Provide in the region of 300 new homes;</p> <p>iii. Secure public car parking within the town centre in accordance with a strategy agreed to by the Council;</p> <p>iv. Create attractive, active frontages to Glen Fern Road and Fir Vale Road;</p> <p>v. Enable footway widening and public realm improvements on Glen Fern Road and Fir Vale Road;</p> <p>vi. Be predominantly between four and nine storeys (approximately 12-30 metres) in height;</p> <p>vii. preserve-Conserve or enhance heritage assets and their settings, including the listed St Peter's Church, The Shul, Bournemouth Hebrew Congregational Synagogue, and the Old Christchurch Road Conservation Area;</p> <p>viii. Be informed by a drainage strategy, with SuDS and permeable surfaces along Glen Fern Road; and</p> <p>ix. Be informed by a flood risk assessment with additional modelling to address surface water flood risk at application stage.</p>	Officer suggestion	To reflect a number of planning permissions approved

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>f. Richmond Gardens (BC.6)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a residential development within the region of 200 new homes; ii. Retain the multistorey public car park; iii. Be predominantly between nine and twelve storeys (approximately 29-38 metres) in height; and iv. preserve Conserve or enhance nearby heritage assets and their settings, including the Old Christchurch Road Conservation Area and the listed Dalkeith building. <p>g. Former Buzz Bingo, 13 Lansdowne House, Christchurch Road (BC.7)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a residential development within the region of 35 new homes; ii. Be predominantly between three and five storeys (approximately 9-18 metres) in height; iii. Provide walking and cycling links to Christchurch Road at both ends of the site and connect to the public right of way to the east; iv. preserve Conserve or enhance nearby heritage assets and their setting including East Cliff Conservation Area and the listed Bournemouth and Poole College; and v. Retain the frontage building to Christchurch Road. <p>h. Former Highway Depot, Cambridge Road (BC.8)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a residential development within the region of 100 new homes; ii. Be predominantly between four and thirteen storeys (approximately 12-41 metres) in height; iii. preserve Conserve or enhance nearby heritage assets and their settings including the listed St Michael's Church and the registered Gardens; iv. Allow sufficient room to the north and western boundaries for the retaining wall of the Wessex Way to be inspected and maintained; and v. Provide additional tree planting on the land to the south of the site. <p>i. Former Beales, 36 Old Christchurch Road (BC.9)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a mixed-use development with active ground floor retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2) and within the region of 130 90 homes; ii. Be predominantly between ten and eleven storeys (approximately 30-33 metres) in height; iii. Explore the retention and conversion of the existing structure which makes a positive contribution to the Old Christchurch Road Conservation Area; iv. Preserve Conserve or enhance nearby heritage assets and their settings including the Old Christchurch Road Conservation Area and the adjacent listed St Peter's Church; and v. Provide servicing and accessing arrangements that do not compromise the pedestrianised area at Beale Place and Gervis Place. <p>j. Brandon, Clifton and Streate Place, St Peters Road (BC.10)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide residential development within the region of 30 homes; ii. Be predominantly between four and six storeys (approximately 12-21 metres) in height; and iii. Retain a soft landscaped frontage. <p>k. Former Belvedere Hotel and surrounds (BC.11)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Provide replacement tourist accommodation with a minimum of 80 beds, alongside in the region of 60 homes; ii. Be predominantly between three and seven storeys (approximately 9-24 metres) in height; and iii. Provide a soft landscaped frontage to Bath Road. 	<p>Officer suggestion</p> <p>Historic England</p>	<p>To reflect the recently approved planning application</p> <p>Recommendation from Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>u. ASDA, St Pauls Road and surrounds (BC.18)</p> <p>Development proposals must, where relevant:</p> <p>i. Provide a mixed-use scheme Support the delivery of a mix of uses across the site which includes with a minimum of 100 homes alongside other town centre uses such as a hotel, retail, commercial, leisure or cultural uses (Use Classes C1, E, F1 and F2);</p> <p>ii. Explore the opportunities to work with the Council to deliver a comprehensive scheme that includes the reconfiguration improvements to the of-adjoining highway land at St Paul's Road and Bournemouth Train Station Roundabout;</p> <p>iii. Provide Facilitate the provision of a direct pedestrian route between the train station entrance and Holdenhurst Road and between the train station and Oxford Road;</p> <p>iv. Provide public car parking in accordance with a strategy agreed to by the Council;</p> <p>v. Be predominantly between five and nine storeys (approximately 15-30 metres) in height;</p> <p>vi. Preserve Conserve or enhance nearby heritage assets and their settings including the listed train station and the listed East Cliff United Reformed Church;</p> <p>vii. Reconfigure the access onto St Paul's Road and work with the Local Highway Authority to ensure the scheme supports the reconfiguration of the Bournemouth Train Station Roundabout, the Station Approach/Southcote Road junction and Holdenhurst Road; and</p> <p>viii. Ensure a sequential approach is taken such that development, including building footprints, car parking and access/egress, is located outside areas at flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. A flood risk assessment is required at planning application stage, and the drainage strategy must demonstrate that the flood risk on site can be adequately managed using SuDS.</p>	ASDA Stores	To provide clarification surrounding how future development could take place
P6 Supporting text	<p>Sustainable neighbourhoods</p> <p>Broadstone Sustainable Neighbourhood covers most of the ward and is based on the approximate walking catchment of Broadstone District Centre, a busy vibrant hub with a strong retail core offering a wide range of shops, services, facilities and offices. Much of the area is residential and is well-connected to strategic and local open spaces, benefitting from direct bus routes to Poole Town centre and Wimborne. There are first, middle and upper schools, open spaces, play areas, doctors' surgeries, and a leisure centre.</p> <p>The Broadstone ward is largely covered by the Broadstone Neighbourhood Plan, it covers almost all of the Broadstone ward except for a small area west of York Road. Further details about the neighbourhood plan and its policies for the area can be found on our website.</p>	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas
P6 Supporting text	<p>Broad townscape characteristics</p> <p>The ward predominantly consists of residential uses. There are examples of Victorian and Edwardian villas, although much of the area is characterised by suburban bungalows and houses dating from the 1930s onwards, with significant post-war development having taken place on what was part of Upton Heath and Broadstone Heath.</p> <p>In some areas such as on/around Upper and Lower Golf Links Road, Ridgeway, High Park Road, and Dunyeats Road (to the east of Lower Golf Links Road) the defining characteristics are the sylvan character of streets, due to the high level of screening soft landscaping. These areas typically feature plots where vegetation screens and provides a backdrop to development, with glimpses of buildings. It is important that new development in these areas integrates with and enhances these characteristics. The ward also includes two conservation areas taking in Tudor Road/Golf Links Road and the Ridgeway/Broadstone Park. These areas reflect the special architectural quality of the buildings, their setting and prominence, the landscaping and views. It is important that new development in these areas is sensitively managed to preserve conserve or enhance their character and appearance.</p> <p>Throughout the ward, new development should typically incorporate good quality soft landscaping and front boundary treatments, integrate with the positive characteristics of existing development and strengthen the relationship between buildings and the street where this is presently weak. In areas where period architecture is a key characteristic, new development should take design cues from its positive characteristics, including articulation, materials, detailing and the proportions of key architectural features, while avoiding poorly executed pastiche.</p>	Historic England	Recommended by Historic England
P6 Supporting text	<p>Site allocations</p> <p>Goods Yard Car Park, Station Approach (B.1) is a small car park site that provides an opportunity for development that is sympathetic and complementary to the adjoining public house.</p>	Officer suggestion	Site is largely now under construction

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Broadstone Business Centre (B.2) provides a range of commercial space for small businesses and start-ups, this kind of commercial space should be retained as part of any redevelopment.</p> <p>Local opportunity areas</p> <p>Broadway and surrounds (B.A) Local Opportunity Area is focused on the Broadway District Centre, a sustainable location served by a high frequency bus route. Within the area there is potential for new development to enhance the area's townscape character and strengthen local distinctiveness. Development should take design cues from positive characteristics of period architecture within the area while avoiding poorly executed pastiche and preserve-conserve or enhance the character or appearance of the conservation areas. On other streets within the local opportunity area there are some infill/redevelopment opportunities, but a more sympathetic scale of development is required.</p>	<p>Councillor Sidaway</p> <p>Historic England</p>	<p>Clarification</p> <p>Recommendation by Historic England</p>
Policy P6	<p>Site allocations</p> <p>Goods Yard Car Park, Station Approach (B.1) The site is allocated for in the region of 30 homes on the former car park. Development proposals must: i. Retain the Broadstone Hotel/former Goods Yard public house building; ii. Provide an active frontage to Station Approach; iii. Be predominantly between three and four storeys (approximately 9-15 metres) in height, stepping down to the public house; and iv. Preserve or enhance heritage assets and their settings including the Tudor Road/Golf Links Road Conservation Area and the locally listed Goods Yard public house.</p> <p>b. Broadstone Business Centre (B.2) is allocated for a range of commercial space for small businesses and start-ups.</p>	Officer suggestion	Site has consent and is under construction with the first floor completed
P7 Supporting text	<p>Sustainable neighbourhoods</p> <p>Burton and Grange contains three sustainable neighbourhoods: Somerford Sustainable Neighbourhood is served by a network of shops and community facilities within local centres. These provide amenities and facilities to meet residents' day-to-day needs, although their offering could be improved. The area also benefits from a high frequency bus service which provides access to Christchurch Town Centre for a greater variety of amenities and facilities, employment areas at Somerford Road and Airfields Way which provides local employment opportunities. Primary and secondary schools, open spaces, play areas and doctors' surgeries are largely within a walkable distance.</p> <p>Burton Sustainable Neighbourhood is one of the less sustainable locations within the BCP area given the relatively limited facilities. However, the village is served by some local community shops (one including a post-office), a community centre and several churches (with church halls), and a primary school which help to meet residents' day-to-day needs and provide focal points for the village. There is scope for these facilities to be improved where there is a need. Sustainable transport options for access to employment opportunities and locations that provide a wider range of facilities and amenities are available, although bus routes are not high frequency. Pedestrian and cycle routes to surrounding places could also be improved. The nearest doctors' surgery is in Somerford following the closure of the village's surgery in April 2024.</p> <p>Roeshot Hill Sustainable Neighbourhood is a strategic housing allocation providing a minimum of 875 homes and facilities to help meet the daily needs of new residents. As the site is separated from the existing built-up area by roads that support fast-moving traffic, careful design is required to ensure the new community is well integrated into the wider Christchurch area, including through high quality connectivity for pedestrians and cyclists to and from the Somerford Sustainable Neighbourhood. A new open space with play facilities and sports pitches will be provided whilst green corridors will improve biodiversity. Pedestrian and cycle routes will be required to link with Burton and Somerford.</p> <p>Part of the Burton and Grange ward is largely covered by the Burton Neighbourhood Plan area and part of the ward is covered by the Christchurch Neighbourhood Plan area. Further details about the neighbourhood plan areas can be found on our website.</p>	<p>Timothy Hallpike</p> <p>Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council</p>	<p>Clarification</p> <p>To acknowledge Neighbourhood Plan areas</p>
P7 Supporting text	<p>Site allocations</p> <p>Burton and Grange contains two site allocations: Land South of Burton (BG.1) forms an urban extension to the village of Burton that will provide a mix of new homes and commercial and/ or community uses. The site is in a sensitive location partly falling within the Burton Village Conservation Area and contains a listed barn. Development will need to be sympathetically designed to preserve-conserve or enhance these heritage assets and their settings</p>	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>considering the scale, layout and appearance of new development. The new development will also need to provide a robust Green Belt boundary to the south of the site and ensure an attractive transition between the development and countryside.</p> <p>Roeshot Hill (BG.2) falls within both the Burton and Grange and Mudeford, Stanpit and West Highcliffe wards. Please see the Mudeford, Stanpit and West Highcliffe ward policy for information and policy requirements.</p>		
Policy P7	<p>1. Sustainable neighbourhoods The sustainable neighbourhoods within Burton and Grange will be enhanced by:</p> <ul style="list-style-type: none"> a. Strengthening the retail and community facility offer and enhancing the townscape quality of the Somerford Local Centres; b. Supporting provision of local community shops and facilities within Burton where a need is demonstrated; c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes): <ul style="list-style-type: none"> - Between Burton and Winkton (enhancement of pedestrian route) - Somerford Road - Stony Lane d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including: <ul style="list-style-type: none"> - Enhancements to the retail and community facility offer within the Burton Sustainable Neighbourhood - Avon Valley Path, exploring opportunities to enhance wayfinding and accessibility to improve its function as a strategic greenway, with the route adjusted to avoid future flooding and new wetland habitat - Recreational paths over water meadows to the east of River Avon - Mude Valley Nature Reserve and the Mude Valley path, including to improve accessibility, enhancing the nature in the area and environmental management - Martin's Hill Recreation Ground - Winkton Fields and adjacent school field - Waterman's Park (Green Heart Park), realising the agreed masterplan for the area e. Improving the safety and attractiveness of walking and cycling routes to and around schools; and f. Working with public transport operators to maintain high frequency bus routes within the area, improving other bus services and exploring opportunities for evening services. <p>1. Site allocations The following sites are allocated for development and are shown on the policies map:</p> <p>a. Land south of Burton (BG.1) The site is allocated for in the region of 40 homes and commercial and/or community uses (Use classes E, F2(a) and F2(b)). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide 40% affordable housing and focus on delivering housing suitable for families; ii. Reflect the scale and character of properties within Burton Village Conservation Area; iii. preserveConserve and enhance heritage assets and their settings including Burton Village Conservation Area and the listed barn on site; iv. Create a separation distance between the heritage assets and new buildings using a suitable landscaped buffer; v. Retain and sympathetically convert the listed barn on site; vi. Provide a footpath link to the proposed Roeshot Hill SANG; vii. Contribute towards community facilities to enhance the sustainability of Burton; viii. Ensure good permeability and accessibility within the site; ix. Provide pedestrian and cycle access which integrates with the surrounding neighbourhoods; x. Provide vehicular access from Salisbury Road; xi. Create a sympathetic edge to the adjacent countryside with a robust Green Belt boundary; xii. Provide an archaeological assessment to accompany any planning application; and xiii. Be informed by modelling that demonstrates development can be sequentially located within the site and that flood risk will not be increased on or off site. The site may need re-profiling to ensure that the building footprint, car parking and access/egress are located outside the areas of surface water flood risk. A flood risk assessment will be required at planning application stage, and a drainage strategy must demonstrate that the risk can be adequately managed by using SuDS. 	<p>Natural England</p> <p>Historic England</p>	<p>Additional information</p> <p>Recommendation by Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	Developer contributions may be required towards sustainable transport infrastructure. b. Roeshot Hill (BG.2) (see Mudeford, Stanpit and West Highcliffe ward policy)		
P8 Supporting text	<p>Sustainable neighbourhoods</p> <p>Canford Cliffs contains seven sustainable neighbourhoods:</p> <p>Canford Cliffs Sustainable Neighbourhood is based around the local centre at Haven Road, which provides a number of services and shops. This area benefits from good access to open space, including the beach promenade. There is potential for the commercial and services offering to be improved, particularly with the provision of improved medical and healthcare services, and improvements to the public realm.</p> <p>Sandbanks Sustainable Neighbourhood covers the Sandbanks peninsula. There are some limited facilities and shops, however it would be beneficial to provide additions to this to serve local residents as well as tourists. Due to its geography and limited facilities the area is not particularly sustainable, although it does have bus services running regularly throughout the summer. Bus connectivity could be better improved here to allow access up to the Canford Cliffs Local Centre, and to provide a better all-year-round service for residents.</p> <p>Branksome Park and Alum Chine Sustainable Neighbourhood is an area which benefits from multiple walking and cycling routes to the coastline, however these would benefit from some improvement. There are very few facilities and shops for residents, with what is available being focused on tourism along the seafront, therefore it would be a benefit to the area to provide more local shops and services to encourage sustainable travel, and less journeys by private vehicle. Bus connectivity could be better improved here to allow easier access to Westbourne District Centre.</p> <p>Lilliput Sustainable Neighbourhood falls partially within Canford Cliffs ward and includes residential areas south of Lilliput Road and to the east of Luscombe Valley. There is access to a retail centre at Lilliput. Walking and cycling infrastructure could be improved here to facilitate sustainable travel to Lilliput Church of England Infant School.</p> <p>Westbourne Sustainable Neighbourhood falls partially within Canford Cliffs ward, with its southern boundary along Leicester Road and part of Western Road. The area is within walking distance of Westbourne District Centre, however there are several parts of this area where significant walking and cycling improvements are required to make this a more attractive and viable option.</p> <p>Branksome Sustainable Neighbourhood falls partially within Canford Cliffs ward. There is good access to Branksome Local Centre, Branksome Train Station, and high frequency bus routes. Improvements to walking and cycling in this area to encourage sustainable travel would be beneficial.</p> <p>Penn Hill Sustainable Neighbourhood falls partially within Canford Cliffs ward and has easy access to the retail centre at Penn Hill along Canford Cliffs Road and Leicester Road.</p> <p>Part of the ward covered by the Sandbanks Peninsula Neighbourhood Plan area. Further details about the neighbourhood plan area can be found on our website.</p>	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas
P8 Supporting text	<p>Site allocations</p> <p>Beach Road car park (CC.1) and potentially Penn Hill car park (CC.2) are suitable for sympathetic development that enhances the character and appearance of the areas they fall within. The sites are surrounded by trees which form an important characteristic of the sites. It is therefore important that these trees remain dominant, with built form being subservient, below the tree canopy.</p>	Officer suggestion	To reflect that further parking survey work is required at Penn Hill
Policy P8	<p>1. Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods in Canford Cliffs will be enhanced by:</p> <p>a. Strengthening the role of Canford Cliffs Local Centre;</p> <p>b. Supporting provision of local community shops and facilities on key streets within the Branksome Park and Alum Chine Sustainable Neighbourhood where a need is demonstrated;</p> <p>c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):</p> <ul style="list-style-type: none"> - County Gates roundabout, including the underpass - Canford Cliffs Road - Leicester Road - Sandbanks Road, including improved access to the sailing club and the junction with Lilliput Road/Anthony Avenue 	Dorset Lake Community group. Vicky Moss	Additional information

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> - Shore Road and Banks Road, including improvements to drainage - The promenade between Sandbanks and Bournemouth - Western Road/The Avenue, including the associated junction - Wilderton Road and Wilderton Road West, provision of pavements <p>d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Lilliput Church of England Infant School;</p> <p>e. Exploring opportunities to reconfigure parking bays on Banks Road, opposite Sandbanks car park adjacent to the shops and restaurants, and along Haven Road within the local centre to allow for outdoor seating and pavement widening, subject to sufficient parking to support local businesses;</p> <p>f. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Sandbanks Pavilion - Branksome Dene Chine Community Room - Canford Cliffs Chine, improvements to play and adult fitness equipment - Branksome Chine - Luscombe Valley - Sandbanks Open Space - Branksome Dene Chine, improvements to infrastructure and woodland management - Branksome Chine Woods, infrastructure improvements to the woodland walks, paths, stream and pond areas, including walls and natural features - Branksome Park Bowls Club - Branksome Park Tennis - The seafront - Poole Harbour Trail, including wayfinding and accessibility to improve its function as a strategic greenway <p>g. Enabling infrastructure for the provision of a water taxi service along the seafront;</p> <p>h. Exploring options for coach/bus pick up and drop off areas for the seafront;</p> <p>i. Working with public transport operators to explore opportunities to improve bus services within the area.</p> <p>4. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Beach Road car park (CC.1)</p> <p>The site is allocated for in the region of 60 homes. Development proposals must:</p> <p>i. Be accessed via Western Road and have a separate access from the remaining car park area;</p> <p>ii. Retain mature trees on site;</p> <p>iii. Be informed by a Coastal Vulnerability Assessment and demonstrate it will not impact or be impacted by sea cliff stability;</p> <p>iv. Preserve-Conserve or enhance the character and appearance of nearby heritage assets including the Branksome Park and Chine Gardens Conservation Area; and</p> <p>v. Demonstrate it is subservient to the surrounding trees, being predominantly six storeys (approximately 18-21 metres) in height.</p> <p>b. Penn Hill car park (CC.2)</p> <p>Subject to a review of car parking usage if the site is considered surplus to requirements the site is allocated for in the region of 20 homes. Development proposals must:</p> <p>i. Retain mature trees on site;</p> <p>ii. Preserve-Conserve or enhance the character and appearance of nearby heritage assets including the Branksome Park and Chine Gardens Conservation Area; and</p> <p>iii. Demonstrate it is subservient to the surrounding trees, being predominantly between two and three storeys (approximately 6-12 metres) in height.</p> <p>5. Local opportunity areas</p> <p>a. 7-23 Lindsay Road (CC.A)</p> <p>Development is encouraged that enhances the area's quality and character. Development proposals must:</p>	<p>FCERN Historic England</p> <p>Dominic Land Anthony Vickery Christopher Richards David Glasbrook Marilyn Amos Lesley Watkins Patsy Jane Mark Steele Christian and Annie Bugiel Marcelle King Fiona Gregson Paul Collins Paul Gill Dorset Lake Community Anthony Vickery</p>	<p>Recommendation by FCERM Recommendation by Historic England</p> <p>To clarify the development can only take place once it is confirmed the site is surplus to requirements</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>i. Be up to and not in excess of two and a half three storeys (approximately nine 12 metres) in height; and</p> <p>ii. Be of a high quality of design that integrates with and preserve-conserves or enhances the character and appearance with the Branksome Park and Chine Gardens Conservation Area, including with regards to bulk and massing of buildings and preservation or reinforcement of the dominance of planting and landscaping.</p>	<p>David Glasbrook Denise Richards Janet Shenton John Challinor Teresa Wellwood</p>	
C10 Supporting text	<p>Christchurch Town ward includes the historic town centre of Christchurch. The area is rich in history and contains many heritage assets which particularly cluster around the priory and castle. The River Avon runs through the ward and bisects the town centre. The high street is the main shopping area. The main residential areas lie north and west of the town centre and to the east at Purewell. The towns rich heritage and attractive riverside setting are a key draw for residents and visitors to the area. The Green Belt areas to the south include part of the Stanpit Marsh SSSI (an important wildlife habitat), the Riversmeet greenspace, the marina, the boatyard and the Quomps play area and splash park.</p> <p>Like many other centres, Christchurch Town Centre has experienced a shift away from traditional retail uses and the town centre includes a number of cafes and restaurants. North of the railway line is the Avon Trading Park Employment Area and the Christchurch Retail Park. To the east is Purewell Local Centre and Groveley Road Employment Area.</p> <p>Given the historic pattern of development, the scope for regeneration in Christchurch Town is more limited than Bournemouth or Poole Town Centres and future development will be based around promoting the town centre as a place to shop, participate in leisure activities, enjoy culture, and access key facilities and services.</p> <p>The Christchurch Town ward along with parts of the neighbourhood wards of Commons, Burton and Grange and Mudeford, Stanpit and West Highcliffe are covered by the Christchurch Neighbourhood Plan area. Further details about the area can be found on our website.</p> <p>Sustainable neighbourhoods Christchurch Town contains three sustainable neighbourhoods: North Christchurch and South Christchurch Sustainable Neighbourhoods are based on the approximate walking catchment to the Christchurch Primary Shopping Area. They are two of the most sustainable neighbourhoods within the BCP area, with good access to the railway station, a high frequency bus route and walking access to a good range of shops and services in the town centre. Both sustainable neighbourhoods are within a walkable distance of primary schools and doctors' surgeries and are within a 30-minute walk or bus journey to secondary schools. The North Christchurch neighbourhood also has the benefit of access to shops and facilities at Barrack Road and the employment area at Avon Trading Park. Whilst the South Christchurch neighbourhood also has good access to open spaces, the North Christchurch neighbourhood lacks this. The natural coastal environment and harbour are key to the tourism draw to this area, and important for residents. Purewell Sustainable Neighbourhood is focused on the local centre of Purewell. The neighbourhood has good access to shops and services with some areas within a walkable distance of the Christchurch Primary Shopping Area and all areas are within a walkable distance of the local centre. The area also has a primary school, GP surgery and play areas within a walkable distance and is within a 30-minute walk or bus journey to a secondary school. The area benefits from a high frequency bus route running east-west through the ward. All but the northern most tip of the neighbourhood have good access to large open spaces. The natural coastal environment and harbour are key to the tourism draw to this area, and important for residents.</p>	<p>Christchurch Town Council Neighbourhood Plan Working Group</p> <p>Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council</p> <p>Christchurch Town Council Neighbourhood Plan Working Group</p>	<p>Additional information</p> <p>To acknowledge Neighbourhood Plan areas</p> <p>Additional information</p>
C10 Supporting text	<p>Local opportunity areas Christchurch Town contains three local opportunity areas: Barrack Road (south of railway) (CT.A) Local Opportunity Area is sustainably located on a high frequency bus route and in proximity to Christchurch Train Station and Town Centre. However, this is also a key route for fast moving motorised traffic and presents an unattractive environment for pedestrians and cyclists. Existing development also typically features large setbacks from the street and provides a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area. Barrack Road (north of railway) (CT.B) Local Opportunity Area is focused on the Barrack Road Local Centre and located in a highly sustainable location served by a high frequency bus route. There is potential for enhancements to townscape character through new development that integrates with and takes design</p>	Officer suggestion	Clarification and consistency

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>cues from positive period architecture characteristics within the area, such as through use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche.</p> <p>Christchurch Retail Park (CT.C) Local Opportunity Area is in a highly sustainable location adjacent to a high frequency bus route and is in proximity of Christchurch Town Centre and Christchurch Train Station. However, the current big box retail and surface parking format represents inefficient use of land, encourages travel by private vehicle and likely contributes to congestion problems within the area, while resulting in a low-quality environment for pedestrians and cyclists. The existing townscape quality and relationship with the surrounding streets is poor. Any redevelopment proposals should therefore improve the pedestrian and cyclist environment within and around the site, through improvements to infrastructure, introduction of a fine-grained character, perimeter blocks with buildings overlooking streets within and around the site, and enhanced tree planting and landscaping. Proposals will need to be informed by a comprehensive masterplan or design code given the site's complexity and likely need for phasing. Furthermore, proposals for retail and other main town centre uses will be subject to a full retail-main town centre uses sequential test and in some cases a retail impact assessment as the site is located outside of a retail centre. Given the scale of the site we expect to see innovative and distinctive design, but this should follow accepted design principles that are known to create high quality places and integrate with the surrounding areas. The layout of development and design of the public realm should provide space for people to meet to foster a sense of community and civic function.</p>		
C10 Supporting text	<p>Town centre archaeology</p> <p>Many historic buildings, structures and old burgage plots within the Town Centre Heritage Conservation Area contain earlier structures and materials. Where a site is considered to have archaeological interest (a site which holds, or potentially holds, evidence of past human activity worthy of excerpt-expert investigation) the site should be assessed using appropriate expertise where necessary. We will require the developer to submit an appropriate desk-based assessment and where necessary a field evaluation.</p>	Officer suggestion	Typo
Policy C10	<p>1. Town centre and sustainable neighbourhoods</p> <p>Christchurch town centre will continue to be a key destination for visitors and residents, a place rich in history and character. Christchurch town centre and the sustainable neighbourhoods within Christchurch will be enhanced by:</p> <ol style="list-style-type: none"> Encouraging heritage-led regeneration that preserves-conserves or enhances the area's heritage; Supporting proposals that would increase the footfall within the primary shopping area; Strengthening the retail and community facility offer, and townscape quality of the Barrack Road and Purewell local centres; Seeking to improve the leisure and cultural offer; Continuing to work with the Environment Agency and other external partners to develop the Christchurch Bay and Harbour Flood and Coastal Erosion Risk Management Strategy. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes): <ul style="list-style-type: none"> - Around Fountain Roundabout and Stony Lane Roundabout - Across River Avon in the northern part of the ward (provision of pedestrian and cyclist bridge) to provide access to the water meadows - Barrack Road - Bargates and Fairmile Road - Bridge Street and Purewell - Stour Road - Stony Lane and Stony Lane South. - Willow Drive and Sopers Lane - Additional pedestrian and cycling bridges over the railway Improving the safety and attractiveness of walking and cycling routes to and around schools; Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including: <ul style="list-style-type: none"> - The Stour Valley River Corridor Project - Christchurch Harbour Trail and Avon Valley Path, enhancements to wayfinding and accessibility to improve their function as strategic greenways. - Two Riversmeet Leisure Centre - Stanpit and Riversmeet SANG, continued enhancements - Barrack Road Recreation Ground, including the children's hub and options for wider use for recreation use, play area improvements and use as a strategic green space - Mill Stream 	Historic England	Recommendation by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>- Quay/Quomps, improvements such as native planting near rowing club, successive willow planting, pathway and quay wall improvements - East Dorset Bowls Club - Portfield Community Hall - Druitt Hall.</p> <p>2. Retail Development in Christchurch Town Centre should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism and leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity. The Christchurch Primary Shopping Area will continue to be focused along High Street, Bargates and Castle Street, and will be applied in undertaking the main town centre uses sequential test for retail uses. Development within this area should provide active ground floor frontages through the provision of retail, commercial, leisure or cultural uses (Use Classes E, F1 and F2).</p> <p>3. Housing It is expected that around 610 homes will be built in the ward, further homes and windfall on some sites will be built subject to resolution of flood risk issues. Residential development will be supported in the town centre where it complements the retail, tourism and leisure, and employment function of the town centre, and where it provides well-designed high quality living environments that include a mix of unit sizes and the provision of outside amenity space for residents.</p> <p>4. Site allocations The following sites are allocated for development and are shown on the policies map: a. Land at Stour Road (CT.1) The site is allocated for residential uses within the region of 20 homes. Development proposals must: i. Overlook the train station car park; ii. Be predominantly between two and four storeys (approximately 6-15 metres) in height; and iii. Engage with Network Rail.</p> <p>b. Avon Trading Park frontage (CT.2) The site is allocated for residential uses within the region of 20 homes. Development proposals must: i. Overlook Fairmile Road; and ii. Be predominantly three and a half storeys (approximately 9-12 metres) in height; iii. conserve and enhance the scheduled monument and its setting, keeping clear of its physical footprint and seeking opportunities to provide public access and interpretation; and iv. Engage with Network Rail.</p> <p>c. Former Magistrates Court and surrounds (CT.3) This site is allocated for in the region for 200 homes. Development proposals must: i. Provide 40% affordable housing; ii. Address Barrack Road; iii. Incorporate retail, commercial and/or community uses (Use Classes E and F1) fronting onto Fountain Roundabout and part of Barrack Road; iv. Create a new vehicular, pedestrian and cycle access from Barrack Road; v. Provide a good quality pedestrian and cycle connection between Barrack Road and Bargates; vi. Incorporate footway widening to provide a shared pavement of a minimum of 4 metres along Barrack Road and linking around into Bargates; vii. Preserve-Conserve and enhance heritage assets and their settings, including Christchurch Central Conservation Area; viii. Be predominantly between two and four storeys (approximately 6-12 metres) in height . ix. Within the areas of flood risk be defended such that the area fronting Barrack Road does not flood during its lifetime.</p>	Officer suggestion	Clarification and consistency
		Network Rail	To ensure any development considers the rail operation requirement
		Historic England Network Rail	Recommendation by Historic England To ensure any development considers the rail operation requirement

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Sites subject to SFRA Level 2 assessment</p> <p>The following sites will be brought forward subject to ongoing work on the Christchurch Bay and Harbour FCERM Strategy and a corresponding funding plan to resolve the flood risk issues, and completion of an updated SFRA Level 2 for Christchurch Harbour. It is not anticipated that this will be until later in the plan period. These sites are required to meet deliver strategic housing and commercial needs requirements and pass the sequential test.</p> <p>d. Stony Lane South (south of Bridge Street) (CT.4):</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Together provide a minimum of 240 homes including in the region of 150 homes on the former gas works site and in the region of 25 homes on the Two Riversmeet car park to the west of the leisure centre; ii. Retain the Two Riversmeet Leisure Centre with sufficient parking to support its operation; iii. Retain or provide a replacement bus/coach pick up point; iv. Be predominantly between two and four storeys (approximately 6-15 metres) in height; v. Preserve-Conserve or enhance heritage assets and their settings including the Christchurch Central Conservation Area, Purewell Conservation Area, the listed buildings on Bridge Street and Purewell, and the locally listed gas works building fronting Bridge Street; vi. Ensure there are window, openings and/or doors Provide an active frontage onto Bridge Street to provide overlooking and activity; vii. Provide permeable site layouts with pedestrian and cycle links between Bridge Street and Two Riversmeet Leisure Centre; and viii. Include relocation of the existing Bridge Street signalised pedestrian crossing further west towards the River Avon bridge . <p>e. Stony Lane (north of Bridge Street) (CT.5)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Together provide a mix of uses and a minimum of 300 homes including in the region of 85 homes on the Beagle site; ii. Be predominantly between two and four storeys (approximately 6-15 metres) in height; iii. Preserve-Conserve or enhance heritage assets and their settings including the Christchurch Central Conservation Area, Purewell Conservation Area and the listed and locally listed buildings on Bridge Street and Purewell; and iv. Provide active frontages-Ensure there windows, openings and/or doors onto Bridge Street and Stony Lane to provide overlooking and activity. <p>Development of these sites will be supported in principle for residential and commercial development, subject to:</p> <ul style="list-style-type: none"> i. Further evidence from the Christchurch Bay and Harbour FCERM Strategy; ii. An associated, realistic and substantiated funding strategy; iii. An updated SFRA Level 2 that confirms the sites can be considered to fall outside the Very High Flood Risk Area (Future Flood Zone 3b – Functional Flood Plain); iv. An updated SFRA Level 2 and / or site-specific flood risk assessment confirming that the sites can be made safe for their lifetime, and the exception test is passed. In all cases a financial contribution will need to be secured through a Section 106 Agreement towards the delivery of the strategic flood defences . <p>5. Local opportunity areas</p> <p>In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:</p> <p>a. Barrack Road (south of railway) (CT.A)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Be up to and not in excess of four storeys (approximately 12-15 metres) in height on the road frontage; ii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street; and iii. If adjacent to the railway line engage with Network Rail. 	<p>Christchurch Town Council Neighbourhood Plan Working Group</p> <p>Christchurch Town Council Neighbourhood Plan Working Group</p> <p>Churchill Retirement Living</p> <p>Historic England</p> <p>Churchill Retirement Living</p> <p>Network Rail</p>	<p>Clarification</p> <p>To ensure coach/bus pick up area is not lost through any redevelopment</p> <p>Clarification on what is required from the development</p> <p>Recommendation from Historic England</p> <p>Clarification on what is required from the development</p> <p>To ensure any proposals do not impact on the operation of the rail network</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>b. Barrack Road (north of railway) (CT.B)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Be up to and not in excess of three storeys (approximately 9-12 metres) in height on the road frontage; ii. Enhance the local centre's retail and community facility offer; and iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street. <p>c. Christchurch Retail Park, Barrack Road (CT.C)</p> <p>Any redevelopment proposals should be informed by a comprehensive masterplan or design code, make efficient use of land and enhance the area's townscape character. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site; ii. Provide a fine-grained character and feature building heights up to and not in excess of three and a half storeys (approximately 12 metres); iii. Form perimeter blocks, with buildings facing the streets within and around the site; iv. Enhanced tree planting and landscaping along key routes within and around the site; and v. If adjacent to the railway line engage with Network Rail. <p>Proposals for retail and main town centre uses will be subject to a full main town centre uses sequential test and in some cases a retail impact assessment. Such proposals should make efficient use of land through a mix of uses with provision of residential uses on upper floors.</p>	<p>Network Rail</p> <p>Officer suggestion</p>	<p>To ensure any proposals do not impact on the operation of the rail network</p> <p>Clarification and consistency</p>
C11 Supporting text	<p>Sustainable neighbourhoods</p> <p>Jumpers Common Sustainable Neighbourhood makes up the built-up area of the ward across Jumpers Common. This area contains a number of facilities and local shopping opportunities that provide the potential for the area to operate as a sustainable neighbourhood. While there is not one central focal point the shops within the local centres provide a range of facilities for local residents. The neighbourhood also benefits from schools, community halls, a scout hut, allotments, Christchurch Hospital, open spaces and is in relatively close proximity of Christchurch Town Centre.</p> <p>Hurn is a much smaller settlement but along with the community shop contains a sports and social club. Other facilities and attractions also exist in the north of the ward including a theme park, aviation museum, ski centre and sports ground at Chapel Gate. Bournemouth airport acts as a significant employment area and some land to the south of Parley Lane is being worked for mineral extraction.</p> <p>Part of the Commons ward covered by the Hurn Neighbourhood Plan area and part of the ward is covered by the Christchurch Neighbourhood Plan area. Further details about the neighbourhood plan areas can be found on our website.</p>	<p>Christchurch Town Council Neighbourhood Plan Working Group</p> <p>Bournemouth Airport</p> <p>Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council</p>	<p>Additional information</p> <p>To highlight the employment role and uses taking place in the area</p> <p>To acknowledge Neighbourhood Plan areas</p>
C11 Supporting text	<p>Broad townscape characteristics</p> <p>The sustainable neighbourhood predominantly consists of residential uses. Residential development within the area is generally interwar/postwar suburban detached or postwar estate housing typical of many of the BCP area's suburbs. The strongest characteristics of these areas are the linear, tree lined streets featuring good quality boundary treatments and attractive examples of 1930s architecture. New development within such areas should typically incorporate good quality soft landscaping and boundary treatments to the front, integrate with the positive characteristics of existing development while adding appropriate interest, and strengthen the relationship between buildings and the street where this is presently weak.</p> <p>Hurn has its own unique village character and is within a conservation area. It is important that development is of a modest scale and character, maintains the village's rural character and preserves-conserves or enhances the character and appearance of the conservation area.</p> <p>The ward also includes an employment area, where development generally is of a utilitarian nature and the public realm is of a poor quality. New development should improve the character of these areas, including through incorporation of good quality tree planting and landscaping and the use of perimeter blocks where possible.</p>	<p>Historic England</p>	<p>Recommended by Historic England</p>
Policy C11	<p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p>		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>a. Queensmead, Fairmile Road (Co.1)</p> <p>The site is allocated for education purposes (Use Class F1(a)) or if not required for education, residential uses. It is anticipated the site will deliver in the region of 20 homes, which should include some housing suitable for families or in the region of 30 extra care bed spaces. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide access off Bronte Avenue; ii. Retain mature trees on site; and iii. Be predominantly between two and three storeys (approximately 6-12 metres) in height. <p>b. Christchurch Hospital (Co.2)</p> <p>The site is allocated for healthcare uses (Use Class E(e)), proposals to expand and improve these facilities will be supported. Where existing healthcare uses are consolidated, residential uses which could include key worker homes, care or extra care uses, would be suitable on any surplus land providing in the region of 160 400 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Include some homes suitable for families; and ii. Be predominantly between two and three storeys (approximately 6- 9 12-metres) in height and up to five storeys (approximately 15 metres) in the centre of the site. <p>Note: Bournemouth Aviation Park (Em.1) forms a strategic employment allocation and proposals will be determined in accordance with Policy E3.</p>	<p>Officer suggestion</p> <p>University Hospitals NHS Foundation Trust</p>	<p>Clarification</p> <p>Additional suggestions which would make efficient use of the site</p>
C12 Supporting text	<p>Site allocations</p> <p>Creekmoor contains four site allocations:</p> <p>Hillbourne School (Cr.1) has been redeveloped to provide improved facilities. As the school buildings are now located in the centre of the site, there is an opportunity to make more effective use of land to provide much-needed family and affordable homes. The site offers potential for development that enhances the area's character and local distinctiveness and that has a positive relationship with Kitchener Crescent. A sequential approach needs to be taken to the location of development due to the surface water flow path in the Low-Medium Flood Risk Area. At the time of writing the site has obtained planning permission, although this was after our annual monitoring of housing took place and therefore in the figures above it is recognised as an allocation.</p> <p>Land at Roberts Lane (Cr.2) and Land north of the A35 (Cr.3) together offer an opportunity for provision of much-needed family and affordable homes, and sports, recreational, education and/or community uses. The sites could provide development that is of an innovative and distinctive design, although this should follow accepted design principles that are known to create high quality places. Presently access to Upton Country Park and the Holes Bay Path (which provides onward access to Poole Town Centre via a traffic free route) is indirect for many residents within the Creekmoor Sustainable Neighbourhood due to the Upton Road (A35) and A350 dual carriageway. Development of Land north of the A35 has the potential to address this through provision of a new pedestrian and cycle route linking Northmead Drive and Upton Country Park. Proposals could also consider the expansion of Upton Country Park SANG to mitigation recreational impact of housing upon the Dorset Heathlands.</p> <p>• Siemens, Sopers Lane (Em.6) has been allocated for employment uses within which only the following acceptable use classes; E(g), B2, and B8, will be permitted. These use classes will allow for the development of general industrial, storage, offices, research and development, and industrial processes uses on the site.</p>	Natural England	Additional information
Policy C12	<p>1. Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods within Creekmoor will be enhanced by:</p> <ul style="list-style-type: none"> a. Strengthening the retail and community facility offer, and townscape quality of the Creekmoor and Milne Road Local Centres; b. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes): <ul style="list-style-type: none"> - Between Northmead Drive and Upton Country Park, including improved pedestrian and cycle links from Northmead Drive to Upton Country Park, that should explore a bridge over the A350, providing opportunities for onward travel to Poole Town Centre 		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>and Poole Train Station</p> <ul style="list-style-type: none"> - Broadstone Way, specifically providing safe pedestrian and cycle crossing points - Creekmoor Local Centre - Longmeadow Lane and Beechbank Avenue - Northmead Drive - Upton Road - Upton Gateway Roundabout, to improve pedestrian and cycle access to Upton Country Park - Waterloo Road <p>c. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Parkstone Grammar School;</p> <p>d. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Millfield Recreation Ground, improvements to play and youth facilities and potential for local nature recovery projects - Gough Crescent Recreation Ground, improvements to play and youth facilities - Creekmoor Ponds Nature Reserve, including access improvements - Castleman Trailway, improvements to its function and quality as a strategic greenway - Poole Harbour Trail, to enhance wayfinding and accessibility and improve its function as a strategic greenway - Upton Country Park, enhancements to its quality and offer, including the expansion of the SANG and the diversification of the visitor and recreational offer - Provision of new facilities for young people <p>e. Working with public transport operators to maintain existing bus routes and explore opportunities for enhancements.</p> <p>2. Housing</p> <p>A minimum of 210 homes will be built in the ward.</p> <p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Hillbourne School (CR.1)</p> <p>The land either side of Hillbourne School is allocated for residential development providing within the region of 110 homes. Development must deliver 40% affordable housing and be focused on the provision of houses suitable for families. Development proposals must:</p> <ol style="list-style-type: none"> Retain existing mature trees on site; Be predominantly two storeys (approximately six to nine metres) in height; Provide 0.2 hectares of public open space that includes play provision; and Ensure a sequential approach is taken to the location of development. Surface water storage areas must be maintained, and runoff from the surrounding area must be safely managed through appropriate site layout. A flood risk assessment will be required at planning application stage. <p>b. Land at Roberts Lane (CR.2)</p> <p>The site is allocated for residential uses and providing within the region of 40 homes. Development must deliver 40% affordable housing and be focused on the provision of houses suitable for families. Development proposals must:</p> <ol style="list-style-type: none"> Provide a pedestrian and cycle link from the site to Roberts Lane and Millfield Recreation Ground; Retain existing mature trees on site; and Be predominantly two storeys (approximately six to nine metres) in height. <p>c. Land north of the A35 (CR.3)</p> <p>The land north of the A35 is allocated for sports, recreational, education and/or community uses (Use Classes E(d), F1(a), F2(c)). Any residual land would be appropriate for residential development that must</p>	Diana Butler	Additional project to enhance access

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>deliver 40% affordable housing and be focused on the provision of houses suitable for families or specialist forms of housing. Proposals must provide pedestrian and cycle connections to Creekmoor Local Centre and improved connections between Northmead Drive and Upton County Park, which should include the exploration of a bridge over the A350. Proposals should consider the expansion of Upton Country Park SANG to mitigate the recreational impact of housing upon the Dorset Heathlands.</p> <p>d. Siemens, Sopers Lane (Em.6)</p> <p>The former Siemens site at Sopers Lane is allocated for uses which generate employment and development is limited to the following use classes: E(g), B2, and B8.</p> <p>4. Local opportunity areas</p> <p>a. Creekmoor Centre (CR.A)</p> <p>Development is encouraged that enhances the quality and character of the area. Development proposals must:</p> <ul style="list-style-type: none"> i. Be up to and not in excess of three and a half storeys (approximately 12 metres) in height; ii. Strengthen the retail and community facility offer; iii. Enhance the public realm within and around the site; iv. Introduce a fine-grained character and vertical rhythm; v. Form perimeter blocks, with buildings facing the streets within and around the site; vi. Provide enhanced tree planting and landscaping along key routes within the area; and vii. Provide adequate car parking to support the role of the local centre. <p>5. Local opportunity streets</p> <p>The local opportunity streets on Waterloo Road and Lower Blandford Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately three metres) above the building context height.</p> <p>6. Approach to flood risk in Creekmoor</p> <p>Proposals will be supported for strategic flood defences or measures around Holes Bay, which accord with either (i) the 2014 Flood & Coastal Erosion Risk Management (FCERM) Strategy (or later update) or (ii) are accepted by the Environment Agency and the Council. The council will complete the updated Poole SFRA Level 2 within 12 months of the Local Plan being adopted.</p>	<p>Natural England</p> <p>FCERM</p>	<p>Clarification</p> <p>FCERM recommendation. Will improve consistency with other ward policies in Poole around harbours.</p>
P13 Supporting text	<p>Broad townscape characteristics</p> <p>Residential streets within East Southbourne and Tuckton typically have a suburban character. One of the strongest characteristics of the area are the streets featuring attractive examples of architecture from the Victorian, Edwardian and 1930s periods with good quality boundary treatments and soft landscaping. The Southbourne Crossroads Local Centre features some historic terraced parades of shops, some of which are distinctive, alongside some more modern development, of varying quality. New development across the ward should typically incorporate good quality soft landscaping and front boundary treatments, integrate with the positive characteristics of existing development, and strengthen the relationship between buildings and the street where this is presently weak.</p> <p>In proximity of the cliff top to the south a greater variety of architectural styles is present, particularly as more recent purpose-built flatted development varies in quality. Within these areas, development could be of an innovative and distinctive design, while referencing the positive characteristics within the area to enhance its local distinctiveness.</p> <p>The Wick Conservation Area has its own unique rural character. It is important that development is of a modest scale and character, maintains the rural character and preserves-conserves or enhances the character and appearance of the conservation area.</p>	Historic England	Recommendation from Historic England
Policy P13	<p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p>	FCERM	Clarification and will improve consistency with other ward policies in areas where flood risk from rivers and sea affects property.

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>a. Southbourne Crossroads car park (EST.1)</p> <p>The site is allocated for residential uses, with in the region of 25 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Be predominantly between one and four storeys (approximately 9-15 metres) in height; ii. Retain or replace the community garden; iii. Be informed by a Coastal Vulnerability Assessment and demonstrate it will not impact or be impacted by sea cliff stability; and iv. Enhance or improve the public right of way network that borders the site. <p>4. Local opportunity areas</p> <p>In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:</p> <p>a. Tuckton Road (EST.A) and Southbourne Crossroads (EST.B)</p> <p>Development proposals must:</p> <ul style="list-style-type: none"> i. Be up to and not in excess of three and a half storeys (approximately 12 metres) in height on the road frontage; ii. Integrate with and enhance the area's positive historic characteristics; iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street; iv. Be informed by a Coastal Vulnerability Assessment and demonstrate it will not impact or be impacted by sea cliff stability; and v. Provide enhanced retail, cultural or community uses on the ground floors. <p>5. Local opportunity streets</p> <p>The local opportunity street on Belle View Road, as shown on the policies map, will generally be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately three metres) above the building context height.</p> <p>6. Approach to flood risk in East Southbourne & Tuckton</p> <p>Proposals will be supported for strategic flood defences or measures around the River Stour, which accord with either a relevant Flood & Coastal Erosion Risk Management (FCERM) Strategy or (ii) are accepted by the Environment Agency and the Council.</p>		
P14 Supporting text	<p>Site allocations</p> <p>Southcote Road Depot (ECS.1) provides an opportunity for development that introduces a fine grain, enhances the area's townscape character and features much-needed family homes and commercial, education or community floor space. This could include modern interpretations of the area's existing valuable townscape characteristics. This is subject to an alternative depot location being secured by the Council and the land becoming surplus to operational requirements</p> <p>Travis Perkins and surrounds, Windham Road (ECS.2) is an isolated employment site within a predominantly residential area that is suitable for a change of use to provide much-needed family homes. It provides an opportunity for development that introduces a fine grain and enhances the area's townscape character. This could include modern interpretations of the area's existing valuable townscape characteristics.</p> <p>Local opportunity areas</p> <p>Holdenhurst Road and surrounds (ECS.A) Local Opportunity Area is focused on the Springbourne District Centre and surrounding areas. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the area while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 177 Holdenhurst Road, Springbourne Library (293 Holdenhurst Road and associated garden), 316 Holdenhurst Road and 402-406 (evens) Holdenhurst Road, should be retained and restored. Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage</p>	Officer suggestion	Travis Perkins site has now been sold to a warehouse operator

Para / Policy / Site	Proposed text	Raised in response to	Reason
	assets, such as the Gentleman's Public Convenience, Church of St Mary and 224 Holdenhurst Road (all grade II listed), must be conserved preserved or enhanced.		
Policy P14	<p>3. Site allocations</p> <p>Southcote Road Depot (ECS.1)</p> <p>The site is allocated for development subject to an alternative depot location being secured, and the land becoming surplus to Council operational requirements. The site is allocated for a mixed-use development that could include in the region of 50 homes, which should include some houses suitable for families and commercial, educational or community space (Use Classes E(c-g), F1(a) or F2(b)). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a built frontage to Southcote Road following the existing building line; ii. Be between two and three storeys in height (approximately 6-12 metres); and iii. Incorporate a well overlooked communal amenity area for all residents, which includes play provision. <p>b. Travis Perkins and surrounds, Windham Road (ECS.2)</p> <p>The site is allocated for residential development within the region of 40 homes, which should include some housing suitable for families. Development proposals must:</p> <ul style="list-style-type: none"> i. Front onto Windham Road; and ii. Be predominantly between two and three storeys (approximately 6-12 metres) in height. 	Officer suggestion	The site has now been sold to a warehouse operator and no longer available
P14 Supporting text	<p>The Turlin Moor part of Hamworthy is one of the most deprived parts of the BCP area due to lower incomes and levels of employment, education, skills and training, and higher levels of health deprivation and disability.</p> <p>Part of the ward covered by the Poole Quay Forum Neighbourhood Plan area. Further details about the neighbourhood plan area can be found on our website.</p>	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas
Policy P14	<p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Former Power Station (H.1)</p> <p>The site is allocated for a mixed-use development within the region of 900 homes, which should include housing suitable for families and could include care and extra care uses, a community hub and supporting commercial uses (Use Classes E and F). Its redevelopment must be completed in accordance with a masterplan agreed by the Local Planning Authority. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide strategic flood defences, which secures access and egress to the site, to a specification agreed by the council; ii. Provide a minimum 1.2 hectares of public open space, incorporating a play area that serves children of all ages; iii. Provide in the region of 3,000 square metres of high-quality office space or business incubator units for small start-ups; iv. Provide a series of retail and commercial units under 280 square metres in size that meet the day to day needs of future occupiers of the site, while ensuring there is no adverse impact on the Poole Primary Shopping Area; v. Seek to provide an arts, cultural and/or heritage venue; vi. Overlook Hamworthy Recreation Ground and enhance the space for public recreation; vii. Create a continuous public quayside along the Backwater Channel, with an overall width of approximately 12 metres, that incorporates a five-metre wide pedestrian and cycle route at least five-metre-wide; viii. Provide pedestrian and cycle routes through the development site, including along the quayside and north shore, connecting into existing harbourside routes, and connecting through the site to Jefferson Avenue and Hamworthy Recreation Ground; ix. Ensure development is set back at least 12 metres from the north shore and does not exceed 20 metres in height, the layout and design of development must protect the wildlife and habitats within Holes Bay; x. Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas; xi. Preserve-Conserve or enhance the character and appearance of heritage assets and their settings including the Town Centre Heritage Conservation Area; 	<p>Natural England</p> <p>Historic England</p>	<p>Clarification and consistency</p> <p>Recommendation by Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>xii. Be predominantly between two and seven storeys (approximately 6-24 metres) in height;</p> <p>xiii. Make a contribution towards junction improvements to Rigler Road/site access road, Rigler Road/Blandford Road, Blandford Road/New Quay Road mini-roundabout and Twin Sails Bridge/ West Quay Road junctions within the immediate vicinity of the site to improve provision for pedestrians, cyclists and public transport use;</p> <p>xiv. Provide segregated cycle routes along Rigler Road;</p> <p>xv. Make a contribution towards the implementation of a high frequency bus route between the site and Poole Bus Station and Poole Train Station;</p> <p>xvi. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS.</p> <p>b. Former Sydenhams, Blandford Road (H.2)</p> <p>The site is allocated for a mixed-use development within the region of 300 homes and supporting commercial uses (Use classes E and F). Development proposals must:</p> <p>i. Provide strategic flood defences, which secures access and egress to the site, to a specification agreed by the council;</p> <p>ii. Be predominantly between three and seven storeys (approximately 9-24 metres) in height, stepping down towards the adjacent listed buildings;</p> <p>iii. Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas;</p> <p>iv. Preserve-Conserve or enhance the character and appearance of heritage assets and their settings including of the listed buildings opposite the site and the Town Centre Heritage Conservation Area;</p> <p>v. Create a continuous public quayside along the Backwater Channel, with an overall width of approximately 12 metres, that incorporates a five-metre-wide pedestrian and cycle route at least five-metre-wide;</p> <p>vi. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS.</p> <p>c. Turlin Moor (H.3)</p> <p>Development proposals should support the overall estate regeneration. Development proposals must:</p> <p>i. Be informed by an estate regeneration masterplan or design code;</p> <p>ii. Provide in the region of 400 homes;</p> <p>iii. Protect the wildlife and habitats within Poole Harbour with appropriate mitigation secured, including ditches along the harbour edge;</p> <p>iv. Ensure buildings overlook streets and spaces;</p> <p>v. Be predominantly between two and four storeys (approximately 6-15 metres) in height;</p> <p>vi. Incorporate community benefits such as a community centre and all-weather games area;</p> <p>vii. Enhance the public realm with improved pedestrian and cycle routes to Hamworthy Train Station and Upton Country Park;</p> <p>viii. Mitigate any impact on wildlife in the harbour;</p> <p>ix. Provide a strategic flood defence, which secures access and egress to the site, to a specification agreed by the council; and</p> <p>x. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS.</p> <p>Any proposals on the recreation ground must secure a suitable location to replace the existing playing pitches to an equal or better standard and deliver 40% of homes as affordable housing with homes suitable for families.</p> <p>d. Former Pilkington Tiles (H.4)</p>	<p>Historic England</p> <p>Natural England</p> <p>Natural England</p>	<p>Recommendation by Historic England</p> <p>Clarification</p> <p>Additional information to protect wild life and habitats</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>The site is allocated for a mixed-use development within the region of 170 160 homes and supporting commercial uses (Use classes E and F). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide strategic flood defences, which secures access and egress to the site, to a specification agreed by the council; ii. Be predominantly between three and seven storeys (approximately 9-24 metres) in height; iii. Be of an exceptional design quality, innovatively referencing the historic building styles within the Poole Quay and High Street areas; iv. Preserve-Conserve or enhance the character and appearance of heritage assets and their settings including of the listed buildings opposite the site and the Town Centre Heritage Conservation Area; and v. Create a continuous public quayside along the Backwater Channel, with an overall width of approximately 12 metres, that incorporates a five-metre wide pedestrian and cycle route at least five-metre-wide; incorporating a pedestrian and cycle route adjacent to the Backwater Channel, that is predominantly 12 metres wide. <p>Note: Port of Poole (Em.5) forms a strategic employment allocation and proposals will be determined in accordance with Policy E6.</p>	<p>Officer suggestions</p> <p>Historic England</p> <p>Natural England</p>	<p>To reflect planning approval for additional homes</p> <p>Recommendation from Historic England</p> <p>Clarification</p>
P16 Supporting text	<p>Sustainable neighbourhoods</p> <p>Highcliffe and Walkford contains two sustainable neighbourhoods:</p> <p>Highcliffe and Walkford Sustainable Neighbourhood is based on the approximate walking catchment of the Highcliffe District Centre on Lymington Road, a busy linear street offering a good range of everyday and independent shops and services, cafes and pubs. The area contains Highcliffe St Mark Primary School and Highcliffe Secondary School and Sixth Form both towards the west of the ward. The ward also has access to doctors' surgeries.</p> <p>West Highcliffe Sustainable Neighbourhood is one of the less sustainable areas within the BCP area. The area does not fall within the walking catchment of a retail centre or doctors' surgery, although it does include a neighbourhood parade at Saulfland Place. Proposals to introduce new local community shops and facilities will be supported within the area where a need is demonstrated. Most of the area within this ward is more than a 15-minute walk from primary schools, larger open spaces and play areas, and the area is not served by high frequency buses. However, the area benefits from easy access to Hinton Admiral Train Station (located to the northeast of the area) and is within 30-minute walk or bus journey of a secondary school.</p> <p>The ward is covered by the Highcliffe and Walkford Neighbourhood Plan area. Further details about the neighbourhood plan and its policies can be found on our website.</p>	<p>Broadstone Neighbourhood Forum</p> <p>Christchurch Town Council</p> <p>Neighbourhood Plan Working Group</p> <p>Highcliffe & Walkford Parish Council</p>	<p>To acknowledge Neighbourhood Plan areas</p>
P16 Supporting text	<p>Retail areas</p> <p>There are three-two retail areas at Highcliffe District Centre on Lymington Road and Walkford Local Centre on Ringwood Road, and a smaller neighbourhood parade at Saulfland Place. These are shown on the policies map and are the focal points of the sustainable neighbourhoods. Development proposals within these areas should maintain or enhance their vitality, viability, and diversity.</p> <p>Within the West Highcliffe Sustainable Neighbourhood, we will support proposals to introduce new local community facilities and new local community shops selling local convenience food and other essential goods (e.g. chemists) where a need is demonstrated.</p>	<p>Nigel Brooks</p>	<p>Saulfland Place is in neighbouring ward and reference correctly in that ward policy (P20).</p>
Policy P16	<p>5. Local opportunity streets</p> <p>The local opportunity street on Waterford Road, as shown on the policies map, will be suitable for proposals that result in building heights equivalent to no more than one additional storey (approximately three metres) above the building context height. Proposals will need to preserve- conserve the setting of the grade II* listed Greystones.</p>	<p>Historic England</p>	<p>Recommended by Historic England</p>
P17 Supporting text	<p>Site allocations</p> <p>Kinson contains three site allocations:</p> <ul style="list-style-type: none"> • Former Kinson Baths (K.1) and West Howe Clinic, Cunningham Crescent (K.2) sites are located within 400 metres of part of the Dorset Heathlands. Residential uses are restricted to care homes limited to those with advanced dementia and/or physical nursing needs. The Former Kinson Baths site is vacant while the clinic may become available for development as a result of rationalisation of NHS sites. The Former 	<p>Officer suggestion</p>	<p>The site is not included on the Open reach project list for exchange closures</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Kinson Baths site could alternatively provide recreational, educational and community uses. The sites offer potential for development that enhances the area's character and local distinctiveness.</p> <p>•——— Telephone Exchange, Wimborne Road (K.3) is considered suitable for residential development if the site becomes available as in many areas telephone exchanges are being reviewed and rationalised. The site provides an opportunity for redevelopment that introduces a fine grain and enhances the area's townscape character.</p> <p>Local opportunity areas</p> <p>Kinson contains two local opportunity areas:</p> <p>Cunningham Crescent (K.A) Local Opportunity Area is focused on the local centre where there is the opportunity to maintain and improve the range of facilities available and enhance the townscape. West Howe experiences high levels of deprivation and disability. The local opportunity area provides an opportunity for well-designed regeneration to create vibrant, attractive and accessible streets and provide high quality public and private spaces that are likely to be used. The area is appropriate for innovative and distinctive design that enhances its local distinctiveness, but this should follow accepted design principles that are known to create high quality places. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents.</p> <p>Wimborne Road (Northbourne) Local Centre and surrounds (K.B) Local Opportunity Area is focused on the Wimborne Road (Northbourne) Local Centre. Development should enhance the townscape character of the local area and where located within the local centre should deliver enhanced commercial and community uses. Care should be taken to preserve conserve or enhance the setting of the grade II listed Dower House (1300 Wimborne Road) which is adjacent to one of the blocks of shops.</p>		
Policy P17	<p>b. West Howe Clinic, Cunningham Crescent (K.2)</p> <p>Subject to the reprovision of healthcare facilities elsewhere, the site is allocated for a care home within the region of 30 beds (Use Class C2) limited to those with advanced dementia and/or physical nursing needs. Development proposals must:</p> <p>i. Create an attractive frontage to the adjacent public open space; and</p> <p>ii. Be predominantly between two and three storeys (approximately 6-12 metres) in height.</p> <p>c. Telephone Exchange, Wimborne Road (K.3)</p> <p>The site is allocated for in the region of 15 homes. Development proposals must:</p> <p>i. Create a frontage to Wimborne Road; and</p> <p>ii. Be predominantly between two and three storeys (approximately 6-12 metres) in height.</p>	Officer suggestion	The site is not included on the Open Reach project list for exchange closures
Policy P18	<p>4. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Kings Park Hospital (LI.1)</p> <p>Subject to the reprovision of healthcare uses elsewhere, the site is allocated for residential uses providing in the region of 70 homes, which should include some housing suitable for families. Development proposals must:</p> <p>i. Be predominantly between two and two and a half storeys (approximately 6-9 metres) in height, and not exceed the height of the surrounding tree canopy;</p> <p>ii. Retain trees on and surrounding the site;</p> <p>iii. Engage with Network Rail; and</p> <p>iv. Preserve Conserve or enhance heritage assets and their settings including the listed Bournemouth East Cemetery Chapels and any opportunities that exist to retain and convert non-designated heritage assets within the site.</p>	<p>Network Rail</p> <p>Historic England</p>	To ensure proposals do not impact on the operation of strategic infrastructure Clarification
P19 Supporting text	<p>Local opportunity areas</p> <p>Moordown contains two local opportunity areas:</p> <p>Wimborne Road (WE.A) Local Opportunity Area focuses on the Winton and Moordown District Centres and is located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the areas while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Mayfield Park Buildings (933-943 (odds) Wimborne Road) and 711-715 (odds) Wimborne Road, should be retained and restored. Better use of roof space or sympathetic upward extensions to positive historic buildings may be appropriate in some instances</p>	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the grade II listed Church of St John and Old St John's Buildings, must be preserved conserved or enhanced.</p> <p>Castle Lane West/West Way Centre (M.A) Local Opportunity Area is located on a key highway route that supports fast moving motorised traffic and presents an unattractive environment for pedestrians and cyclists. Existing development also typically features large setbacks from the street and is two residential storeys in height or less, resulting in a poor sense of enclosure. Well-designed development that enhances the area's townscape quality will therefore be supported in this area.</p>		
Policy P19	<p>Site allocations</p> <p>Wimborne Road Retail Park (M.1)</p> <p>The site is allocated for mixed use commercial (Use class E) and residential development. Development proposals must:</p> <ul style="list-style-type: none"> i. Make efficient use of land utilising upper floors; ii. Ensure any ground floor commercial uses (Use class E) do not undermine the viability of shopping centres; iii. Provide in the region of 40 homes; iv. Enhance the public realm and walking and cycling environment within and to and from the site; v. Be predominantly between two and three storeys (approximately 6-12 metres) in height; and vi. Ensure buildings are set back to enable a segregated cycle route to be constructed on Castle Lane West (three metres from rear of current kerb line). <p>Proposals for retail and other main town centre uses within the area will be subject to a full main town centre uses sequential test and in some cases a retail impact assessment.</p>	Officer suggestion	For clarity and consistency
P20 Supporting text	<p>The ward includes a large part of the Stanpit Marshes SSSI which is also designated Green Belt and provides valuable habitat including mudflats, read beds and marsh, as well as natural recreational green space. The River Mude and Bure Brook run roughly north to south across the ward providing valuable green space.</p> <p>Part of the ward is covered by the Christchurch Neighbourhood Plan area and part is covered by the Highcliffe and Walkford Neighbourhood Plan area. Further details about the neighbourhood plan areas can be found on our website.</p>	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas
P20 Supporting text	<p>Site allocations</p> <p>Mudeford, Stanpit and West Highcliffe contains five site allocations:</p> <p>Roeshot Hill (BG.2), which also partially falls within Burton and Grange ward, forms a strategic urban extension allocation which will play a central role in meeting the area's housing needs, with a focus on provision of much-needed family housing. The new open spaces, recreational and community facilities within the site will serve both the site's new residents and existing residents within the West Highcliffe and Friars Cliff and The Runway Sustainable Neighbourhoods, who have limited access to such facilities and amenities, via new pedestrian and cycle links. The site benefits from planning permission, including outline consent and will continue to be allocated to ensure a high-quality development is delivered.</p> <p>The urban extension will act as an attractive gateway connecting to the existing historic settlement of Christchurch. Development within the site will achieve a high standard of design in line with the urban extension masterplan which reflects high quality examples of local vernacular, respects local densities, historic and environmental features. The development will comprise two walkable neighbourhoods and be well connected to the existing urban area and the wider rural countryside through enhanced bus connections, footpaths and cycle ways.</p> <p>A local centre at the heart of the development will form the focal point where local services will be enhanced. A central green space within will create an attractive and usable environment within a network of open spaces that link to a green infrastructure network to the countryside in the north and southwards along the Mude Valley to the coast. The River Mude will become a key green spine through the heart of the site that will create an area of biodiversity and recreational value. To enable a sequential approach to the location of development within the site, modelling of the River Mude will be required to understand the effect of the railway, any connecting tributaries and structures on water impoundment.</p>		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Roeshot nursery (MSWH.1) is a smaller site to the south of the Roeshot Hill site allocated for residential uses that could include specialist housing provision.</p> <p>Hoburne Park (MSWH.2) is a holiday park featuring park homes and associated leisure facilities. There is potential for the holiday park's tourism offer to be enhanced. A limited number of park homes could be used for permanent residential uses, subject to the overall viability and operation of the park as a tourist destination being maintained.</p> <p>Hoburne Farm Estate (MSWH.3) provides an opportunity for provision of a sympathetic development featuring a mix of housing types with a focus on family homes. The site includes an area identified in the made Highcliffe and Walkford Neighbourhood Plan for accessible undeveloped and provide appropriate accessible green space.</p> <p>• Steamer Point (MSWH.4) is a smaller site located on the coastline that features buildings associated with the former Maritime and Coastguard Agency Training Centre. The site offers potential for development that enhances the area's character and local distinctiveness and provides enhanced landscaping.</p> <p>Site BG.2 will provide a new strategic SANG for Christchurch to mitigate the recreational impact of housing upon the Dorset Heathlands. Site Hoburne Farm Estate (MSWH.3) is also required to provide heathland mitigation and sites Roeshot Nursery (MSWH.1) and Hoburne Park (MSWH.2) may also be required to provide HIPs subject to the scale and type of development proposed.</p> <p>The sites at BG.2, MSWH.1 abd MSWH.3 fall within the safeguarding area of Roeshot Quarry. New development will need to be effectively integrated with this established operation. Any potential impacts that the quarry may have during the development of the sites or following occupation is the responsibility of the developer and mitigation may be required. Mitigation measures would need to focus on impacts such as noise, dust, visual impact, odour and traffic movements and should include landscape design, tree planting, barriers, building orientation and use of different building materials/glazing. The appropriate mitigation measures are best informed through direct discussions with the operator of the site as they will be most aware of operational requirements. Hampshire County Council as the relevant minerals and waste authority is also available for further discussions if required.</p>	<p>Natural England</p> <p>Hampshire County Council</p>	<p>Clarification</p> <p>To ensure mineral safeguarding issues are clearly set out</p>
Policy P20	<p>1. Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods within Mudeford, Stanpit and West Highcliffe will be enhanced by:</p> <p>a. Strengthening the retail and community facility offer and townscape quality of the Mudeford and Falcon Drive Local Centres and the Bure Lane Neighbourhood Parade;</p> <p>b. Supporting provision of local community shops and facilities within the Friars Cliff and The Runway and West Highcliffe Sustainable Neighbourhoods where a need is demonstrated;</p> <p>c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes):</p> <ul style="list-style-type: none"> - Between the Roeshot Hill, West Highcliffe and Friars Cliff and The Runway Sustainable Neighbourhoods - Between the Somerford and Mudeford and Stanpit Sustainable Neighbourhoods - Hinton Admiral railway station <p>d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Mudeford Infants School and Mudeford Junior School;</p> <p>e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Mudeford Quay Play Area - Mude Valley Nature Reserve, including Mudeford and Peregrine Woods and part of Waterman's Park to provide circular walking and cycle routes connecting Christchurch, Mudeford, Stanpit, Burton, Highcliffe, and Walkford - Christchurch Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway for cycling and walking - Stour Valley River Corridor Project - The seafront, including improvements to public toilets and lighting, watersports provision and the Coastal Nature Park - Mudeford Wood, play area improvements <p>d. Working with public transport operators to explore opportunities to improve bus services within the area.</p>	<p>Hampshire County Council</p>	<p>Highlighted by Hampshire County Council</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>4. Site allocations The following sites are allocated for development and are shown on the policies map:</p> <p>a. Roeshot Hill (BG.2) The site is allocated for a minimum of 875 homes and a local centre incorporating shopping and community facilities. Development proposals must:</p> <ul style="list-style-type: none"> i. Deliver 40% affordable housing and provide a mix of housing types with a focus on housing suitable for families; ii. Be informed by a masterplan to be agreed by the Local Planning Authority; iii. Create two walkable neighbourhoods that are well connected to the existing urban area, including the provision of new pedestrian/cycle links; iv. Create a central community hub and explore opportunities to include small scale retail provision to serve the development and neighbouring areas; v. Incorporate 13 hectares of public open space, including a range of play spaces and green corridors; vi. Provide two floodlit all weather five aside sports pitches; vii. Link the neighbourhoods with a bridge over the River Mude for all traffic, the crossing must not restrict the flow of the watercourse; viii. Move the overhead cables underground where possible; ix. Undertake junction improvements at Watery Lane and provide a new vehicular access to Lyndhurst Road, a new eastbound slip to the A35 and a new vehicular access to Hawthorn Road; x. Preserve Conserve or enhance the setting of surrounding heritage assets including the Burton Conservation Area and Verno Lane Conservation Area; xi. Provide a SANG designed in accordance with the Dorset Heathlands SPD; xii. Prioritise sustainable transport measures to facilitate cycling and walking for shorter trips within the new community; xiii. Ensure the scheme is designed to be part of a sustainable transport corridor for bus use, walking and cycling; xiv. Provide a buffer to the River Mude that incorporates biodiversity enhancements; xv. Consider potential impacts on the safeguard minerals and waste site at Roeshot Quarry and, where necessary, provide mitigation measures to ensure the ongoing operation of the site; xvi. Make financial contributions towards education, transport, strategic access maintenance and monitoring, community facilities, public open space, suitable alternative natural greenspace, the scheduled ancient monument and the NHS; and xvii. Sequentially locate development, including building footprints, car parking and access/egress, such that it is located outside areas at flood risk. A flood risk assessment will be required at planning application stage. <p>b. Roeshot nursery (MSWH.1) The site is allocated for residential use that could include specialist housing such as a care or extra care development within the region of 45 homes or homes suitable for families. Proposals should must:</p> <ul style="list-style-type: none"> i. provide a pedestrian and cycle link to connect to the approved development at Roeshot Hill to the north; and ii. Consider potential impacts on the safeguard minerals and waste site at Roeshot Quarry and, where necessary, provide mitigation measures to ensure the ongoing operation of the site; <p>c. Hoburne Park (MSWH.2) Proposals which enhance the tourist offer at Hoburne Park will be supported. The use of a limited number of park homes for permanent residential use will be supported where it does not undermine the overall viability and operation of the park as a tourist destination. Development must avoid surface water flow path running along southeastern boundary, ensure existing on site storage is maintained through reprofiling or use of SuDS, and ensure finished floor levels consider the impact of exceedance and of climate change on surface water flood risk. Subject to the scale of residential use a HIP may be required.</p> <p>d. Hoburne Farm Estate (MSWH.3) The site is allocated for residential development to deliver in the region of 80 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Deliver at least 40% affordable housing; ii. Provide a mix of housing types with a focus on housing suitable for families; 	<p>Hampshire County Council</p> <p>Historic England</p> <p>Hampshire County Council</p> <p>Gervis Property Company</p> <p>Hampshire County Council</p> <p>Natural England</p>	<p>Highlighted by Hampshire County Council</p> <p>Recommendation by Historic England</p> <p>Highlighted by Hampshire County Council</p> <p>Confirmation site would be suitable for family housing</p> <p>Highlighted by Hampshire County Council</p> <p>Recommendation from Natural England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>iii. Preserve Conserve or enhance heritage assets and their settings, including the listed building at Little Thatch and the Verno Lane Conservation Area in which trees make an important contribution to character;</p> <p>iv. Enhance permeability, providing pedestrian and cycle links into the surrounding network;</p> <p>v. Provide a green corridor/accessible green space linking to woodland north of the A35 and to green spaces south and west of the site, including the provision of a play space and enhancements to the ecological corridor; and</p> <p>vi. Provide a HIP to mitigate the recreational impact of housing upon the Dorset Heathlands; and</p> <p>vii. Consider potential impacts on the safeguard minerals and waste site at Roeshot Quarry and, where necessary, provide mitigation measures to ensure the ongoing operation of the site.</p> <p>e. Steamer Point (MSWH.4)</p> <p>The site is allocated for residential development to deliver in the region of 20 homes. Development proposals must:</p> <p>i. Enhance Retain the ecological buffer to the eastern boundary with the adjacent nature reserve corridor;</p> <p>ii. Retain important trees within the site;</p> <p>iii. Address the need for remediation and decontamination of the site; and</p> <p>iv. ii) Ensure a sequential approach to the location of development is taken, and demonstrate safe management and conveyance of the surface water flow path running east to west across the site, or diversion of flows to an alternative, safe point of discharge. Surface water drainage from the site must not adversely impact cliff stability, and development must make a financial contribution to existing and future erosion & stability measures on which the site will rely. A flood risk assessment will be required at application stage.</p> <p>5. Approach to flood risk in Mudeford, Stanpit & West Highcliffe i. Proposals for strategic flood defences or measures around Christchurch Harbour, which accord with either (i) the 2014 Flood & Coastal Erosion Risk Management (FCERM) Strategy (or later update) or (ii) are accepted by the Environment Agency and the Council will be supported.</p>	<p>Historic England</p> <p>Natural England Hampshire County Council</p> <p>Pennyfarthing Homes</p> <p>FCERM</p>	<p>Recommendation from Historic England</p> <p>Recommendation from Natural England Highlighted by Hampshire County Council</p> <p>Additional suggestions from developer</p> <p>Additional information/clarification</p>
Policy P21	<p>3. Local opportunity areas</p> <p>In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:</p> <p>a. Castlepoint (MSP.A)</p> <p>Where appropriate, new development proposals must:</p> <p>i. Be informed by a site wide masterplan or design code;</p> <p>ii. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;</p> <p>iii. Provide a fine-grained character and predominantly feature buildings up to four storeys (approximately 12-15 metres) in height. There may be potential for a limited number of buildings up to and not in excess of six storeys (approximately 18-21 metres) in height away from surrounding residential streets;</p> <p>iv. Form perimeter blocks, with buildings facing the streets within and around the site; and</p> <p>v. Enhanced tree planting and landscaping along key routes within and around the site</p> <p>Comprehensive redevelopment proposals should be informed by a site wide masterplan or design code.</p> <p>b. Mallard Road Retail Park (MSP.B)</p> <p>Development proposals must be informed by a comprehensive masterplan or design code and make efficient use of land. Development proposals must:</p> <p>i. Be informed by a site wide masterplan or design code;</p> <p>ii. Integrate with and enhance the area's positive historic characteristics, including the listed former bus garage;</p> <p>iii. Provide improved pedestrian and cyclist connectivity between the surrounding streets and the site;</p> <p>iv. Provide a fine-grained character, and feature building heights up to and not in excess of three and a half storeys (approximately 12 metres);</p> <p>v. Include an attractive courtyard/public space to the front of the listed building;</p> <p>vi. Form perimeter blocks, with buildings facing the streets within and around the site;</p> <p>vii. Provide direct pedestrian routes between the site and adjoining school and Strouden Wood; and</p> <p>viii. Enhance tree planting and landscaping along key routes within the site.</p>	Castlepoint LP	To reflect that new development proposals may not be of a scale to warrant completion of a masterplan

Para / Policy / Site	Proposed text	Raised in response to	Reason
	Proposals for retail and main town centre uses will be subject to a full main town centre uses sequential test and in some cases a retail impact assessment. Such proposals should make efficient use of land through a mix of uses with provision of residential uses on upper floors.		
P22 Supporting text	<p>Local opportunity areas</p> <p>Newtown and Heatherlands contains two local opportunity areas:</p> <p>Ashley Road (NH.A) Local Opportunity Area is focused on the Ashley Road District Centre, a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive period architecture characteristics within the area while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape, such as 300 Ashley Road and the St Johns Church Pre-School Nursery building (384 Ashley Road), should be retained and restored. Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the grade II listed Church of St John the Evangelist, must be preserved-conserved or enhanced.</p>	Historic England	Recommended by Historic England
Policy P23	<p>Site allocations</p> <p>Former Oakdale adult education centre (O.1)</p> <p>The site is allocated for residential uses, which could include an extra care or care scheme within the region of 50 40 beds. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a frontage along Dorchester Road and Wimborne Road; ii. Be predominantly between one and a half and four storeys in height (approximately 6-15 metres), with any four storey elements located on the corner of Dorchester Road and Wimborne Road. The distribution of height should respect adjoining properties; iii. Explore the incorporation of a flexible community space facing onto the park that includes public toilets; and iv. Contribute to or provide wider pavements along Dorchester Road and Wimborne Road. 	Officer suggestion	To reflect initial feasibility work
P23	<p>Add additional criteria to end of policy:</p> <p>6. Approach to flood risk in Oakdale</p> <p>Proposals for strategic flood defences or measures around Holes Bay, which accord with either (i) the 2014 Flood & Coastal Erosion Risk Management (FCERM) Strategy (or later update) or (ii) are accepted by the Environment Agency and the Council will be supported.</p> <p>The council will complete the updated Poole SFRA Level 2 within 12 months of the Local Plan being adopted.</p>	FCERM	FCERM recommendation. Will improve consistency with other ward policies in Poole around harbours.
P24 Supporting text	<p>Local opportunity areas</p> <p>Parkstone contains two local opportunity areas:</p> <p>Commercial Road (P.A) Local Opportunity Area is a predominantly commercial area located between Civic Centre Junction and the Ashley Cross District Centre. Development within the area features a variety of architectural styles ranging from Georgian houses to contemporary office developments, resulting in a transitional character. The strongest positive characteristics of the area are the Georgian and Arts and Crafts style buildings. However, much of the development within the area fails to integrate with its historic townscape characteristics. New development should therefore innovatively enhance the character of the area by complementing and better revealing its positive historic characteristics while avoiding poorly executed pastiche and making effective use of land in this sustainable location. Development should retain and restore historic buildings that make a positive contribution to the townscape, such as Holly Lodge (Commercial Road), and must preserve-conserve or enhance the significance of listed buildings and the character or appearance of conservation areas.</p>	Historic England	Recommended by Historic England
Policy P24	<p>1. Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods within Parkstone will be enhanced by:</p> <ul style="list-style-type: none"> a. Strengthening the roles of Ashley Cross and Ashley Road District Centres; b. Strengthening the retail and community facility offer of the Salterns Local Centre; 		

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> - c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes): Bournemouth Road - North Road - Fernside Road - Salterns Road - Sandbanks Road <p>d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Ocean Academy;</p> <p>e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Whitecliff Harbourside Park, work to deliver the masterplan for the area, including retention of pitches, improved sports, leisure and café/catering facilities, new toilet facilities and upgrades to play provision - Poole Park, work to deliver the masterplan and conservation plan, including further tree planting, access improvements, reducing traffic volumes, improved litter and waste collection facilities and continued habitat improvements - Ashley Cross Green, improved or new toilet facilities and play equipment - Constitution Hill Road Viewpoint, new toilet facilities and improve the infrastructure for catering facilities - North Road Playing Fields - Parkstone Allotments - Poole Harbour Trail, wayfinding and accessibility to improve its function as a strategic greenway - Green corridor to Blake Hill Viewpoint - Parkstone Heights link to Constitution Hill and North Road - The seafront (Whitecliff Harbourside Park) - Elms and Pearce Avenue recreation ground - Conservation of the Blue Lagoon <p>f. Working with public transport operators to explore opportunities to improve bus services within the area.</p> <p>3. Site allocations The following sites are allocated for development and are shown on the policies map:</p> <p>a. Former Poole Civic Centre and surrounds (P.1)</p> <p>The site is allocated for mixed-use development comprising of commercial use (Use classes E(e), E(f) and (g(i)), community use (Use classes F1 and F2(b)), a hotel and residential development within the region of 460-300 homes. Development proposals must:</p> <p>i. Preserve-Conserve or enhance the significance character and appearance of heritage assets and their settings, including the listed civic building and boundary walls, locally listed buildings and the Poole Park Conservation Area. Proposals should retain the rooms and features within the former Civic Centre with the highest heritage significance for communal uses and retain key views of the building;</p> <p>ii. Ensure buildings are predominantly between four and six storeys (approximately 12-21 metres) in height and that buildings adjacent to the listed building do not exceed its height;</p> <p>iii. Retain trees on site;</p> <p>iv. Retain and improve pedestrian and cycle links to and through the site connecting to surrounding routes and Poole Park; and</p> <p>v. Ensure a sequential approach is taken such that new building footprints, car parking and access/ egress are located outside of areas of flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. Access must not obstruct the surface water flow path without adequate mitigation. A flood risk assessment is required at planning application stage, and the drainage strategy must demonstrate that the flood risk on site can be adequately managed using SuDS.</p> <p>b. Constitution Hill Road (P.2)</p> <p>The site is allocated for residential development within the region of 80 homes. Development proposals must:</p> <p>i. preserve-Conserve and enhance heritage assets and their settings including the locally listed Lady Russell Cotes House Naval College;</p> <p>ii. iRetain and protect existing trees and mature vegetation on site;</p> <p>iii. Ensure development is between two and five storeys (approximately 6-18 metres) in height; and</p>	<p>Elms Estate Management</p> <p>Officer suggestion Historic England</p> <p>Historic England</p>	<p>Reference to additional facilities that are valuable to the community</p> <p>To reflect the site capacity work Recommended by Historic England</p> <p>Recommended by Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	iv. Sequentially avoid surface water flood risk, and ensure access does not obstruct the surface water flow path without adequate mitigation. A flood risk assessment is required at planning application stage.		
P25 Supporting text	<p>Local opportunity areas</p> <p>Penn Hill contains three local opportunity areas:</p> <p>Ashley Road (NH.A) Local Opportunity Area is focused on the Ashley Road District Centre, a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings and new development that integrates with and takes design cues from positive examples of period architecture within the area while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape should be retained and restored. Better use of roof space or sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the grade II listed Church of St John the Evangelist must be preserved-conserved or enhanced.</p> <p>Bournemouth Road (PH.A) Local Opportunity Area is focused on the Bournemouth Road Local Centres and is located in a highly sustainable location partially served by a high frequency bus route and between two railway stations. Design varies, but is mostly traditional in nature, with gables. There is potential for enhancements to townscape character through new development that integrates with and takes design cues from positive period architecture within the area, such as through the use of pitched roofs and similar fenestration and finishes, while avoiding poorly executed pastiche. The significance of the grade II* listed Church of St Osmund must be preserved-conserved or enhanced.</p> <p>Poole Road (Branksome) (ABV.D) Local Opportunity Area is focused on the Branksome Local Centre, a highly sustainable location served by a high frequency bus route and a railway station. Within this area there is potential for enhancements to townscape character, which may include restoration of period shopping terraces and sympathetic upward extensions or better use of roof space. As well as new development that integrates with, and takes design cues from, positive examples of period architecture within the area while avoiding poorly executed pastiche.</p>	Historic England	Recommended by Historic England
Policy P25	<p>1. Sustainable neighbourhoods</p> <p>The sustainable neighbourhoods within Penn Hill will be enhanced by:</p> <p>a. Strengthening the role of Ashley Road District Centre;</p> <p>b. Supporting enhancements to the retail and community facility offer of the Bournemouth Road, Lilliput, and Penn Hill Local Centres;</p> <p>c. Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads, and locations (or surrounding routes):</p> <ul style="list-style-type: none"> - Bournemouth Road - Canford Cliffs Road - Mansfield Road - Penn Hill Avenue/Canford Cliffs Road junction - Sandbanks Road, including the junction with Lilliput Road and Anthony's Avenue - Sandecotes Road <p>d. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Courthill Infant School and Lilliput Infant School;</p> <p>e. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Alexandra Park (Green Heart Park), including pavilion improvements, introduction of natural play facility, access improvements and the introduction of SuDS - Enhancing the community use of school playing fields - Broadwater Avenue ponds (green corridor to Blake Hill Viewpoint), improving access - Clifton Road and Blake Hill viewpoints <p>f. Working with public transport operators to explore opportunities to improve bus services within the area.</p>	Dorset Lake Community group	To reflect additional areas highlighted by the community
P26 Supporting text	Like Bournemouth, Poole Town Centre has experienced a significant shift away from traditional retail units. However, specific interventions such as the Kingland Crescent project and the introduction of leisure facilities into the Dolphin Shopping Centre have boosted footfall. The Poole High Street Heritage Action Zone project has also helped to repurpose part of the High Street and celebrate many of the historic buildings and features in the town which are attractions in their own right.	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas

Para / Policy / Site	Proposed text	Raised in response to	Reason
	Part of the ward covered by the Poole Quay Forum Neighbourhood Plan area. Further details about the neighbourhood plan area can be found on our website.		
P26 Supporting text	<p>Site allocations</p> <p>Poole Town contains eleven site allocations. The sites include former industrial land around the Backwater Channel and buildings that are at the end of their operational life. These sites will be important to create new homes along with leisure and cultural uses that would add to the offer of the area:</p> <p>Town Centre North (PT.1) and Dolphin Swimming Pool and Leisure Centre (PT.2) sites fall within an area of Poole Town Centre which was comprehensively redeveloped during the postwar years. As was typical of such schemes, motorised traffic was prioritised over walking and cycling, and as a result the area is difficult and unattractive to navigate for pedestrians and cyclists. The overall townscape quality of the area is also poor and results in negative initial impressions of the town. Regeneration of these sites to reinvigorate this area of the town, provide a more attractive gateway and deliver major new residential, retail, commercial, leisure and office development is therefore sought. We expect to see innovative and distinctive design that is of an exceptional quality, supports the creation of a new, positive identity for the area and celebrates the wider town centre's identity. Development should follow accepted design principles that are known to create high quality places.</p> <p>The council aspires to create a masterplan for the town centre north area. In doing so it would work with land owners, stakeholders and delivery partners. A key aspect of the masterplan would be to explore access and movement within the area. Particularly exploring how to improve the bus station and railway station to create more attractive, highly accessible facilities with good quality passenger waiting areas and improved pedestrian circulation areas, that enhances the overall operation. Masterplanning would also explore the future of the level crossing and pedestrian and cycle links, including if the bus depot could be relocated to free up land for development and provide an east-west pedestrian and cycle link to the north of the railway line between Falkland Square and Seldown Bridge.</p>	<p>The Society for Poole Go South Coast Bloc Group/Network Rail LGIM Real Estates Toklon Ltd HClive Tyers</p>	To provide information about the masterplan exercise proposed for town centre north
P26 Supporting text	<p>Local opportunity areas</p> <p>Poole Town contains four local opportunity areas:</p> <p>Skinner Street and surrounds (PT.A) Local Opportunity Area covers an estate that was developed during the postwar period onwards and is sustainably located, benefitting from high frequency bus services and proximity to the Poole Primary Shopping Area. The area has many strengths, including its proximity to Poole Quay. However, the design of some development within the area is of a lower architectural and townscape quality, and the layout of some of the development fails to integrate with the area's historic urban fabric and results in streets and paths not being properly overlooked, leading to a perception that some areas are unsafe. There is an opportunity for sensitive regeneration to address these issues and improve the overall character of the area while providing further high-quality family homes and improved facilities. Any redevelopment proposals should therefore improve the pedestrian environment within and around the site, through improvements to infrastructure and introduction of a fine-grained character that integrates with the historic urban fabric. Any regeneration should be conducted in a sensitive manner so that it enhances the quality of life of existing residents. Development must preserve-conserve or enhance designated heritage assets and their settings.</p> <p>Lagland Street and Hill Street (PT.B) Local Opportunity Area welcomes sympathetic infill development to the 'backs' of buildings with frontages on Poole High Street. Development must preserve-conserve or enhance designated heritage assets and their settings, including the Town Centre Heritage Conservation Area.</p> <p>Parkstone Road and surrounds (PT.C) is a mixed-use area located between Poole Town Centre North and Poole Park. Development within the area features a variety of architectural styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the area are the higher quality Victorian villas with limited alterations on Parkstone Road. The character of this area has been eroded due to the introduction of hard-surfaced forecourts, insensitive alterations and extensions to villas and unsympathetic development from later eras. Seldown Lane is predominantly a service road featuring the 'backs' of development. New development that enhances the character of the area by integrating with its positive characteristics while avoiding poorly executed pastiche is encouraged. Development on Parkstone Road should retain and restore Victorian villas that make a positive contribution to the townscape, such as 30-42 (evens) Parkstone Road. Plots on Seldown Lane provide opportunities for development with more innovative designs, but this should still integrate with the positive characteristics of the area.</p>	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Park Gates (PT.D) Local Opportunity Area is focused on the Park Gates Local Centre, which is located in a sustainable location served by a high frequency bus route. Development should explore sympathetic upward extension of the parade if feasible and new development should integrate with and take design cues from positive period architecture characteristics within and near the area while avoiding poorly executed pastiche. Proposals should deliver active commercial, or community uses at ground floor level within the local centre. Development must preserve-conserve or enhance the grade II listed former Poole Civic Centre and its setting.</p>		
P26 Supporting text	<p>Flood risk</p> <p>Poole Town Centre is at risk from tidal and surface water flooding. Good progress has been made towards implementing flood defences along Poole Quay. We have secured funding for a strategic defence from Poole Bridge to Hunger Hill, with delivery early in the plan period.</p> <p>To continue the long-term ambition to regenerate Poole Town Centre, in principle, we will support development within areas at risk of flooding in Poole Town Centre. Within the Poole Sequential Test Area, as defined on the policies map, residential, main town centre uses, commercial, leisure, community and health uses, and employment have been sequentially tested (and passed); and part one of the exception test has been passed as set out in national policy. We have demonstrated that alternative sites at lower risk of flooding are not available to accommodate all the residential and commercial development needs to regenerate the area, and that the proposals will bring wider sustainability benefits to the community. Therefore, development for these uses within the Poole Sequential Test Area will not be required to undertake the sequential test at planning application stage, nor part one of the exception test. However, proposals will need to demonstrate that part two of the exception test is passed. Development on land subject to flood risk outside the Poole Sequential Test Area, will be required to undertake the sequential test at planning application stage. This policy approach in Poole is well established through previous local plans as part of the long-term regeneration of the area and its continuation through this local plan has the agreement of the Environment Agency.</p> <p>In the longer term, further interventions will be necessary to fully protect Poole Town Centre and we will continue to work with the Environment Agency to do so. We are currently (at the time of writing) updating the SFRA Level 2. This will be completed within 12 months of the Local Plan being adopted and may result in changes to recommended ways of managing residual risk that are currently accepted in the current SFRA Level 2. The SFRA Level 2 will consider impacts on critical infrastructure including the railway.</p> <p>Town centre archaeology</p> <p>Where a site is considered to have archaeological interest (either because it holds, or potentially holds, evidence of past human activity worthy of expert excerpt-investigation) the site should be assessed using appropriate expertise where necessary. We will require the developer to submit an appropriate desk-based assessment and where necessary a field evaluation.</p>	Network Rail	To ensure any flood risk implications on the railway are considered
Policy P26	<p>Strategic Policy P26: Poole Town</p> <p>1. Town centre and sustainable neighbourhoods</p> <p>Poole Town Centre will be a thriving destination that benefits from development that integrates with its heritage and celebrates its maritime, military and artisan history. The town centre and the Sterte and Longfleet Sustainable Neighbourhoods will be enhanced by:</p> <ol style="list-style-type: none"> Strengthening the role of the primary shopping area, supporting retail, leisure, cultural, community, service and business uses that attract people into the area; Strengthening the retail and community facility of the Park Gates Local Centre and neighbourhood parades within the area; Supporting proposals that would achieve heritage-led regeneration; Improving the environmental quality and distinctiveness of key arrival points, particularly Poole Train Station, Poole Bus Station and within the wider Town Centre North area; Exploring opportunities to enhance the public realm and improve pedestrian and cycling infrastructure and safety at/around the following streets, roads and locations (or surrounding routes): <ul style="list-style-type: none"> Fernside Road George Roundabout High Street High Street North, including wider footways Hill Street Kingland Road, including the provision of a public space outside the Lighthouse Longfleet Road, including wider footways Newfoundland Drive 	Poole Quay Forum	Additional areas highlighted by the local community

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<ul style="list-style-type: none"> - New Orchard - Maypole Square/Guildhall Gardens - Parkstone Road, including wider footways - Sterte Road - Towngate Bridge - The Quay - Wimborne Road <p>f. Improving the safety and attractiveness of walking and cycling routes to and around schools, including Poole High School, Longfleet Primary School, Old Town First School and Oakdale Junior School;</p> <p>g. Requiring proposals to enhance permeability and connectivity for pedestrians and cyclists, specifically across main roads and the railway line;</p> <p>h. Supporting proposals to develop new infrastructure or enhance existing infrastructure including community facilities, schools, health services, open spaces and play areas, including:</p> <ul style="list-style-type: none"> - Poole Park, improvements to implement the masterplan and conservation plan, including further tree planting, new bins, habitat improvements, access improvements and reducing traffic volumes - Harbourside/Baiter Park, work to deliver the masterplan including new catering facilities and a wheeled play hub - The Quay, including exploring pedestrianisation - Poole Harbour Trail, enhancements to wayfinding and accessibility to improve its function as a strategic greenway - Sterte Esplanade, opportunities to enhance green infrastructure - Green Park, improvement to play facilities - Barbers Piles, opportunity for natural play aimed at younger children - Hunger Hill Green - Quayside route, creating a continuous public quayside around the Backwater Channel which connects to the Poole Harbour Trail - The creation of the Coastal Nature Park, aligning with the Seafront Strategy and use of Baiter Park, the Quay and Holes Bay to promote round harbour trails, engagement and education <p>2. Retail</p> <p>a. Development in the Poole Town Centre boundary should maintain and contribute to the provision of a mix of uses, with employment, residential, retail, tourism/leisure, food and drink and cultural uses reinforcing the centre's vibrancy and identity.</p> <p>b. The Poole Primary Shopping Area will continue to be focused within the Dolphin Shopping Centre, along High Street, Lower High Street and the Quay and will be applied in undertaking the sequential test for retail-main town centre uses. Development within this area should provide active ground floor frontages through the provision of retail, commercial, leisure or cultural uses (Use classes E, F1 and F2).</p> <p>3. Housing</p> <p>a. A minimum of 3,735 new homes will be built in the ward.</p> <p>b. Residential development will be supported in the town centre where it complements the retail, leisure and tourism, and employment function of the town centre, where it responds positively to the historic context and provides well-designed high quality living environments that include a mix of unit sizes and outside amenity space for residents.</p> <p>c. Build to rent and co-living schemes will be suitable in the Town Centre North area. They may be suitable elsewhere in the town centre provided they do not result in an over concentration of similar uses, including student accommodation and HMOs, which may be detrimental to the overall balance and mix of uses within the town centre.</p> <p>4. Employment</p> <p>Across the town centre area at least 10,000 square metres of high-quality office space shall be delivered (Em.8) as part of mixed-use development.</p> <p>5. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Town Centre North (PT.1)</p>	<p>Officer suggestion</p>	<p>Clarification and consistency</p>
		<p>The Society for Poole Go South Coast</p>	<p>To highlight the intention for a masterplan but not preclude sites coming forward independently</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Town Centre North will be regenerated as a modern and vibrant part of the town. Development should contribute towards transformational change with major new residential, retail, commercial, leisure and office development. The development of sites within the area must be completed in accordance with any guidance, design code or an-overall masterplan agreed by the Council Local Planning Authority.</p> <p>The Council plan to undertake a masterplan exercise which will explore options to:</p> <ul style="list-style-type: none"> i. Deliver a high-quality bus station and rail station which are attractive, highly accessible, with good quality passenger waiting areas and pedestrian circulation areas, that enhances the overall ii. Relocate the bus depot to free up land for development and provide an east-west pedestrian and cycle link north of the railway line between Falkland Square and Seldown Bridge; and iii. Enable people to safely and conveniently cross the railway at the north of the High Street to the Dolphin Shopping Centre; and iv. Incorporate a minimum two hectares of public open space, including a play area that serves children of all ages. <p>Proposals in the Town Centre North area must, where relevant:</p> <p>a. Uses:</p> <ul style="list-style-type: none"> i. Together, ensure sites within the area should provide at least 1,700 homes including a minimum of 500 homes on sites forming part of the Dolphin Shopping Centre; ii. Development should support a vibrant mix of town centre uses with active commercial ground floors fronting key pedestrian routes in and around the Dolphin Shopping Centre and along Kingland Road. <p>b. General principles</p> <p>Upgrade or replace Poole Stadium with a modern sporting facility, unless a replacement at a suitable alternative is secured;</p> <p>Radically improve the walking and cycling experience around the area reducing severance created by large building footprints and/or roads;</p> <p>Demonstrate that sufficient public car parking, in the region of 3,500 spaces, is retained to serve the town centre;</p> <p>Be predominantly between four and fifteen storeys (approximately 18-48 metres) in height with buildings stepping down significantly towards the areas of lower scale at the edges of the area, with development of no more than four storey adjacent to neighbouring conservation areas;</p> <p>Enhance and provide pedestrian and cyclist routes that improve connectivity, including: between the existing railway station and Falkland Square, between Falkland Square and both the southern access points of the Dolphin Shopping Centre and through the Dolphin Shopping Centre providing access 24 hours a day, 7 days a week</p> <p>Not compromise the potential closure of Kingland Road to private cars and the creation of a public space outside the Lighthouse;</p> <p>preserve Conserve and enhance heritage assets and their settings including the Town Centre Heritage Conservation Area;</p> <p>Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS;</p> <p>Safeguard land immediately north and south of the railway line between the existing level crossing and the bus depot until an agreed solution to achieve the safe and convenient crossing of the railway has been reached between Network Rail and the Council; and</p> <p>Enhance and provide pedestrian and cyclist routes that improve connectivity, including:</p> <p>The provision of a route between the existing station and footpath number 18/Poole High School that goes through the former goods yard and stadium site</p> <p>Between the existing railway station and Falkland Square</p> <p>Between Falkland Square and both the southern access points of the Dolphin Shopping Centre</p> <p>Ensuring routes through the Dolphin Shopping Centre are available 24 hours a day, 7 days a week</p> <p>Dolphin shopping centre and Seldown:</p> <ul style="list-style-type: none"> v. Retain the primary retail and leisure function and provide a minimum of 500 homes and high quality areas of public realm. vi. Ensure any development of the bus or rail station must an attractive, highly accessible area, with good quality passenger waiting areas and pedestrian circulation areas, that enhances the overall operation. 	<p>Bloc Group/Network Rail LGIM Real Estates Toklon Ltd Clive Tyers</p> <p>Historic England</p> <p>Texted moved</p> <p>Text moved</p> <p>Officer suggestion</p> <p>British Speedway Promoters</p>	<p>Recommendation from Historic England</p> <p>For clarity about the development and function of the area</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Stadium: vii. Upgrade or replace Poole Stadium to provide a modern sporting facility, retaining provision for speedway and exploring the incorporation of other sporting clubs, along side the provision of new homes and supporting commercial uses. Any proposals for the loss of the stadium would need to demonstrate that provision for speedway is replaced by equivalent or better provision in the local area or the development includes alternative sports and recreation provision, the benefits of which clear outweigh the loss of current or former use. Any replacement venue must be operational before speedway ceases at the existing stadium. viii. Development proposals should include the provision of a route between the existing station and footpath number 18/Poole High School.</p> <p>Goods Yard: ix. Provide in the region of 300 homes with supporting commercial uses providing an active ground floor to Serpentine Road. Development proposals must include a route between the existing station and footpath number 18/Poole High School x. Engage with Network Rail to ensure buildings do not interfere with communications mast north of station and impede railway safety.</p> <p>St Johns House xi. Provide in the region of 200 homes with supporting commercial uses providing an active ground floor to Serpentine Road.</p> <p>b. Dolphin Swimming Pool and Leisure Centre (PT.2)</p> <p>The site is allocated for a mixed-use development that must: i. Deliver a swimming pool and leisure centre alongside in the region of 110 homes; ii. Be predominantly between three and five storeys (approximately 9-18 metres) in height, with proposals stepping down towards the residential properties to the north and east of the site. There may be scope for taller buildings in the region of ten storeys (approximately 30-33 metres) adjacent to Seldown Bridge; and iii. preserve Conserve or enhance heritage assets and their settings, including Poole Park Conservation Area.</p> <p>c. Between the Bridges (PT.3)</p> <p>The site is allocated for a mixed-use development within the region of 300 homes, a replacement rowing club (unless this has been secured in an alternative location) and commercial, business, service and community uses (Use classes E, F1 and F2). Development proposals must: i. Provide a continuous public quayside adjacent to the water with an overall width of approximately 12 metres, that incorporates a five-metre-wide pedestrian and cycle route; ii. Include community space; iii. Position the majority of commercial/community uses on the quayside; iv. Provide public access to the water; v. Deliver a new pedestrian/cycle crossing on West Quay linking the site to Barbers Piles; vi. Have a scale, height and massing that reflects the context of the historic quayside with heights between two and six storeys (approximately 6-21 metres), with proposals stepping down opposite the listed buildings on West Quay Road; vii. preserve Conserve or enhance heritage assets and their settings; viii. Emulate the vertical rhythm and variety of plots on the existing historic quay; ix. Be positioned to ensure a five-metre-wide continuous cycle and footway can be delivered alongside West Quay Road; x. If it comes forward before the commencement of the Council's strategic flood defence scheme, provide strategic flood defence to a specification agreed by the Council; and xi. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS.</p> <p>d. South of RNLI (PT.4)</p>	<p>Text moved</p> <p>Network Rail</p> <p>Text moved</p> <p>Historic England</p>	<p>To reflect the NPPF and ensure sports facility considered appropriately</p> <p>To ensure development does not adversely impact rail operation</p> <p>Recommendation from Historic England</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>The site is allocated for a mixed-use development within the region of 250 homes, commercial, business, service and community uses (Use classes E, F1 and F2). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a continuous public quayside adjacent to the water with an overall width of approximately 12 metres, that incorporates a five-metre-wide pedestrian and cycle route; ii. Position the majority of commercial/community uses on the quayside; iii. Be predominantly between three and seven storeys (approximately 9-24 metres) in height, with proposals stepping down to the adjacent conservation area; iv. Secure a public slipway into the Backwater Channel; v. Explore the inclusion of a replacement facility for the Sea Scouts; vi. If it comes forward before the commencement of the Council's strategic flood defence scheme, provide strategic flood defence to a specification agreed by the Council; and vii. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS. <p>e. Quay Thistle (PT.5)</p> <p>The site is allocated for a high-quality hotel with a minimum of 80 beds and in the region of 150 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide active ground floor uses onto the Quay (Uses classes E, F1 and F2); ii. Ensure heights are between four and seven storeys (approximately 12-24 metres), providing a transition in scale to the existing residential properties to the rear and east of the site; iii. Enhance the public realm on the Quay; and iv. preserves-Conserves or enhances any heritage assets and their settings including the Town Centre Heritage Conservation Area. <p>f. Chapel Lane (PT.6)</p> <p>The site is allocated for in the region of 25 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Overlook the adjacent park; ii. Be predominantly between two and five storeys (approximately 6-18 metres) in height; iii. preserve-Conserve or enhance heritage assets and their settings including the listed Brewhouse and Kitchen, and the Town Centre Heritage Conservation Area; and iv. Proposals must provide ground floor active fronts to Chapel Lane including the footpath. <p>g. Land at Lifeboat Quay (PT.7)</p> <p>The site is allocated for a mixed-use development with commercial/community uses (Use classes E, F1 and F2), and in the region of 20 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Provide a high quality 15 tree lined link between West Quay Road and the entrance to the adjacent supermarket which is at least 15 metres wide; ii. Be set back from the pavement to allow for a soft landscaped frontage; and iii. Ensure building heights area up to five storeys (approximately 15 -18 metres). <p>h. St Mary's Maternity Hospital (PT.8)</p> <p>The site is allocated for in the region of 50 homes with a focus on homes suitable for families. Development proposals must:</p> <ul style="list-style-type: none"> i. Front and overlook the surrounding streets; ii. Be predominantly between two and three storeys (approximately 6-12 metres) in height; and iii. Preserve-Conserve and enhance heritage assets and their settings including the Heckford Park Conservation Area and the non-designated infirmary building. <p>i. Former National Tyres West Quay Road (PT.9)</p> <p>The site is allocated for in the region of 60 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Front and overlook the surrounding streets; 		
		Fortitudo Ltd	To reflect the previous planning approval

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>ii. Be predominantly six seven storeys (approximately 21-24 18-21 metres) in height;</p> <p>iii. Deliver an improved shared cycle/footway width along the West Street boundary of the site;</p> <p>iv. preserve Conserve and enhance heritage assets and their settings including the Town Centre Heritage Conservation Area; and</p> <p>v. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing</p> <p>surface water storage and flow paths are safely managed through use of SuDS.</p> <p>j. 13-17 High Street (PT.10) The site is allocated for a heritage led mixed-use development within the region of 30 homes and commercial/ community uses (Use classes E, F1 and F2). Development proposals must:</p> <p>i. Front and overlook the surrounding streets, including the provision of ground floor commercial/ community space on the High Street;</p> <p>ii. Be predominantly between two and four storeys (approximately 6-15 metres) in height with any four-storey element positioned towards Strand Street;</p> <p>iii. preserve Conserve or enhance heritage assets and their settings including the Town Centre Heritage Conservation Area and 13 High Street;</p> <p>iv. Provide a public pedestrian and cycle connection between Key Lane, Bennett's Alley and Strand Street; and</p> <p>v. Consider the inclusion of a courtyard that is surrounded by commercial uses.</p> <p>k. Quay Silo (PT.11) The site is allocated for a heritage led mixed-use development within the region of 30 homes and commercial/ community uses (Use classes E, F1 and F2). Development proposals must:</p> <p>i. Front and overlook the Quay and provide overlooking to St Clement's Lane;</p> <p>ii. Be predominantly between three and four storeys (approximately 6-15 metres) in height, stepping down to adjacent heritage assets; and</p> <p>iii. preserve Conserve or enhance heritage assets and their settings including the Town Centre Heritage Conservation Area.</p> <p>1. Local opportunity areas</p> <p>In the following areas, as shown on the policies map, development is encouraged that enhances their quality and character:</p> <p>a. Skinner Street and surrounds (PT.A)</p> <p>Development proposals should be informed by an estate regeneration masterplan or design code and seek to make efficient use of land. Development proposals must:</p> <p>i. Be predominantly between two and five storeys (6-16 metres) in height;</p> <p>ii. Provide a fine-grained character that integrates with the historic urban fabric;</p> <p>iii. Improve the existing layout so that buildings overlook streets and spaces;</p> <p>iv. Enhance and strengthen frontages to provide an appropriate sense of enclosure;</p> <p>v. Enhance tree planting and landscaping along key routes within and around the site;</p> <p>vi. Provide enhancements to the public realm and pedestrian and cycling routes; and</p> <p>vii. Sequentially locate development, including building footprints, access and parking, so that it is outside areas at surface water flood risk, while reducing flood risk on site and not increasing flood risk elsewhere. This may require re-profiling of the site. It must be demonstrated that any surface water storage and flow paths are safely managed through use of SuDS.</p> <p>b. Lagland Street and Hill Street (PT.B) Development proposals must:</p> <p>i. Be of a modest and sympathetic scale, up to and not in excess of three storeys (approximately 9-12 metres) in height;</p> <p>ii. Provide a fine-grained character that integrates with the historic urban fabric, conserving and enhancing designated and non-designated heritage assets;</p>	Historic England	Recommendation from Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>iii. Create active frontages; iv. Enhance and strengthen frontages to provide an appropriate sense of enclosure; v. Improve the pedestrian and cycling connectivity between Lagland Street and Poole High Street; vi. Provide enhancements to the public realm and pedestrian and cycling routes, in particular the lanes leading from the High Street; and vii. Integrate with and enhance the area's positive historic characteristics.</p> <p>c. Parkstone Road and surrounds (PT.C)</p> <p>Development proposals must:</p> <p>i. Be up to and not in excess of four storeys (approximately 12-15 metres) in height on the road frontage; ii. Introduce or sustain the fine-grained character and vertical rhythm; iii. Provide soft landscaping and tree planting to the front of plots where development is set back from the street; and iv. Integrate with and enhance the area's positive historic characteristics.</p> <p>d. Park Gates (PT.D)</p> <p>Development proposals must:</p> <p>i. Be up to and not in excess of three storeys (approximately 9 to 12 metres) in height on the road frontage; ii. Enhance the local centre's retail and community facility offer; and iii. Integrate with and enhance the area's positive historic characteristics.</p>		
P27 Supporting text	<p>Sustainable neighbourhoods</p> <p>Queen's Park contains two sustainable neighbourhoods:</p> <p>Charminster and Queen's Park Sustainable Neighbourhood is based on Queen's Park and the area served by Charminster District Centre, although residents to the east of the sustainable neighbourhood are closer to Holdenhurst Road District Centre as the crow flies. Charminster Road benefits from high frequency bus routes to Bournemouth Town Centre and train station, and the wider sustainable neighbourhood is largely within walking distance of open spaces, primary schools, play areas and doctors' surgeries. Secondary schools are accessible on foot or by bus. We will work with public transport operators to explore opportunities for improvements to bus services away from Charminster Road.</p> <p>Strouden Sustainable Neighbourhood is based on the approximate walking catchment of the Castlepoint District Centre. The area benefits from good access to open space, secondary schools and doctors' surgeries, but is largely more than a 15-minute walk from a primary school. We will work with public transport operators to explore opportunities for improvements to bus services.</p> <p>Part of the ward covered by the Queens Park Neighbourhood Plan area. Further details about the neighbourhood plan area can be found on our website.</p>	Broadstone Neighbourhood Forum Christchurch Town Council Neighbourhood Plan Working Group Highcliffe & Walkford Parish Council	To acknowledge Neighbourhood Plan areas
P27 Supporting text	<p>Local opportunity areas</p> <p>Charminster Road (QP.A) Local Opportunity Area is focused on the Charminster District Centre and located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings, and new development that integrates with and takes design cues from positive examples of period architecture within the areas while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the Queen's Park Terrace (360-374 (evens) Charminster Road) and Bayview House (170 Charminster Road), should be retained and restored. Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the Roman Catholic Church of the Annunciation and Church of St Alban (both grade II* listed), must be preserved-conserved or enhanced.</p>	Historic England	Recommended by Historic England
P28 Supporting text	<p>Local opportunity areas</p> <p>Redhill and Northbourne contains two local opportunity areas:</p> <p>Columbia Road (RN.A) Local Opportunity Area is focused on two areas along Columbia Road which make up the Columbia Road Local Centre, offering a range of shops and services to meet the needs of local</p>	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>residents. Proposals that deliver an active ground floor commercial or community use, enhance the townscape character of the area and make effective use of land will be supported.</p> <p>Wimborne Road, Northbourne (K.B) Local Opportunity Area is focused on the Wimborne Road (Northbourne) Local Centre. Development should enhance the townscape character of the local area and where located within the local centre should deliver enhanced commercial and community uses. The setting of the grade II listed Dower House (1300 Wimborne Road) must be preserved-conserved or enhanced.</p>		
P29 Supporting text	<p>Broad townscape characteristics</p> <p>The most distinctive characteristic of Talbot and Branksome Woods is the verdant nature of much of the area, with development set within well landscaped plots. Streets within the Talbot Woods Sustainable Neighbourhood have a highly coherent suburban character, comprising of detached family houses in well landscaped plots. This character continues in development to the north within the Winton and Moordown Sustainable Neighbourhood, while the character becomes more urban on the residential streets within the Charminster and Queens Park Sustainable Neighbourhood, featuring detached Victorian housing. Development within these areas should sustain their high levels of cohesiveness, incorporate good quality boundary treatments to the front, and integrate with the positive characteristics of the period architecture, including articulation, materials, detailing and the proportions of key architectural features. Development on residential streets within the Talbot Woods Sustainable Neighbourhood and Winton and Moordown Sustainable Neighbourhood in this ward should also typically incorporate good quality soft landscaping and retain trees (and enhance provision where possible or required). Development within the conservation area must preserve- conserve or enhance its character and appearance.</p> <p>Streets within the Surrey Road and Branksome Woods Road Sustainable Neighbourhood and south of the railway line are typically more varied in nature, with a variety of architectural styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a more transitional character. Requirements for development within these areas outside of the heathland 400 metre zone and conservation areas is set out in the sections on the local opportunity areas below. Development within the conservation areas must preserve- conserve or enhance their character and appearance.</p> <p>Development within the Talbot Heath Sustainable Neighbourhood is of a more recent origin. Off Fern Barrow there is a typical contemporary suburban housing estate featuring detached/semi-detached houses on cul-de-sacs. This area largely falls within the Dorset Heathlands 400 metre zone. East of this residential area are the Talbot Village university campuses, where new development should be of a high quality, innovative design.</p>	Historic England	Recommended by Historic England
P29 Supporting text	<p>Site allocations</p> <p>Talbot and Branksome Woods contains four site allocations:</p> <p>Laguna Hotel (TBW.1) is located in a highly sustainable location within walking distance of Bournemouth Town Centre and presents an opportunity for development that makes effective use of land yet integrates with the positive characteristics of the area, including high quality landscaping. The site also provides an opportunity for improvements to pedestrian and cyclist connectivity within the area.</p> <p>380 Poole Road (TBW.2) offers an opportunity to replace the existing development, which is of a poor design quality, with new development that introduces a fine grain and enhances the area's character. Given the flood risk present on site, a sequential test will be required unless development precludes areas at risk. Development is required to incorporate SuDS to the front of the site to reduce flood risk on and off site.</p> <p>Branksome Triangle (TBW.3) is a Council owned site which can deliver homes to meet specialist housing needs. Permanent residential plots are needed for gypsies and travellers and this site could be used to meet these needs. The site contains an SNCI which must be protected. Network rail assets will need protection and remain accessible with boundary treatment to discourage access to the railway line and viaducts. Concerns over noise from the railway and past land contamination will need to be explored and if necessary mitigated.</p> <p>Innovation Quarter, Talbot Village (Em.2) forms a strategic employment allocation. Proposals will be determined in accordance with Policy E4.</p> <p>Local opportunity areas</p> <p>Talbot and Branksome Woods contains five local opportunity areas:</p>	Network Rail/Various representations	To ensure the site provides an appropriate residential environment

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>Poole Road and surrounds (TBW.A) Local Opportunity Area is a predominantly residential area located in a highly sustainable location on a high frequency bus route between Branksome Train Station and Westbourne District Centre (although part of the area is designated as a local centre).</p> <p>Surrey Road and surrounds (TBW.B) and Branksome Woods and surrounds (TBW.C) Local Opportunity Areas are located on either side of the registered Upper Gardens in the south of the ward, these areas benefit from being within walking distance of Bournemouth's Primary Shopping Area.</p> <p>Development within the above areas features a variety of architectural styles ranging from converted Victorian villas to contemporary flatted developments, resulting in a transitional character. The strongest positive characteristics of the areas are the higher quality historic buildings set within verdant plots. The character of the areas have been eroded however, due to the introduction of unsympathetic development from later eras. New development that enhances the character of the areas by integrating with its positive characteristics and retaining and restoring positive historic buildings is encouraged. The type of development that is appropriate will depend on the characteristics of the site and plot assembly may be required to achieve satisfactory design solutions and make effective use of land, but all development should provide a fine-grained character and provide soft landscaping and tree planting to the front of plots where development is set back from the street. Development must preserve- conserve or enhance the character and appearance of the Westbourne, Meyrick Park and Talbot Woods, and Brunstead Road Conservation Areas and the significance of the registered Upper Gardens.</p> <p>Within Branksome Local Centre (partially located within the Poole Road and surrounds Local Opportunity Area, proposals should deliver active commercial or community uses at ground floor level. Development of an innovative and distinctive design that forms perimeter blocks and follow accepted design principles are appropriate in this area.</p> <p>Wimborne Road (WE.A (Area 1)) and Charminster Road (QP.A) Local Opportunity Areas are focused on the Winton and Moordown District Centres; and Charminster District Centre respectively. Both areas are located on high frequency bus routes. Within these areas there is potential for enhancements to townscape character, including restoration of positive historic buildings, and new development that integrates with and takes design cues from positive examples of period architecture within the areas while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape should be retained and restored. Examples of such buildings include The Richmond Arms Public House (153 Charminster Road), and Castle Parade (Wimborne Road). Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the registered Wimborne Road Cemetery and the grade II listed Church of St Luke, and the character and appearance of the Meyrick Park and Talbot Woods Conservation Area must be preserved-conserved or enhanced.</p>	Historic England	Recommended by Historic England
Policy P29	<p>4. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Laguna Hotel (TBW.1)</p> <p>The site is allocated for residential uses within the region of 150 homes. Development proposals must:</p> <ol style="list-style-type: none"> Retain mature vegetation on site; Ensure buildings are predominantly between two and eight storeys (approximately 6-27 metres) in height; and Provide a pedestrian and cycle link through the site between Suffolk Road South and Surrey Road. <p>b. 380 Poole Road (TBW.2)</p> <p>The site is allocated for residential uses with a minimum of 15 homes. Development proposals must:</p> <ol style="list-style-type: none"> Ensure buildings are predominantly three and a half storeys (approximately 9-12 metres) in height; Sequentially locate development, including building footprints, access and parking, outside of the area of surface water flood risk to the front of the site, and maintain surface water storage and incorporate SuDS within this area. <p>c. Branksome Triangle (TBW.3)</p> <p>The site is allocated for the provision of at least 15 specialist homes that could include permanent gypsy and traveller pitches. Proposals must:</p>	Various representations/Network Rail/Historic England	To address various issues raised in the representations to ensure the site offers a suitable environment for future occupiers

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>i. Mitigate any impacts on the SNCI which forms part of the site; Part of the site is an SNCI and in bringing forward the site any impacts upon it must be mitigated.</p> <p>ii. Conserve or enhance the locally listed WWII pill box on site;</p> <p>iii. Provide suitable surface water flooding mitigation;</p> <p>iv. Remediate any past land contamination issues;</p> <p>v. Engage with Network Rail and ensure Network Rail can access railway assets;</p> <p>vi. Provide any necessary noise attenuation measures to mitigate impacts from passing trains; and</p> <p>vii. Include suitable boundary treatments to prevent access to the railway, viaducts or Network Rail assets.</p> <p>Note: Proposals within the Talbot Village Innovation Quarter (TBW.4/Em.2) strategic employment allocation will be determined in accordance with Policy E4. This includes the provision for in the region of 40 homes outside of the heathland consultation area.</p>		
P30 Supporting text	<p>4. Site allocations</p> <p>Wallisdown and Winton West contains three site allocations:</p> <p>Land at Talbot Village (North of Wallisdown Road) (WWW.1) is immediately north of Wallisdown Road. Talbot Village is an area that was laid out as a model village in the 1850s. The whole village forms a designated conservation area which includes cottages, a church, school, alms houses and farm buildings, which are all listed buildings. The cottages are set within generous plots, each with a well and outbuildings with woodland and trees surrounding the village. The village is now largely surrounded by more dense, urban development, although the land immediately to the north which includes allotments and Slades Park remains relatively open. There are some existing plots which offer opportunities for sensitive infilling alongside the White Farm building which could be used for homes. Any development would however need to ensure the character and appearance of the conservation area and the listed buildings are preserved conserved or enhanced, replicating the historic pattern and style of development in line with the conservation area management plan and Historic England GPA4: Enabling Development and Heritage (2020).</p> <p>42-44 Firs Glen Road (WWW.2) is located on one of the edges of the Boundary Roundabout and provides an opportunity for development that makes better use of land and positively responds to its location opposite the Poole Gateway building.</p> <p>Wallisdown Heights Day Care Centre (WWW.3) is located within 400 metres of part of the Dorset Heathlands and is therefore restricted to community uses or a care home limited to those with advanced dementia and/or physical nursing needs. The site offers potential for development that enhances the area's character and local distinctiveness, provides enhanced landscaping and has a stronger relationship with the surrounding streets and paths.</p> <p>Local opportunity areas</p> <p>Wallisdown and Winton West contains two local opportunity areas:</p> <p>Columbia Road (RN.A) Local Opportunity Area is focused on two areas along Columbia Road which make up the Columbia Road Local Centre, which offer a range of shops and services to meet the needs of local residents. Proposals that deliver an active ground floor commercial or community use, enhance the townscape character of the area and make effective use of land will be supported. The former Ensbury Park Hotel should be retained.</p> <p>Wimborne Road (WE.A) Local Opportunity Area focuses on the Winton and Moordown District Centres and is located in a highly sustainable location served by a high frequency bus route. Within the area there is potential for enhancements to townscape character, including restoration of positive historic buildings, and new development that integrates with and takes design cues from positive examples of period architecture within the area while avoiding poorly executed pastiche. Historic buildings and frontages that make a positive contribution to the area's townscape, such as the St John's Chambers parade (748-754 (evens) Wimborne Road), should be retained and restored. Better use of roof space will be encouraged and sympathetic upward extensions to positive historic buildings may be acceptable where this would be feasible and not detract from their townscape value. The significance of designated heritage assets, such as the grade II listed Church of St John, must be preserved conserved or enhanced.</p>	Historic England	Recommended by Historic England
Policy P30	<p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Land at Talbot Village (North of Wallisdown Road) (WWW.1)</p>	Historic England	Recommended by Historic England

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>The Talbot Village area (North of Wallisdown Road) offers potential for in the region of 15 homes through sensitive infilling on plots sensitive infilling on plots where new homes will act as enabling development to enhance the conservation area as set out in the conservation area management plan. Development proposals must:</p> <p>i. Preserve or Conserve and enhance listed buildings and their settings, and preserve or enhance the character and appearance of the conservation area;</p> <p>ii. Be of a similar size, scale and character to the listed buildings;</p> <p>iii. Be no greater than two storeys (approximately 6-9 metres) in height; and</p> <p>iv. Provide in the region of 15 homes with two homes by Alton Road, one home by Wallisdown Road, in the region of ten specialist homes at White Farm and in the region of five homes on land adjacent to White Farm Close.</p> <p>b. 42 and 44 Firs Glen Road (WWW.2)</p> <p>The site is allocated for residential uses within the region of 20 homes. Development proposals must be predominantly three and four storeys (approximately 9-15 metres) in height, with a maximum of three storeys close to the road frontage. A tree screen should be retained around the site boundary.</p> <p>c. Wallisdown Heights Day Care Centre (WWW.3)</p> <p>The site is allocated for community uses or a care home within the region of 60 beds (Use class C2) limited to those with advanced dementia and/or physical nursing needs. Proposals for care uses must be predominantly two and three storeys (approximately 6-9 metres) in height.</p>		
P32 Supporting text	<p>Site allocations</p> <p>Westbourne and West Cliff contains six site allocations:</p> <p>Marriott Hotel, St Michael's Road (WWC.1), Marks and Spencer, Seamoor Road (WWC.2), Princess Road (WWC.4) and 135-137 West Hill Road (WWC.5) sites allow opportunities for sympathetic development that provides a fine grain and enhances the character and appearance of the areas they fall within.</p> <p>• Westbourne Car Parks (WWC.3) and West Hill Car Park (WWC.6) sites are suitable for development if they are found to be surplus to requirements. West Hill Car Park falls within the Bournemouth Town Centre boundary where a town centre wide parking strategy is being prepared. Surveys of parking would need to be undertaken for the Westbourne Car Parks to establish if any of the existing car parks are surplus to requirements, but any proposals would need to ensure the overall parking provision remains sufficient to serve Westbourne District Centre.</p> <p>Local opportunity areas</p> <p>Poole Road and surrounds (TBW.A) Local Opportunity Area is a predominantly residential area located in a highly sustainable location on a high frequency bus route between Branksome Train Station and Westbourne District Centre (although part of the area is designated as a local centre). The part of the local opportunity area that falls within this ward features modern office blocks. The plots within this area offer opportunities for development of a more innovative design, but this should still integrate with the positive characteristics of the streets and must preserve- conserve or enhance the character and appearance of the Westbourne Conservation Area.</p>	<p>Officer suggestion</p> <p>Historic England</p>	<p>Remove site due to difficulties in redeveloping it due to the positions of surrounding buildings and due to the provision of parking required on the west of the town centre</p> <p>Recommended by Historic England</p>
Policy P32	<p>4. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p> <p>a. Marriott Hotel, St Michael's Road (WWC.1)</p> <p>The land to the east of the hotel is allocated for residential uses for in the region of 20 homes. Development proposals must:</p> <p>i. preserve- Conserve or enhance the character and appearance of heritage assets and their settings including the listed buildings on site and the West Cliff and Poole Hill Conservation Area;</p> <p>ii. Be predominantly two and a half storeys (approximately 6-9 metres) in height; and</p> <p>iii. Consider an informal layout of buildings which reflect individual villas within a landscaped setting; and</p> <p>iv. Provide a Coastal Vulnerability Assessment that demonstrates the development will not impact or be impacted by sea cliff stability.</p>	<p>Historic England</p> <p>FCERM</p>	<p>Recommended by Historic England</p> <p>Recommendation by FCERM</p>

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>b. Marks and Spencer, Seamoor Road (WWC.2)</p> <p>The site is allocated for mixed use development incorporating ground floor commercial, business, service or community space (Use class E(a-f), E(g)(i), F1 and F2) alongside supporting residential uses delivering within the region of 30 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Retain a convenience retail store of at least 600 square metres on the ground floor with an active commercial frontage to Seamoor Road; ii. Be predominantly between three and four storeys (approximately 9-15 metres) in height; and iii. preserve Conserve or enhance the character and appearance of heritage assets and their settings including the Westbourne Conservation Area. <p>c. Westbourne car parks (WWC.3)</p> <p>Subject to a review of car parking usage if any sites are considered surplus to requirements these should be used for residential development with a minimum of 40 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. preserve Conserve or enhance the character and appearance of nearby heritage assets, including the Westbourne Conservation Area; ii. Retain sufficient public car parking spaces to serve the district centre; iii. Retain maintenance access for the A338; and iv. Allow for the greenway between Princess Road and Queens Road to be constructed. <p>d. Princess Road (WWC.4)</p> <p>The site is allocated for residential uses within the region of 80 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. preserve Conserve or enhance the character and appearance of nearby heritage assets and their settings, including the Westbourne Conservation Area; ii. Provide a range in heights suitable for the surrounding context with development predominantly between six and nine storeys (approximately 18-30 metres) in height; iii. Retain maintenance access for the A338; and iv. Allow for the greenway between Princess Road and Queens Road to be constructed. <p>e. 135-137 West Hill Road (WWC.5)</p> <p>The site is allocated for residential uses for in the region of 15 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. preserve Conserve or enhance the character and appearance of heritage assets and their settings, including the West Cliff and Poole Hill Conservation Area; ii. Seek to convert the existing buildings, ensuring number 137 135 West Hill Road is retained as a positive building within the conservation area; and iii. Be predominantly three and four storeys (approximately 9-15 metres) in height. <p>f. West Hill Car Park (WWC.6)</p> <p>Subject to Council agreement of a car parking strategy for Bournemouth Town Centre, West Hill Car Park would be suitable for residential development providing in the region of 20 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Preserve or enhance the character and appearance of heritage assets and their settings including the Poole Hill and West Cliff Conservation Area; ii. Be designed to respect the amenities of the adjacent residential properties; iii. Be predominantly between three and four storeys (approximately 9-15 metres) in height; and iv. Retain a pedestrian and cycle connection through the site between West Hill Road and St Michael's Road. 		
P32, 4e (WWC.5) ii	Seek to convert the existing buildings, ensuring number 135 137 West Hill Road is retained as a positive building within the conservation area; and	Historic England	135 is identified as a neutral building and 137 as a positive building in the West Cliff and Poole Hill Draft Conservation Area Appraisal
Policy P33	<p>3. Site allocations</p> <p>The following sites are allocated for development and are shown on the policies map:</p>	Officer suggestion	Site is not identified on Open Reach's list of telephone exchange closures

Para / Policy / Site	Proposed text	Raised in response to	Reason
	<p>a. Telephone Exchange, Wycliffe Road (WE.1)</p> <p>If this site becomes available, it is suitable for residential uses and shall deliver in the region of 30 homes. Development should seek to retain and convert the existing building.</p> <p>b. Alma Road Surgery (WE.2)</p> <p>The site is allocated for a mixed residential and community use (Use classes E(e), E(f), F1 and F2(b)), or residential use delivering in the region of 20 homes. Development proposals must:</p> <ul style="list-style-type: none"> i. Be predominantly two storeys (approximately 6-9 metres) in height; and ii. Include some houses suitable for families. <p>c. Former Wilko/Cranmer Road Car Park (WE.3)</p> <p>The site is allocated for a mixed-use development within the region of 40 homes and commercial, business, service or community uses (Use classes E and F). Development proposals must:</p> <ul style="list-style-type: none"> i. Provide an active ground floor commercial frontage along Wimborne Road; ii. Retain sufficient car parking spaces to serve the district centre; iii. Retain a public pedestrian and cycle connection through the site between Wimborne Road and Cranmer Road; and iv. Be predominantly between two and three storeys (approximately 6-12 metres) in height and up to four storeys (approximately 12-15 metres) in height along Wimborne Road. 		

SD1c Draft Local Plan - Part 3 - Appendices -

Para / Policy / Site	Proposed text	Raised in response to	Reason
Appendix 1	To follow. Monitoring Framework 2024-2039 – remove monitoring indicator C6(2). Add monitoring indicator for number of completed Conservation Area Appraisals and Managements Plans	FCERM Historic England	
Appendix 2	To follow. Transport infrastructure improvements		
Appendix 3	To follow. Glossary – insert definitions for “Coastal Change Management Area” and “Coastal Vulnerability Zone”	FCERM	
Appendix 4	Schedule of deleted policies (see below)	Officer suggestions	

Appendix 4 – Schedule of Deleted Policies

The BCP Local Plan replaces the following development plan policies, as set out individually in the table below:

- 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

Bournemouth District Wide Local Plan 2002

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
3.6: Acceptable Development in the Countryside	Superseded by	NE6: Countryside
3.7: Conversion of Rural Buildings	Not replaced	Covered by NPPF paras 84 and 85 Supporting a prosperous rural economy
3.9: Non-Agricultural Activities	Not replaced	Covered by NPPF paras 84 and 85 Supporting a prosperous rural economy
3.11: Intensive Livestock Units	Not replaced	Not considered necessary to carry this policy forwards.
3.12: Camping, Touring or Static Caravan Sites	Superseded by	E9: Visitor accommodation
3.2: Contamination	Superseded by	BE3: Living conditions
3.25: Land Stability (Cliffs and chines)	Superseded by	C5: Coastal erosion and sea cliff stability
3.26: Watercourses	Superseded by	NE6: Countryside
3.28: Flooding	Superseded by	C6: Flood risk
4.4: Development in Conservation Areas	Superseded by	BE6: Heritage assets
4.8: External Roller Shutters in Conservation Areas	Superseded by	BE5: Shopfronts
4.9: Parking Guidelines in Conservation Areas	Superseded by	T2: Transport and development

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
4.1: Highways in Conservation Areas	Superseded by	T2: Transport and development
4.11: Holdenhurst East Conservation Area	Superseded by	BE6: Heritage assets
4.12: Talbot Village Conservation Area	Superseded by	P30: Wallisdown & Winton West WWW.1: Land at Talbot Village (north of Wallisdown Road)
4.13: Throop Conservation Area	Superseded by	BE6: Heritage assets
4.14: Wick Conservation Area	Superseded by	BE6: Heritage assets
4.15: Muscliffe Lane Conservation Area	Superseded by	BE6: Heritage assets
4.20: Access for Disabled People	Superseded by	T1: Transport Policy T2: Transport and Development T4: Transport Infrastructure
4.21: Shop Fronts	Superseded by	BE5: Shopfronts
4.23: Posters and Hoardings	Superseded by	BE2: Townscape
4.24: Public Works of Art	Superseded by	BE2: Townscape
4.25: Landscaping	Superseded by	BE2: Townscape
5.1: Job Creation	Superseded by	E1: Nurturing our economy
5.2: Small Businesses to Have Regard for Neighbouring Residential Amenities	Superseded by	E1: Nurturing our economy S2: Spatial strategy and levels of growth
5.3: New B1 Uses	Superseded by	E1: Nurturing our economy S2: Spatial strategy and levels of growth
5.9: Minor Business Uses	Superseded by	S2: Spatial strategy and levels of growth
5.1: Home Working	Superseded by	BE1: Design and high quality places BE3: Living conditions
5.11: Telecommunications	Superseded by	D1: Infrastructure
5.19: Core Shopping Areas	Superseded by	E11: Retail and town centres
5.20: Secondary Shopping Areas	Superseded by	E11: Retail and town centres
5.26: New Retail Floorspace Outside A Shopping Designation	Superseded by	E11: Retail and town centres
5.28: Ringwood Road Retail Warehousing	Not replaced	Development completed
5.29: Amusement Centres	Superseded by	E11: Retail and town centres
5.30: Motor Vehicle Sales	Superseded by	BE1: Design and high quality places BE3: Living conditions
5.31: Day Nurseries Close to Employment	Not replaced	No need for replacement policy as there are no criteria
5.32: Day Nurseries in Residential Areas	Superseded by	BE1: Design and high quality places BE3: Living conditions
5.33: Private Schools	Superseded by	BE1: Design and high quality places BE3: Living conditions

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
5.34: Student Living Accommodation	Superseded by	H7: Purpose built student accommodation
6.3: Retention of Residential Accommodation	Not replaced	Policy specifically for upper floors not required. Loss of existing homes in general covered by H1: Housing delivery
6.4: Loss of Residential	Superseded by	H1: Housing delivery
6.5: Conversion of Floors Above Shops to Residential	Superseded by	S1: Addressing the climate and ecological emergency Also preceding text to BE1 refers to upper floors of commercial development providing residential or employment space
6.8: Residential Infill	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions
6.9: Residential Development of Derelict/Vacant Land	Superseded by	S1: Addressing the climate and ecological emergency
6.1: Flats Redevelopment	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions
6.12: Class C2 Accommodation	Superseded by	H6: Specialist needs housing
6.13: Flat Conversions - Location of Property	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions
6.14: Flat Conversions - Type of Property	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions
6.16: Flat Conversions - Car Parking	Superseded by	T2: Transport and development
6.17: HMOs and Hostels	Superseded by	H8: Houses in multiple occupation
6.18: Mobile Home Parks	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions
7.8: Amusement Arcades	Superseded by	NE5: Coastline
7.10: Indoor and Outdoor Sport and Recreation Facilities	Superseded by	E12: Community facilities
7.11: West Hants Tennis Club and Dean Court (now Vitality Stadium)	Superseded by	E12: Community facilities
7.19: School Playing Fields	Superseded by	NE7: Open space
7.21: Open Space Provision (And SPG on Open Space/Recreation Facilities)	Superseded by	NE7: Open space
7.22: Sandy Way	Superseded by	NE4: Green infrastructure
8.1: Development on Primary and County Distributor Routes	Superseded by	T3: Creation or alteration of a vehicular access onto a road
8.2: District Distributor Roads	Superseded by	T3: Creation or alteration of a vehicular access onto a road
8.3: Highway Improvements	Superseded by	T4: Transport infrastructure
8.4: Widening of A338	Not replaced	Still relevant but not the approach advocated in the 2002 policies. Now relates to LTP3
8.8: Highway Improvements Between Northbourne Roundabout and East Howe Lane, and Durdells Avenue and Bear Cross Roundabout	Superseded by	T4: Transport Infrastructure Appendix 2: Transport infrastructure improvements

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
8.9: Relief of Traffic Flow on Castle Lane East	Superseded by	T4: Transport Infrastructure Appendix 2: Transport infrastructure improvements
8.1: Highway Network Improvements	Superseded by	T4: Transport Infrastructure Appendix 2: Transport infrastructure improvements
8.11: Development Prejudicing Highway Network Improvements	Superseded by	T4: Transport Infrastructure Appendix 2: Transport infrastructure improvements
8.12: New Distributor Roads	Not replaced	Policy for design of new roads more appropriate in LTP.
8.2: Rail Network	Superseded by	T4: Transport infrastructure T5: Freight and servicing
8.22: Development Affecting Public Car Parking Spaces	Superseded by	T1: Transport strategy
8.26: Parking and Retail Development in the Town Centre	Not replaced	Not required as new shopping development not planned for town centre
8.28: Additional Short Stay Public Car Parking at Winton	Not replaced	May no longer be an aim to increase public car parking in Winton. Will be addressed in review of approach to public car parking
8.29: Car Parking in Westbourne	Superseded by	P32: Westbourne & West Cliff WWC.3: Westbourne car parks WWC.4: Princess Road
8.30: Temporary Car Parking In Westbourne	Superseded by	P32: Westbourne & West Cliff WWC.4: West Hill Car Park
8.32: Coach Parking at Queens Road and Glen Fern Road	Superseded by	T4: Transport Infrastructure Appendix 2: Transport infrastructure improvements for Queens Road coach parking. Policy for Glen Fern Road coach parking not carried forwards
8.33: Taxi Stands	Superseded by	Not considered necessary to carry this policy forwards - unnecessary detail
8.35: Access Onto Primary, County and District Distributor Roads	Superseded by	T3: Creation or alteration of a vehicular access onto a road
8.39: Access for Mobility Impaired	Superseded by	T2: Transport and development
8.40: Parking for the Disabled	Superseded by	T2: Transport and development
8.41: Disabled Access Ramps	Superseded by	T2: Transport and development
8.42: Development Control Lines	Superseded by	T4: Transport infrastructure
8.43: Development Compromising Highway Improvements	Superseded by	T4: Transport infrastructure

Bournemouth Affordable Housing Development Plan Document 2009

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
AH1: Affordable housing	Superseded by	H2: Affordable housing

Bournemouth Core Strategy 2012

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
CS1: National Planning Policy Framework - Presumption in Favour of Sustainable Development	Superseded by	S1: Addressing the climate and ecological emergency
CS2: Sustainable Homes and Premises	Superseded by	C2: Sustainable construction and low carbon energy
CS3: Sustainable Energy and Heat	Superseded by	C2: Sustainable construction and low carbon energy
CS4: Surface Water Flooding	Superseded by	C6: Flood Risk and C7: SUDS
CS5: Promoting a Healthy Community	Superseded by	S3: Healthy communities
CS6: Delivering Sustainable Communities	Superseded by	S2: Spatial strategy and levels of growth E11: Retail and Town Centres P1 - P33 ward policies
CS7: Bournemouth Town Centre	Superseded by	P5: Bournemouth Central
CS8: Lansdowne Employment Area	Superseded by	P5: Bournemouth Central
CS9: Enhancing District Centres	Superseded by	S2: Spatial strategy and levels of growth E11: Retail and Town Centres P1 - P33 Ward policies
CS10: Kinson Retail Development	Not replaced	Development completed
CS11: Protecting Local Facilities and Services	Superseded by	E11: Retail and town centres
CS12: Retaining Community Uses	Superseded by	E12: Community facilities
CS13: Key Transport Routes	Superseded by	T1: Transport strategy T4: Transport infrastructure
CS14: Delivering Transport Infrastructure	Superseded by	T2: Transport and development
CS15: Green Travel Plan and Transport Assessments	Superseded by	T2: Transport and development
CS16: Parking Standards	Superseded by	T2: Transport and development
CS17: Encouraging Greener Vehicle Technologies	Superseded by	T1: Transport strategy T2: Transport and development
CS18: Increasing Opportunities for Cycling and Walking	Superseded by	S2: Spatial strategy and levels of growth S3: Healthy communities T2: Transport and development T4: Transport infrastructure
CS19: Protecting Small Family Dwellinghouses	Superseded by	H1: Housing delivery H3: Housing mix
CS20: Encouraging Small Family Dwellinghouses	Superseded by	H3: Housing mix

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
CS21: Housing Distribution Across Bournemouth	Superseded by	S2: Spatial strategy and levels of growth H1: Housing delivery H3: Housing mix BE1: Design and high quality places BE2: Townscape BE3: Living conditions
CS22: New Housing Outside the Preferred Locations	Not replaced	No longer relevant - S2 directs development to most sustainable locations within BCP
CS23: Encouraging Lifetime Homes Standards	Superseded by	H4: Internal and external space standards
CS24: Houses of Multiple Occupation	Superseded by	H8: Houses in multiple occupation
CS25: Assessment of Unallocated Gypsy and Traveller Sites	Superseded by	H11: Gypsies, travellers and travelling show people
CS26: Protecting Allocated Employment Sites	Superseded by	E2: Employment supply
CS27: Protecting Unallocated Employment Sites	Superseded by	E7: Employment areas and isolated employment sites
CS28: Tourist Accommodation	Superseded by	E9: Visitor accommodation
CS29: Protecting Tourism and Cultural Facilities	Superseded by	E10: Visitor attractions
CS30: Promoting Green Infrastructure	Superseded by	S3: Healthy communities C1: Addressing Climate Change NE1: Natural environment NE4: Green infrastructure NE7: Open space
CS31: Recreation, Play and Sports	Superseded by	S2: Spatial strategy and levels of growth NE4: Green Infrastructure NE7: Open space
CS32: International Sites	Superseded by	NE2: Habitats sites and local wildlife sites
CS33: Heathland	Superseded by	NE2: Habitats sites and local wildlife sites
CS34: Sites of Special Scientific Interest	Superseded by	NE2: Habitats sites and local wildlife sites
CS35: Nature and Geological Conservation Interests	Superseded by	NE2: Habitats sites and local wildlife sites
CS36: Stour Valley Project	Superseded by	NE6: Countryside
CS37: Green Belt	Superseded by	S2: Spatial strategy and levels of growth
CS38: Minimising Pollution	Superseded by	NE2: Habitats sites and local wildlife sites T6: Air quality
CS39: Designated Heritage Assets	Superseded by	BE6: Heritage assets
CS40: Local Heritage Assets	Superseded by	BE6: Heritage assets
CS41: Quality Design	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions

Bournemouth Town Centre Area Action Plan 2013

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
D1: Presumption in favour of sustainable development	Superseded by	H1: Housing delivery S1: Addressing the climate and ecological emergency
D2: Combined Heat and Power and District Heating Schemes	Superseded by	C1: Addressing climate change C2: Sustainable construction and low carbon energy
D3: Character Areas	Not replaced	Brief description of character of town centre in text before Bournemouth Central ward policy P5

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
D4: Design Quality	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions
D5: Tall buildings	Superseded by	BE4: Building heights
D6: Shop front design	Superseded by	BE5: Shopfronts
D7: Public realm	Superseded by	S2: Spatial strategy and levels of growth BE2: Townscape
D8: Signs and information	Superseded by	BE2: Townscape
T1: Overarching transport and movement considerations	Superseded by	T1: Transport strategy
T2: Walking and cycling	Superseded by	T2: Transport and development T4: Transport infrastructure
T3: Priority areas for walking and cycling improvements	Superseded by	P5: Bournemouth Central, Local Cycling, Walking & Infrastructure Plan
T4: Public transport	Superseded by	P5: Bournemouth Central, Bus Service Improvement Plan
T5: Bournemouth rail and coach station (travel interchange)	Superseded by	P5: Bournemouth Central BC18: ASDA, St Paul's Road and surrounds, Local Cycling, Walking & Infrastructure Plan
T6: Highway improvement schemes	Superseded by	Appendix 2: Transport infrastructure improvements
T7: Parking strategy	Not replaced	Town centre parking review is being prepared and this will inform a parking strategy for the town centre
T8: Public parking locations	Not replaced	Town centre parking review is being prepared and this will inform a parking strategy for the town centre
T9: Shopmobility	Superseded by	T2: Transport and development
U1: Mixed uses	Not replaced	Not necessary as policy will be replaced by site specific policies in town centre area setting out appropriate mix
U2: Housing	Superseded by	P5: Bournemouth central BE4: Living conditions H4: Internal and External Space Standards
U3: Student accommodation	Superseded by	H7: Purpose built student accommodation
U4: New Town Centre community facilities	Superseded by	P5: Bournemouth Central
U5: Retail growth	Superseded by	P5: Bournemouth Central
U6: Frontage designations	Superseded by	E11: Retail and town centres
U7: Cafes and restaurants	Superseded by	E11: Retail and town centres
U8: Leisure, culture and entertainment	Superseded by	E10: Visitor attractions
U9: Evening and night time uses	Superseded by	E11: Retail and town centres

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
A1: ASDA	Superseded by	P5: Bournemouth Central BC.18: ASDA, St Paul's Road and surrounds
A2: Bath Road North	Superseded by	P5: Bournemouth central, BC.1: Bournemouth Arc
A3: Bath Road South	Superseded by	P5: Bournemouth Central BC.1: Bournemouth Arc
A4: Berry Court	Not replaced	Development completed
A5: Central car park	Superseded by	P5: Bournemouth Central, BC.12: Central car park
A6: Christchurch Road	Superseded by	P5 Bournemouth central BC.4: Lansdowne area E2: Employment supply Em.7 Sites within Lansdowne
A7: Commercial Road / Avenue Road	Superseded by	P5: Bournemouth central BC.3: Avenue Road/Commercial Road quarter
A8: Cotlands Road	Superseded by	P5 Bournemouth central BC4: Lansdowne area E2: Employment supply Em.7 Sites within Lansdowne
A9: Court Royal	Superseded by	P5: Bournemouth central, BC1: Bournemouth Arc
A10: Durley Road	Not replaced	Development completed
A11: Eden Glen	Superseded by	P5: Bournemouth central, BC.15: Eden Glen car park
A12: Glen Fern Road	Superseded by	P5: Bournemouth central, BC.5: Glen Fern Road
A13: Happylands	Superseded by	P5: Bournemouth central, BC.1: Bournemouth Arc
A14: Holdenhurst Road	Superseded by	P14: East Cliff & Springbourne ECS.A: Holdenhurst Road and surrounds Local opportunity area
A15: Leyton Mount	Not replaced	Development completed
A16: Madeira Road	Not replaced	Development completed
A17: NCP Exeter Road	Not replaced	Development completed
A18: Punshon Church	Not replaced	Site not included in BC.1: Bournemouth Arc in review of existing allocated sites
A19: Richmond Gardens	Superseded by	P5: Bournemouth Central BC.6: Richmond Gardens
A20: Richmond Hill	Superseded by	P5: Bournemouth Central BC.13: Richmond Hill car park
A21: St Paul's Place	Not replaced	Development completed
A22: St Stephen's Road	Not replaced	Development completed
A23: St Swithun's Road	Not replaced	Development completed

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
A24: Telephone exchange	Superseded by	P5: Bournemouth Central BC.17: Telephone exchange, Bath Road
A25: Terrace Mount	Not replaced	Development completed
A26: Town Hall Annexe	Superseded by	P5: Bournemouth Central BC.16: Town Hall Annexe
A27: Wellington Road	Not replaced	Site shown as existing employment area in East Cliff & Springbourne ward key diagram
A28: West Hill Road	Superseded by	P32: Westbourne & West Cliff WWC.6: West Hill Car Park
A29: Westover Road / Hinton Road	Superseded by	P5: Bournemouth Central BC.2: Westover Road
A30: Winterbourne Hotel	Superseded by	P5: Bournemouth Central BC.1: Bournemouth Arc
A31: Winter Gardens	Superseded by	P5: Bournemouth Central BC.1: Bournemouth Arc

Christchurch Local Plan 2001

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
ENV1: Waste Facilities in new Development	Superseded by	ID1: Infrastructure
ENV2: Protection of Development from Nearby Polluting Operations	Superseded by	BE3: Living conditions
ENV3: Pollution and Existing Development	Superseded by	S1: Addressing the climate and ecological emergency BE3: Living conditions S3: Healthy communities
ENV4: Protection of Water Supply and Quality	Superseded by	C3: Water efficiency
ENV5: Drainage and New Development	Superseded by	C7: Sustainable drainage C1: Addressing climate change
ENV6: Connection of Development to Mains System	Superseded by	C7: Sustainable drainage
ENV9: Development in the Coastal Zone	Superseded by	NE5: Coastline
ENV15: Protection of Green Corridors	Superseded by	NE4: Green infrastructure
ENV18: Re-Use of Buildings in the Green Belt	Not replaced	Covered by NPPF paras 84 and 85 Supporting a prosperous rural economy
ENV21: Landscaping in New Development	Superseded by	BE2: Townscape
BE2: Demolition of Unlisted Buildings in Conservation Areas	Superseded by	BE6: Heritage assets
BE3: Demolition of Unlisted Buildings in Conservation Areas - Plans for Redevelopment	Superseded by	BE6: Heritage assets
BE4: New Development in Conservation Areas	Superseded by	BE6: Heritage assets
BE5: Setting of Conservation Area	Superseded by	BE6: Heritage assets
BE11: Mudeford/Harbour Edge & 71 Mudeford/Avonmouth Hotel	Not replaced	Site specific policy not required. Area within a Conservation Area so BE6 relevant

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
BE14: Alterations to Listed Buildings	Superseded by	BE6: Heritage assets
BE15: Setting of Listed Buildings	Superseded by	BE6: Heritage assets
BE16: Views and Vistas	Superseded by	BE2: Townscape BE4: Building heights BE6: Heritage assets
BE18: Highcliffe Castle	Superseded by	E10: Visitor attractions
H2: 11 Seaton Road	Not replaced	Site too small for allocation within Local Plan
H6: R/O 108-116 Stour Road	Not replaced	Site not included in review of existing allocated sites due to flood risk
H7: The Grove/Barrack Road	Not replaced	Part of site developed. Remainder not included in review of existing allocated sites due to flood risk
H9: Chewton Farm Estate	Not replaced	Policy approach not being taken forward.
H11: Loss of Residential Accommodation in Town Centre	Superseded by	H1: Housing delivery
H12: Residential Infill	Superseded by	BE1: Design & high quality places BE2: Townscape BE3: Living conditions
H13: Replacement of Dwellings in Green Belt	Not replaced	Covered by NPPF para 154
H14: Extensions to Dwellings in Green Belt	Not replaced	Covered by NPPF para 154
H16: Crime Prevention and Design	Superseded by	BE1: Design & high quality places BE2: Townscape BE3: Living conditions
H18: Residential Caravans and Mobile Homes	Not replaced	Not considered necessary to have specific policy for proposals for new mobile home sites. Will be covered in general housing policies
EI7: Airport Safety Zone	Superseded by	E3: Bournemouth Airport
EI9: Loss of Boatyards and marine Facilities	Superseded by	NE5: Coastline
EO3: Bridge Street/Stony Lane Mixed Development	Superseded by	P10: Christchurch Town CT4: Stony Lane South (south of Bridge Street)
EO5: Office Development Criteria	Not replaced	Not relevant as refer to former EO1 - EO4 policies which have been Superseded by
ES5: Land west of High Street	Not replaced	Site has already been redeveloped
ES8: Land Adj Royalty Inn, Bargates	Not replaced	Allocation for more retail development has not been carried forwards
ES10: Loss of Public Houses	Superseded by	E12: Community facilities
ET1: Redevelopment/Change of Use of Holiday accommodation or Tourist Facilities	Superseded by	E9: Visitor accommodation E10: Visitor attractions
T1: Access to District Distributor Roads	Superseded by	T3: Creation or alteration of a vehicular access onto a road
T3: New Local Distributor Roads	Superseded by	T3: Creation or alteration of a vehicular access onto a road

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
T4: Castle Lane Relief Road Corridor	Not replaced	Not in LTP programme and no current plans to progress.
T5: Barrack Road Junction Improvements	Superseded by	Appendix 2: Transport infrastructure improvements LTP4 will identify key schemes including junction improvements P10: Christchurch Town
T11: Rear Servicing 1-13 High Street	Superseded by	T5: Freight and servicing
T12: Rear Servicing 37-47 Bargates	Superseded by	T5: Freight and servicing
T14: Cycle Routes	Superseded by	Some cycle routes completed. Some site allocations within P10: Christchurch Town - CT.3 and CT.4. Local Cycling Walking and Infrastructure Plan (LCWIP)
T16: Access for Those With Impaired Mobility	Superseded by	T1: Transport policy T2: Transport and development T4: Transport infrastructure
P1: R/O 13 Wick Lane Parking	Not replaced	Completed.
P2: Magistrates Court Site Car Parking	Not replaced	Magistrates court and police station has planning permission to redevelop and is under construction
P3: Highcliffe Public parking	Not replaced	No longer required and not carried forwards
P5: Replacement for Loss of Car Parking	Superseded by	T1: Transport strategy
L3: BAE Sports Ground	Superseded by	NE7: Open space
L4: Druitt Gardens	Superseded by	NE7: Open space
L5: Highcliffe Castle Grounds	Superseded by	NE7: Open space
L8: Highcliffe Golf Course	Superseded by	NE7: Open space
L9: Land at Hoburne Open Space	Not replaced	Part of area has planning application approved. P20: Mudeford, Stanpit and West Highcliffe MSWH.3: Hoburne Farm estate relevant
L11: East of Salisbury Road Open Space	Not replaced	Proposal for POS in this location not taken forwards within Local Plan
L12: Other Proposed Open Spaces	Superseded by	NE7: Open Space.
L13: Fisherman's Bank	Superseded by	NE7: Open Space
L14: Land east Side of River Avon as Public Open Space	Not replaced	Proposal not carried forward to Local Plan due to issue with land ownership
L15: Boat Park at Civic Offices as Open Space	Superseded by	NE5: Coastline
L16: Jumpers Common Open Space	Superseded by	NE4: Open space

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
L17: Protection of Undeveloped Riversides and Harbour Banks	Superseded by	NE6: Countryside
L18: Boating Facilities	Superseded by	NE5: Coastline
L21: Dudmoor Country Park Proposal	Not replaced	Proposal not carried forward to Local Plan as within 400m of Dorset heathland
CF3: Land Adj Stanpit Recreation Facilities	Not replaced	Allocation part implemented through delivery of the interpretation centre at Stanpit
CF4: Highcliffe Community Facility	Not replaced	Northern part of site now incorporated into new development. Policy not considered deliverable
CF5: Public Art	Superseded by	BE2: Townscape. Public art referred to in preceding text
CF7: Proposed Cemetery Sites	Superseded by	P7:Burton and Grange P16:Highcliffe and Walkford

Christchurch and East Dorset Core Strategy 2014

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
KS1: Presumption in Favour of Sustainable Development	Superseded by	S1: Addressing the climate and ecological Emergency
KS2: Settlement Hierarchy	Superseded by	S2: Spatial strategy and levels of growth
KS3: Green Belt	Superseded by	S2: Spatial strategy and levels of growth
KS4: Housing Provision and Christchurch and East Dorset	Superseded by	H1: Housing Delivery S2: Spatial Strategy and Levels of Growth P1 - P33: Ward Policies
KS5: Provision of Employment Land	Superseded by	E2: Employment supply
KS6: Town Centre Hierarchy	Superseded by	E11: Retail and town centres
KS7: Role of Town and District Centres	Superseded by	E11: Retail and town centres
KS8: Future Retail Provision	Superseded by	E11: Retail and town centres
KS9: Transport Strategy and Prime Transport Corridors	Superseded by	T1: Transport strategy T2: Transport and development T4: Transport infrastructure T5: Freight and servicing P1 - P33: Ward policies
KS10: Strategic Transport Investment	Superseded by	T4: Transport infrastructure Appendix 2: Transport infrastructure improvements
KS11: Transport and Development	Superseded by	T2: Transport and development T3: Creation or alteration of a vehicular access onto a road T4: Transport infrastructure
KS12: Parking Provision	Superseded by	T2: Transport and development
CH1: Christchurch Town Centre Vision	Superseded by	P10: Christchurch Town

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
CH2: Christchurch Town Centre Boundary	Superseded by	P10: Christchurch Town
CH3: Christchurch Primary Shopping Area Retail Frontages	Superseded by	E11: Retail and town centres
CH4: Highcliffe District Centre Vision	Superseded by	P16: Highcliffe and Walkford
CH5: Highcliffe Shopping Frontages	Superseded by	E11: Retail and town centres
CH6: Development in the Primary Shopping Frontages	Superseded by	E11: Retail and town centres
CH7: Development in the Secondary Shopping Frontages	Superseded by	E11: Retail and town centres
CN1: Christchurch Urban Extension	Superseded by	SP2: Spatial strategy and levels of growth P20: Mudeford, Stanpit and West Highcliffe
CN2: Land South of Burton Village	Superseded by	P7: Burton and Grange
BA1: Vision for Bournemouth Airport	Superseded by	E2: Employment supply E3: Bournemouth Airport
BA2: Bournemouth Airport and Business Park Strategic Allocation	Superseded by	E3: Bournemouth Airport
BA3: Green Belt at Bournemouth Airport	Not replaced	Zoning approach no longer considered appropriate
ME1: Safeguarding Biodiversity and Geodiversity	Superseded by	NE2: Habitats sites and wildlife sites NE3: Biodiversity net gain
ME2: Protection of Heathlands	Superseded by	NE2: Habitats sites and wildlife sites
ME3: Sustainable Development Standards for New Development	Superseded by	C1: Addressing climate change C2: Sustainable construction and low carbon energy C3: Water efficiency
ME4: Renewable Energy Provision for Residential and Non-Residential Developments	Superseded by	C2: Sustainable construction and low carbon energy
ME5: Sources of Renewable Energy	Superseded by	C4: Sustainable construction and low carbon energy
ME6: Flood Management, Mitigation and Defence	Superseded by	C6: Flood Risk C7: Sustainable drainage (SuDS)
ME7: Protection of Groundwater	Not replaced	Approach not taken forward. However groundwater sources will be protected through C6.
HE1: Valuing and Conserving our Historic Environment	Superseded by	BE6: Heritage assets
HE2: Design of New Development	Superseded by	BE2: Townscape
HE3: Landscape Quality	Superseded by	NE6: Countryside
HE4: Open Space Provision	Superseded by	NE7: Open space NE4: Green infrastructure
LN1: The Size and Type of New Dwellings	Superseded by	H3: Housing mix H4: Living space standards
LN2: Design, Layout and Density of New Housing Development	Superseded by	S2: Spatial strategy and levels of growth
LN3: Provision of Affordable Housing	Superseded by	H2: Affordable housing

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
LN4: Affordable Housing Exception Sites	Not replaced	Not considered necessary
LN5: Criteria for the Consideration of Gypsy, Traveller and Travelling Showpeople Planning Applications	Superseded by	H11: Gypsies, travellers and travelling show people
LN6: Housing and Accommodation for Vulnerable People	Superseded by	H6: Specialist needs housing
LN7: Community Facilities and Services	Superseded by	E12: Community facilities
PC1: Christchurch and East Dorset Employment Land Hierarchy	Superseded by	E2: Employment supply
PC2: Alternative Uses for Employment Land Where Justified by Market Evidence	Superseded by	E7: Employment areas and isolated employment sites
PC3: Electronic Communications Network	Superseded by	ID1: Infrastructure
PC4: The Rural Economy	Not replaced	Covered by NPPF paras 84 and 85 Supporting a prosperous rural economy
PC5: Shops and Community Facilities in Local Centres and Villages	Superseded by	E11: Retail and town centres
PC6: Tourism	Superseded by	E10: Visitor attractions

Poole Local Plan 2018

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
PP1: Presumption in favour of sustainable development	Superseded by	S1: Addressing the climate and ecological emergency
PP2: Amount and broad location of development	Superseded by	S2: Spatial strategy and levels of growth
PP3: Poole town centre strategy	Superseded by	P26: Poole Town
PP4: Town Centre North regeneration area	Superseded by	P26: Poole Town
PP5: Twin Sails regeneration area	Superseded by	P26: Poole Town
PP6: High Street, Quay and Old Town	Superseded by	P26: Poole Town
PP7: Facilitating a step change in housing delivery	Superseded by	H1: Housing delivery
PP8: Type and mix of housing	Superseded by	H3: Housing mix
PP9: Urban allocations outside the town centre	Superseded by	P1-P33: Ward policies
PP10: Strategic urban extensions	Superseded by	P2: Bearwood and Merley
PP11: Affordable housing	Superseded by	H2: Affordable housing
PP12: Housing for an ageing population	Superseded by	H6: Specialist needs housing

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
PP13: Housing for multi-generational and extended families	Superseded by	H5: Housing for multi-generational and extended families
PP14: Talbot Village houses in multiple occupation	Superseded by	H8: Houses in multiple occupation
PP15: Meeting the needs of gypsies and travellers	Superseded by	H10: Gypsies, travellers and travelling showpeople
PP16: Employment areas	Superseded by	E7: Employment areas and isolated employment sites
PP17: Employment site allocations	Superseded by	E2: Employment supply
PP18: Magna business park	Superseded by	E2: Employment supply
PP19: Poole Port	Superseded by	E6: Port of Poole
PP20: Investment in education Allocates A1 South of Creekmoor new school and playing fields if required in the plan period A2 Canford School - new teaching, sports facilities to support educational and operational needs over plan period	A1 Superseded by A2 Superseded by	A1 Superseded by P12: Creekmoor A2 Superseded by P2: Bearwood and Merley
PP21: Talbot Village	Superseded by	E4: Talbot Village
PP22: Retail and main town centre uses	Superseded by	E11: Retail and town centres
PP23: Tourism and the evening / night time economy	Superseded by	E10: Visitor attractions
PP24: Green infrastructure	Superseded by	NE4: Green infrastructure
PP25: Open space and allotments	Superseded by	NE7: Open space
PP26: Sports, recreation and community facilities	Superseded by	E12: Community facilities
PP27: Design	Superseded by	BE2: Townscape
PP28: Flats and plot severance	Superseded by	BE1: Design and high quality places BE2: Townscape BE3: Living conditions BE4: Building heights
PP29: Tall buildings	Superseded by	BE4: Building heights
PP30: Heritage Assets	Superseded by	BE6: Heritage assets
PP31: Poole's coast and countryside	Superseded by	NE5: Coastline NE6: Countryside
PP32: Poole's important sites	Superseded by	NE2: Habitats sites and wildlife sites
PP33: Biodiversity and geodiversity	Superseded by	NE3: Biodiversity
PP34: Transport strategy	Superseded by	T1: Transport strategy
PP35: A safe, connected and accessible transport network	Superseded by	T2: Transport and development

Previous Policy	Superseded by or not replaced	Relevant policy or policies in BCP Local Plan / other policy document or reason for not replacing previous policy
PP36: Safeguarding strategic transport schemes	Superseded by	T4: Transport infrastructure
PP37: Building sustainable homes and businesses	Superseded by	C2: Sustainable construction and low carbon energy
PP38: Managing flood risk	Superseded by	C6: Flood risk
PP39: Delivering Poole's infrastructure	Superseded by	ID1: Infrastructure
PP40: Viability	Superseded by	ID2: Viability