



LOCAL PLAN ISSUES AND OPTIONS CONSULTATION REPORT

10 January - 25 March 2022

Report June 2022

Research and Consultation Team

Contents

Key Messages.....	1
Executive Summary	7
1. Engagement Figures.....	8
1.1. Respondent profile	8
1.2. Other engagement activity	8
1.3. Engagement HQ analytics	9
1.4. Interactive map responses	9
1.5. Youth Forum responses.....	10
2. Summary survey results.....	11
2.1. Our Vision	11
2.2. Objectives	15
3. Summary of the Issues and Options	18
3.1. Regenerating our town centres	18
Bournemouth.....	20
Poole.....	23
Christchurch.....	25
Vibrant Communities.....	27
3.2. New market and affordable homes	33
3.3. A Prosperous Economy	49
3.4. Adapting our high streets and retail areas.....	59
3.5. Provide a safe, sustainable and convenient transport network	66
3.6. Our natural environment	75
3.7. Our built environment.....	87
3.8. Promoting health and wellbeing	99
3.9. Tackling climate change.....	106
3.10. Providing infrastructure that supports development.....	115
3.11. Other Comments and Suggestions	125
3.12. Considering Equalities and Human Rights.....	131
Summary – agreement with vision and importance of objectives.....	133
Summary – Issues and Options.....	134

Summary – Interactive maps	142
4. Introduction and background.....	143
4.1. Background	143
4.2. The structure of this report	143
5. Methodology	144
5.1. Description of Analysis.....	146
5.2. Communications Objectives.....	147
6. Engagement Figures.....	150
Engagement HQ analytics	151
Survey Respondents.....	153
Survey Respondent Profile	153
Interactive map respondents	153
Survey results	155
7. Our Vision	155
8. Our proposed objectives	166
8.1. Importance of objectives	179
8.2. Agreement and importance of our proposed objectives	180
8.3. Interest in objectives	181
9. Regenerating our town centres	182
9.1. Issue: Regenerating our town centres.....	182
9.2. Our proposed strategy for Bournemouth.....	188
9.3. Our proposed strategy for Christchurch	196
9.4. Our proposed strategy for Poole	203
9.5. Issue: Vibrant local communities.....	212
Our recommendation for vibrant local communities.....	212
9.6. Our proposed strategy for vibrant local communities	217
10. New market and affordable homes.....	236
Differences in responses.....	238
Issue: Where new homes could be built	253
Interactive map comments on Potential Residential Sites in the Urban Area..	253
10.1. Key themes raised through interactive map comments on Potential Residential Sites in the Urban Area	257

Interactive map comments on Promoted Green Belt sites	260
10.2. Key themes raised through interactive map comments on Promoted Green Belt sites	265
10.3. Issue: How to provide affordable housing	270
10.4. Issue: Providing custom self-build housing plots.....	278
10.5. Issue: Providing the right mix and type of homes	283
10.6. Issue: Providing homes for older people and those with disabilities	290
10.7. Issue: Student accommodation.....	295
10.8. Issue: Pitches for gypsies, travellers and travelling showpeople	299
11. A prosperous economy.....	315
11.1. Issue: Bringing forward strategic employment sites	316
Interactive map comments on Strategic Employment Areas	323
11.2. Issue: Protecting existing employment areas.....	326
Interactive map comments on Centres of employment	331
11.3. Issue: Isolated employment sites	334
11.4. Issue: Visitor accommodation	337
11.5. Issue: Visitor attractions	342
Interactive map comments on promoted leisure sites	347
12. Adapting our high streets and retail areas	356
12.1. Issue: Our needs for shopping and other town centre uses.....	357
Interactive map comments on Proposed Retail Centre Hierarchy.....	361
12.2. Town centre boundaries and primary shopping areas	364
12.3. Issue: Sequential tests and impact assessments.....	370
12.4. Issue: Vibrant centres	373
13. Provide a safe, sustainable and convenient transport network.....	382
13.1. Issue: Our future transport strategy	383
13.2. Issue: Transport infrastructure	391
13.3. Issue: Transport impacts from new development.....	399
14. Our natural environment.....	411
14.1. Issue: Conserving and enhancing biodiversity and geodiversity	412
14.2. Issue: Protecting Dorset Heathlands and mitigating development impacts	417

14.3.	Issue: Provision of strategic Suitable Alternative Natural Greenspaces (SANGs)	423
14.4.	Issue: Improving the air quality on the Dorset Heathlands	428
14.5.	Issue: Dealing with Poole Harbour Recreational Pressures.....	432
14.6.	Issue: Dealing with Poole Harbour Nitrate Pollution.....	435
14.7.	Issue: Supporting green infrastructure and open space.....	438
15.	Our built environment	451
15.1.	Issue: Ensuring good placemaking and urban design.....	452
15.2.	Issue: Planning for urban intensification	456
	Interactive map comments on Potential Areas of Change	462
15.3.	Key themes raised through interactive map comments on Potential Areas of Change	464
15.4.	Issue: Tall Buildings	465
15.5.	Issue: Preserving and enhancing our heritage.....	471
	Interactive map comments on Conservation Areas Please note this map shows the approximate location of comments and some comments were left outside of the conservation area boundaries	476
15.6.	Issue: Preserving coastal and landscape character.....	479
16.	Promoting health and wellbeing	487
16.1.	Issue: Supporting health and wellbeing	489
16.2.	Issue: Ensuring a high standard of amenity	494
17.	Tackling climate change	505
17.1.	Issue: Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions.....	506
17.2.	Issue: Maximising the uptake of energy from renewable sources.....	513
17.3.	Issue: Flood and coastal erosion risk management	519
19.	Providing infrastructure that supports development	530
19.1.	Issue: Delivering the infrastructure to support growth	531
19.2.	Issue: Balancing the delivery of infrastructure with viable development	535
19.3.	Issue: Telecommunications and digital infrastructure provision	540
19.4.	Issue: Community facilities and services	544
20.	Other Comments and Suggestions	555
21.	Considering Equalities and Human Rights	567

22.	Letters and Email Responses.....	572
22.1.	Key themes.....	574
23.	Youth Forum Responses.....	575
23.1.	Session 1 - 19 January 2022.....	575
23.2.	Session 2 – 2 February 2022.....	580
23.3.	Session 2 – 3 February 2022.....	584
24.	Full Respondent profile.....	586
24.1.	Respondent postcodes	588
25.	Appendix 1 – Summary Tables	589
26.	Appendix 2 – Interactive maps	600

Key Messages

The Local Plan Issues and Options Consultation received a multitude of views from residents and key stakeholders. We have provided a very brief summary of the key messages to emerge from the consultation below.

You can find a more detailed breakdown of the responses in the [Executive Summary](#) and full details of responses in the main [Survey Results](#) section of this report. The relevant links have been provided for each objective below.

Respondents

- 83% of respondents live in Bournemouth, Christchurch, or Poole
- More than half of respondents (56%) were aged 55 and over

Findings

Vision

- Over a third of respondents agree that our vision *'We aim for Bournemouth, Christchurch and Poole to be the UK's newest city region, brimming with prospects, positivity and pride'* is the right vision for the Local Plan, while just under half of respondents (46%) disagree. The main reasons for disagreeing with the vision are:
 - Objection to city status for BCP
 - The vision should prioritise environment
 - Infrastructure issues need to be fixed

Objectives

- 'Our natural environment' (60%), 'New market and affordable homes' (53%) and 'Regenerating our town centres' (43%) were the objectives that respondents were most interested in responding to
- There is a strong feeling throughout the consultation responses that green infrastructure should be protected for wildlife populations, the health and wellbeing of residents and for the prosperity of future generations. There are concerns throughout about the impact of building more houses on the Green Belt and other green spaces
- There is also significant concern throughout the consultation responses about infrastructure, that is already struggling to cope with existing demand, being overwhelmed further if more houses are built
- More than half of respondents agreed with all ten objectives, with agreement ranging from 53% to 89%

- There was strong agreement (88%) that the council fulfils its duty to **conserve and enhance biodiversity and geodiversity** by including appropriate policies in the Local Plan. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - 'Dealing with Poole Harbour Nitrate Pollution' - 83% agree with recommendation to continue with existing Nitrogen Reduction Strategy
 - 'Improving the air quality on the Dorset Heathlands' - 80% agree with recommendation to implement Dorset Heathlands Interim Air Quality Strategy up to 2025

[Executive Summary](#) and [Full report](#) sections for this objective.

- The objective to '**Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities**' received the lowest levels of agreement (53%). The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - 'Providing homes for older people and those with disabilities' – 79% agree with recommendation to make all homes compliant with Part M4(1) of the building regulations
 - accessible
 - 'Option 2 - lower locally derived housing figure' – 68% agree
 - 'Student accommodation' - 68% agree with recommendation to direct student accommodation into central town areas/campus sites and restrict the concentration of Houses in Multiple Occupation (HMOs)
 - There is greater support for the lower locally derived housing figure (68%) as opposed to the government's standard housing method (20%)
 - There is a difference in views on housing figures by age groups, with younger age groups favouring the higher figure
 - Developers agreed more with the higher housing figure
 - There is less support in providing custom self-build housing plots (43%) and concerns about providing the right mix and type of homes (40%)
 - There is a higher preference for considering allocating sites for gypsies, travellers and travelling showpeople within the urban area (50%) compared to the other options (ranging between 28% and 18% agreement)

[Executive Summary](#) and [Full report](#) sections for this objective.

Key points for other objectives

- 66% of respondents agree with the objective to '**Regenerate our town centres and network of vibrant communities**'. The key points to note for this objective are:
 - **Bournemouth:** Respondents agreed most with the proposal to 'Support the diversification of shops, allowing a wider range of commercial activities, and the reuse of upper floors for alternative uses, such as new homes' (82%), while disagreeing most with the proposal to 'Positively encourage taller buildings in some areas to enhance our iconic skyline' (49%)

- **Poole:** Respondents agreed most with the proposal to 'Preserve or enhance the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project' (94%), while disagreeing most with the proposal to 'Allow some taller buildings in the regeneration area and the area north of the railway line' (38%)
- **Christchurch:** Respondents agreed most with the proposal to 'Deliver strategic flood risk defences to protect the town from future flood risk' (87%), while disagreeing most with the proposal to 'Encourage the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome' (52%)

[Executive Summary](#) and [Full report](#) sections for this objective.

- 73% of respondents agreed with the objective to '**Support economic growth, the creation of jobs and the offer to visitors**'. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - 'Visitor attractions' – 76% agree with Option 2: Focus new visitor attractions within our existing centres
 - Poole Port (74%) and Bournemouth Airport (72%) were the most favoured strategic employment sites for continued allocation

[Executive Summary](#) and [Full report](#) sections for this objective.

- 78% of respondents agreed with the objective to '**Adapt our high streets and shopping areas to cater for changing retail demands**'. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - 'Vibrant centres' – 76% agree with Option 2: Identify harmful impacts on heritage Conservation Areas when changing from Class E to residential
 - 'Town centre boundaries and primary shopping areas' – 60% agree with Option 2: consider reducing boundary size to concentrate commercial activity into smaller areas

[Executive Summary](#) and [Full report](#) sections for this objective.

- 80% of respondents agreed with the objective to '**Provide a safe, sustainable and convenient transport network...**'. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - 'Transport impacts from new development' - 83% agree with recommendation for developers to include transport requirements in planning applications
 - 'Our future transport strategy' – 77% agree with recommendation to include a transport strategy in the Local Plan
 - 'Transport infrastructure' - 72% agree with recommendation to set out strategic transport schemes to deliver transport infrastructure and widen transport choice

[Executive Summary](#) and [Full report](#) sections for this objective.

- 69% of respondents agreed with the objective to **‘Promote local character and the delivery of high-quality urban design’**. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - ‘Ensuring good placemaking and urban design’ - 91% agree with recommendation to develop an urban design policy that respects local area characteristics
 - ‘Preserving coastal and landscape character’ - 91% agree with recommendation to use Landscape Visual Impacts Assessments

[Executive Summary](#) and [Full report](#) sections for this objective.

- 77% of respondents agreed with the objective to **‘Improve health and wellbeing and contribute towards reducing inequalities’**. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - ‘Ensuring a high standard of amenity’ - 94% agree with recommendation to support a high standard of amenity for existing residents and future occupiers of new homes
 - ‘Supporting health and wellbeing’ - 76% agree with recommendation to develop a specific policy to support health and wellbeing and use Health Impact Assessments for developments

[Executive Summary](#) and [Full report](#) sections for this objective.

- 70% of respondents agreed with the objective to **‘Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency’**. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - ‘Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions’ – 85% agree with Option 2: set a higher local standard beyond the Part L building regulations
 - ‘Maximising the uptake of energy from renewable sources’ - 75% agree with Option 1: allocate specific areas for large scale renewable/low carbon technologies and infrastructure and Option 2: Determine renewable and low carbon energy proposals subject to policy criteria

[Executive Summary](#) and [Full report](#) sections for this objective.

- 74% of respondents agreed with the objective to **‘Deliver the infrastructure needed to support development, local communities and businesses’** while 6% disagreed. The key points to note for this objective are:
 - Highest levels of agreement were for the following Issues:
 - ‘Community facilities and services’ – 77% agree with recommendation to protect existing community facilities or relocate underused ones to another location for the community to use
 - ‘Delivering the infrastructure to support growth’ - 76% agree with recommendation to develop an Infrastructure Delivery Plan to sit alongside the Local Plan

[Executive Summary](#) and [Full report](#) sections for this objective.

Summary of respondent profile comparison to BCP (Bournemouth, Christchurch and Poole) Council area population

Age

The Office for National Statistics (ONS) 2020 mid-year population estimates are used to compare respondent age groups against the BCP Council area population age groups:

- The youngest and oldest age groups were underrepresented in the survey responses, and the age groups in between were overrepresented
- Respondents aged up to 34 years and 85+ years equate to 8% and 1% respectively compared to the BCP Council area equivalent age groups that represent 40% and 4% respectively
- Respondents aged 35-84 years make up 90% of responses but only equate to 57% of the BCP Council area population

Sex

- The population of the BCP Council area is split 50% male and 50% female. The divide between male and female respondents is 48% and 52% respectively.

Disability

- According to the 2011 census, 82% of the BCP Council area population are not limited by a long term illness or disability, 10% are limited a little and 8% are limited a lot
- Respondents who answered not limited by long term illness or disability equate to 82% and are representative of the BCP Council population. Those limited a little are overrepresented at 14% and those limited a lot are underrepresented at 4%

Ethnicity

- The 2011 census shows the BCP Council area population as 88% White English/Welsh/Scottish/Northern Irish/British, 6% as White other and 6% as Other ethnic group
- White English/Welsh/Scottish/Northern Irish/British are overrepresented equating to 95% of respondents. Both 'White other' and 'Other ethnic groups' are underrepresented at 4% and 2% of respondents, respectively

Religion

- 60% of the BCP Council area population identified as Christian, 29% as no religion and 6% as other religion in the 2011 census
- Christian respondents were underrepresented at 49%, people without a religious affiliation were overrepresented at 48% and those identifying as of other religions were underrepresented at 6% of respondents

Electoral Wards

Respondents to the online and paper surveys who provided their postcode and live within the BCP Council area are not distributed evenly geographically. This is demonstrated when comparing the populations of electoral wards as percentages of the total BCP Council area population against the responses per ward as percentages of the total respondents.

Some respondents within the BCP council area chose not to provide their postcode or provided a postcode that could not be matched to the ONS postcode directory:

- 9 wards are overrepresented in the survey to varying degrees including Bearwood & Merley, Burton & Grange, Commons, Mudeford, Stanpit & West Highcliffe, Muscliff & Strouden Park, Talbot & Branksome Woods, Christchurch Town, West Southbourne, and Poole Town
- The most overrepresented ward is Bearwood & Merley which hosts 3% of the BCP Council area population but represents 14% of the total survey responses
- The number of survey responses are representative in terms of population for 5 wards: Highcliffe & Walkford, Parkstone, Penn Hill, Creekmoor and Canford Cliffs
- The remaining wards are underrepresented in the survey responses. Boscombe West represents <1% of responses despite hosting 3% of the BCP Council area population. Bournemouth Central and Canford Heath each represent 4% of the BCP Council area but represent 1% of survey respondents each

Executive Summary

This Executive Summary provides a breakdown of the key findings from the Local Plan Issues and Options Consultation which ran between 10 January and 25 March 2022.

The consultation was promoted on the council's 'Have Your Say' engagement platform (haveyoursay.bcpccouncil.gov.uk/localplan) and used the following methods:

- Online and paper surveys
- Interactive maps
- Events at libraries
- Youth Forum sessions

1. Engagement Figures

This section shows the engagement figures for each method used during the consultation.

Overall response



A total of 957 survey responses were received to the surveys which included:

- 831 completed online survey responses
- 126 summary paper surveys, plus:
 - 24 letters
 - 193 emails
 - 1,290 comments on interactive maps



1.1. Respondent profile

83% of respondents live in Bournemouth, Christchurch or Poole, with 11% living outside of the BCP Council area.



2% are members of organisations/associations and 5% were 'other' respondents including agents, developers and councillors (the numbers for each of these groups are too small to report individually).

The full respondent profile can be viewed [here](#).

1.2. Other engagement activity

In addition to the main survey responses above, there was a variety of other types of engagement with the consultation:

- 1,290 Pins were dropped on the interactive maps
- 24 letters
- 197 emails received
- 90 people attended the library drop ins
- 12,923 unique visits to the webpage
- 14,269 minutes watched Live Q&A sessions
- 1,115 Facebook comments
- Over 15 press articles

1.3. Engagement HQ analytics

The consultation was hosted on the council's engagement HQ website haveyoursay.bcpCouncil.gov.uk. There were approximately 20,700 **visits** to the [consultation page](#) during the consultation period. There were 12,923 **aware visitors** (i.e., a visitor who has made at least one single visit to the webpage) and 5,345 **informed visitors** (i.e., a visitor who has taken the 'next step' from being aware and clicked on something). 627 **engaged visitors** contributed to an activity on the website, such as the interactive maps.

Visitors engaged with the content on the main consultation page as follows:

- 2,410 visitors downloaded a document, including:
 - 1,632 downloads of the PDF version of the [consultation document](#)
 - 1,499 downloads of the [Interactive consultation document](#)
 - 433 downloads of the [PDF Summary Survey](#)
 - 191 visited the [Frequently Asked Questions](#)

1.4. Interactive map responses

Respondents were invited to leave comments directly onto 8 interactive maps to tell us what they thought about the promoted sites, as well as other issues.

602 respondents left 1290 comments on the eight interactive maps during the consultation period. Please note these figures only include comments made through the interactive maps not through text references in the surveys, letters, or emails.

The 'promoted Green Belt sites' map had the highest level of interest with 762 comments from 345 respondents^[1]. Next highest was the 'potential residential sites in the urban area' map with 371 comments from 208 respondents. A full breakdown of the interactive map responses can be seen in the table below.

Table 1: Interactive map responses

Interactive Map	Number of Comments	Number of Respondents
Promoted Green Belt sites	762	345
Potential residential sites in the urban area	371	208
Potential Areas of Change	63	41
Promoted Leisure sites	31	15
Conservation Areas	21	16
Strategic Employment sites	17	16
Centres of Employment	14	14
Proposed Retail Centre Hierarchy	11	8

^[1] 73 comments were left in locations where promoted Green Belt sites overlap. These comments have been attributed to each of the overlapping sites.

1.5. Youth Forum responses

Three online workshops were held with members of BCP Council's Youth Forum on 19 January, 2 February, and 16 February 2022. We engaged with 19 young people aged 13-19 years of age. Below is a summary of the sessions:

- **Session 1** asked the group to prioritise the objectives they wanted to discuss in more detail at the next sessions. They chose climate change, transport, high street and retail, housing, and health and wellbeing objectives
- **Session 2** focussed on 'tackling climate change', 'providing a safe, sustainable and convenient transport network' and 'adapting our high streets and retail areas':
 - **Tackling Climate Change**
 - Focus on renewable energy, e.g., biomass, solar farms
 - Need better waste management and recycling facilities
 - Need better regulation, e.g., fly tipping and sustainable house building
 - **Providing a safe, sustainable, and convenient transport network**
 - Need cheap and more accessible public transport
 - Need electric buses and cars, trams, monorail system
 - Improved safety around bus and train stations
 - Improved parking options and congestion charging to tackle traffic volumes
 - **Adapting our High Streets and retail areas**
 - Make High Streets more attractive and accessible for young people, e.g., farmers markets, café culture, colourful buildings
 - Reduce business rates
 - Tackle anti-social behaviour
 - More green spaces and planting
- **Session 3** focussed on 'promoting health & wellbeing' and 'new market and affordable homes':
 - **Promoting health & wellbeing**
 - More education in schools about healthy eating, e.g., health impact of junk food, food addictions, basic nutrition
 - LGBTQ+ awareness training in schools, tackling homophobia in class
 - **New market and affordable homes**
 - Need affordable homes with outdoor space for families
 - Consider shared housing options

2. Summary survey results

This section summarises all the quantitative findings from the survey and a summary of the main points from the write in responses given by BCP residents and organisations, developers, agents, and Town/Parish Councils. The summaries of all respondents, including 'Residents living outside BCP' and 'Other' respondents that have not been included in this summary but can be found in the [main report](#).

The number of respondents answering each question (the base) is shown in brackets throughout this section.

The bullet points for each question are summaries of respondent's comments and not our own words.

2.1. Our Vision

BCP Residents Responses

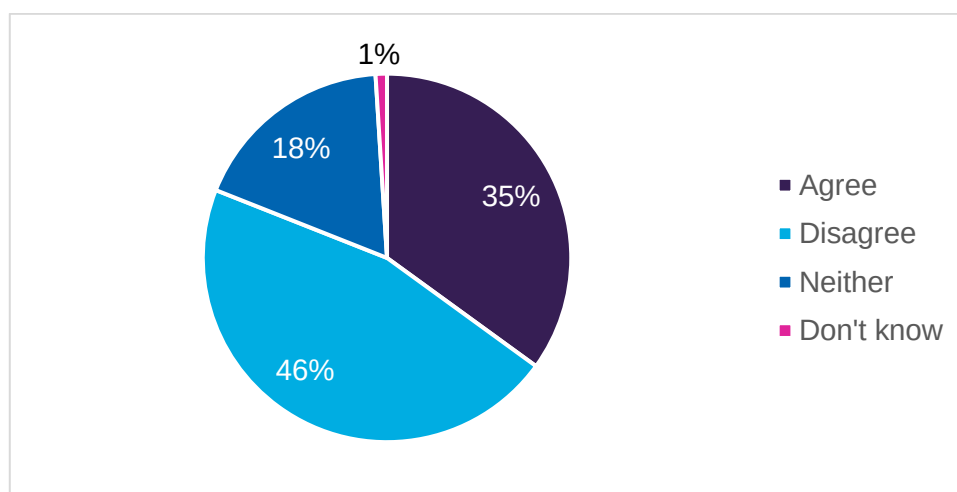
Q3. To what extent do you agree or disagree that this is the right vision for the Local Plan?

Respondents were asked to what extent they agree or disagree that our vision is the right vision for the Local Plan.

Please note that Bournemouth's application for City status was rejected in May 2022. You can find more information on the decision [here](#). All the details of the bid can be found [here](#).

Vision: We aim for Bournemouth, Christchurch, and Poole to be the UK's newest city region, brimming with prospects, positivity, and pride.

- 35% strongly agree or agree with the vision
- 18% neither agree nor disagree
- 46% strongly disagree or disagree
- 1% do not know



Base (875)

- 44% of respondents living in [Bournemouth](#), 16% of those in [Christchurch](#) and 41% of those in [Poole](#) agree with the vision
- 36% of [White British](#) respondents agree with the vision, compared to 56% of those from [other ethnic groups](#)
- 42% of those with [no religion](#), 30% [Christians](#), 29% [other religions](#) agree with the vision

Q4. If you disagree or strongly disagree with the vision, please explain why.

Respondents were only asked to comment if they disagreed with the vision.

The most prevalent themes were **‘Objection to city status’ (166)**, **‘Vision should prioritise environment’ (55)** and **‘Infrastructure issues need fixing’ (51)**

BCP Residents Responses

Objection to city status

- BCP is not suitable for city status, the 3 areas have completely separate identities with differing needs
- Concerns that making Bournemouth a city will overshadow Christchurch and Poole, alienating residents and ruining the unique characters of the 3 areas which attracts visitors
- Concerns city status is being forced on the population without proper consultation
- Aim to develop the three towns in ways which enhance each town's unique and individual characteristics and strengths
- More likely to have positivity and pride by protecting the unique characters of the 3 regions which motivate people to live in BCP

Vision should prioritise environment

- It is vital to ensure the Vision, and Local Plan, prioritise the environment, particularly protection of the Green Belt
- The protection of the environment should be at the heart of the Local Plan as it is our greatest asset
- Prioritise environmental safety and cleanliness of green areas, low levels of pollution and green transportation links
- The council seems to have ignored the fact that it declared a climate emergency 2 years ago
- The vision needs to be revised to prioritise tackling climate change, reversing the loss of wildlife habitats, and improving the health and wellbeing of the BCP Council area

Infrastructure issues need fixing

- The conurbation is already overwhelmed with infrastructure issues and could become worse if the area were to attract more residents and visitors as a consequence of becoming a city

- Concerns that expansion without infrastructure improvements will lead to a lower quality of life
- Roads already too congested and road quality needs improving
- Not enough parking spaces
- GP surgeries and schools already oversubscribed with long waiting times

The following issues were mentioned by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Proposals/projects outlined in the Big Plan are limited in scope and lack the coherence needed to ensure the vision can be achieved
- The Local Plan needs to have policies which are appropriate to each area and provide a framework which makes it clear to developers what is required
- The Local Plan should reflect the views of residents, many of whom do not want a city, nor a centre which mimics cities in other countries
- Concerns that insufficient weight is given to the voice of rural residents in Local Plans and planning decisions
- Concerns over how the Local Plan will deliver "positivity" and "pride" as they are currently unmeasurable and poorly defined
- Include as objectives: actively listen to residents, businesses, and visitors so we can adapt the delivery of our Local Plan to meet changing behaviour and demand over the period to 2038
- Incorporate good technology to help us monitor and optimise the use of built and natural environment assets
- It is really important that BCP medical staff have affordable places to live and can live in a healthy environment for patients and staff with good public transport
- Council should prioritise environmental sustainability
- Support the vision if it enhances intercity connections and transport transformation that benefits outlying areas of BCP
- There has already been an objection to the term "city region" within the vision statement and suggestions that it should also respect our character and heritage. A sentence needs to be added so that this can also be included in the emerging Local Plan
- Bournemouth was once prized because of the beneficial effects of so many pine trees, which seems to have been a feature that has been lost and which could be restored as a supplementary aim to 'prospects, positivity and pride'
- Quality of the full range of infrastructure services and facilities will need to improve significantly to deliver the aim for the three towns to be a place where people and businesses want to be
- Investments in the seafront should be made without prejudice to the existing natural assets that have attracted so many visitors for so long
- Affordable homes need to be affordable for local working families on median annual-fulltime pay and readily available to them, in the face of competition from others

Agents

- Bournemouth, Christchurch & Poole is not a city region. In economic terms, its hinterland is constrained, particularly by the New Forest, to the east
- It is ok as far as it goes but fails to address the heritage and character of the settlements. If it is not careful, BCP Council will irrevocably impact these important considerations to the detriment of the tourism industry on which the towns have relied on for over 100 years
- It is not clear why being “newest” should matter; it smacks of vanity rather than substance and would at best only have fleeting relevance, i.e., until any other new city is designated
- With apparently no appetite for Christchurch and Poole seeking city status, this effectively sets Bournemouth separate to, and above, the other towns which is unhelpful and divisive so soon after the merger of the councils
- If the Local Plan is to include a vision, it should be one with substance and meaning, to which the implementation of the detailed content of the document leads
- It is concerning that ‘prospects, positivity and pride’ has been included within the vision whilst other notions, such as health, prosperity, and sustainability, have been overlooked

Developer/Landowner

- The key to unlocking this vision is a more fluid planning process with a pro-development ethos. The current efficiency and mentality of planning in BCP needs some significant improvement to achieve this
- BCP Council needs to look at other areas to develop housing instead of the last remaining Green Belt near Bournemouth
- The high street is dying, so convert these areas into housing
- We all need affordable housing, but we also all need fresh air, wildlife, and countryside on our doorstep to enjoy

Town/Parish Councils

- Disagree that BCP’s seafront is one of the most beautiful and cleanest coasts in the world
- Dolphin centre needs investment
- Doubts that regenerating Poole will attract business to create job security and improve salaries
- No need for more high-end apartments and flats in Poole
- The site at Burley Road, Winkton, Christchurch is of particular concern, lying on the boundary of neighbouring villages without adequate infrastructure for which BCP Council has no jurisdiction over. The site fails to meet the requirement of the National Planning Policy Framework

2.2. Objectives

Q5. To what extent do you agree or disagree with each of the ten objectives that we propose to include in the Local Plan?

Q7. Please tell us which of the objectives are most important to you by selecting your top 5 below.

The table below shows the percentage of respondents who agree with our proposed objectives (Q5 column) and the percentage of those who feel it is in their top 5 of importance. (Q7 column). Comments (Q6) about the objectives are shown on the next page.

Table 2: Agreement and importance of objectives

Objectives	% agree (Q5)	% top 5 importance (Q7)
a) Regenerate our town centres and network of vibrant communities (861)	82%	55%
b) Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities (879)	53%	28%
c) Support economic growth, the creation of jobs and the offer to visitors (859)	73%	37%
d) Adapt our high streets and shopping areas to cater for changing retail demands (858)	80%	43%
e) Provide a safe, sustainable, and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around (865)	78%	53%
f) Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces (868)	89%	75%
g) Promote local character and the delivery of high quality urban design (850)	69%	31%
h) Improve health and wellbeing and contribute towards reducing inequalities (856)	77%	41%
i) Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency (867)	70%	45%
j) Deliver the infrastructure needed to support development, local communities, and businesses (847)	74%	37%

Q6. If you disagree or strongly disagree any of the objectives, please explain why.

The most prevalent themes were ‘Improvements’ (161), and ‘Concerns’ (116)

BCP Residents Responses

Improvements

- Should promote greener forms of building and accommodation (Objective B)
- More affordable housing converted from brownfield sites and restricted to local population (Objective B)

- Prevent the renewal of House of Multiple Occupation (HMOs) (Objective B)
- Local Plan should emphasise green infrastructure (Objective B)
- Improve travel infrastructure, reduce car travel, and prioritise giving less priority to cycle lanes and cyclists (Objective E)
- Protect the distinct characters of the conurbation, health, and wellbeing benefits of exposure to nature and protect the biodiversity of green areas (Objective F)

Concerns

Majority of concerns related to Objective B:

- No point in building more homes unless public transport infrastructure improves and becomes more sustainable (Objective B)
- Focus should be on sustainability, community and building a conscious humane economy (Objective B)
- Concerns about building more houses that prioritise rich second homeowners and are unaffordable for locals on lower incomes (Objective B)
- Concerns over negative environmental impact of building on green areas (Objective B)

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Include blue infrastructure utilising marine resources sustainably and in-line with the South Marine Plan
- They are worthy objectives but need a detailed cost-benefit analysis to determine a meaningful response
- Need a review of conservation areas and the quality of buildings
- Transport de-carbonisation and transfer away from a car-centric society is key to carbon neutrality
- A people-focused transport system creates vibrant high streets and improves health outcomes
- Need a green infrastructure review
- Planning for future green spaces should target areas to support plant and animal life with future (climate change) conditions in mind, not current environmental conditions
- Need to adapt and be flexible about urban areas
- Build the higher number of homes. Poor housing is the reason why many people are admitted to hospital and responsible for much poor health - physical and mental
- Housing communities should be built on brownfield sites to aid urban regeneration instead of Green Belt which is needed for our health and wellbeing
- Houses should be designed for multigenerational living
- Environmental sustainability should be at the core of the Local Plan including safer walking and cycling, improved public transport links and reduced car ownership
- Important to tackle health and wellbeing inequalities. These lead to increased pressure on our health service and lead to crime. We need to look after our most vulnerable people

Agents

- Growing the economy and creating jobs are important but Objective c should also express to what end they are being pursued, i.e., to meet the needs of businesses and workers
- Objectives a, b and c could all be improved with more detail
- A further objective should be added that aims to advance the status of BCP nationally and internationally as a well-connected and ambitious area eager to build relationships and attract growth
- The needs of older people should be adequately planned for through the Local Plan
- Clarify how C2 sites will be identified and allocated for housing for older people (including care homes, extra care, sheltered housing and age restricted housing) in the next stage of the production of the Local Plan
- The provision of Part M4 (1), (2) and (3) of the building regulations is not sufficient to properly account for the already significant need in the BCP Council area

Developers/landowners

- Stop wasting public money on high streets and town centres. Retail and shopping habits have irreversibly changed
- Housing delivery and economic growth should be the main priorities
- The significant lack of housing delivery and increasing construction costs
- needs to be considered Too much restriction with trees, green areas, and protected areas
- Large green areas should be out of town while the built environment should be within all of our towns
- Deliver affordable housing for locals without harming wildlife
- Consider local character which is threatened by the proposed plans
- A combination of local housing and more appealing shops for tourists with accommodation above would be a better option
- Limit the amount of housing available for student letting, making more of these properties available for families
- Universities should provide enough built accommodation to cater for all their students

Town/Parish Councils

- Too many higher end/retirement homes, need homes for local people
- More clarification needed on economic growth and retail demands
- Contradiction between protecting green infrastructure while proposing to build more homes
- Including Green Belt sites will reduce biodiversity and not use natural resources cautiously while conflicting with the aims of the National Planning Policy Framework

3. Summary of the Issues and Options

The tables in this summary outline the levels of agreement and disagreement for each of the issues and options for the ten objectives.

Each table shows the percentage of those strongly agreeing or agreeing with the issue/option (% agree) and those strongly disagree or disagree (% disagree). The percentages do not always add up to 100% as it excludes those respondents who selected 'neither agree nor disagree' and 'don't know'.

The number of respondents answering about each of the issues/options (the base) is shown in brackets next to each issue/option.

Overall, there are higher levels of agreement than disagreement for most of the issues/recommendations, except for a few (relating to tall buildings and development around Stoney Lane) and for some options (where respondents could state how strongly they agree or disagree with each of the options), as shown in the tables on the next few pages.

3.1. Regenerating our town centres

Objective: Regenerate our town centres and network of vibrant communities

Q10. How strongly do you agree or disagree with our recommendation for regenerating our town centres?

Recommendation: We recognise that Bournemouth and Poole town centres have the most significant scope for regeneration and change. We propose that the vitality of each of these centres is supported through investment in visitor attractions, an increase in new homes and commercial development, with the encouragement of taller buildings in places, and through enhancements to streets and public spaces. The scale of opportunity in Christchurch is more limited, but there is still scope for improvements to streets and spaces and the development of key sites around Stony Lane, subject to the resolution of flood risk issues

	Agree	Disagree
Issue: Regenerating our town centres (299)	66%	23%

Q11. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about regenerating our town centres.

The most prevalent theme was **'Suggestions'** (123)

Sub-themes: **'Buildings / Houses / Landlords'**, **'Regeneration'** and **'Retail / Hospitality / Entertainment / Activities'**

BCP Residents Responses

Buildings/Houses/Landlords

- Explore taller buildings provided they have exceptional design and high quality communal spaces
- Limit buildings above two stories in Bournemouth and Poole
- Convert former retail spaces into residential properties
- Collaborate with landlords to convert empty shops into spaces for business start-ups and attractions

Regeneration

- All 3 areas need regeneration of differing types
- Poole bus station is a priority due to safety and anti-social behaviour concerns
- Poole town centre needs better shops
- Christchurch high street needs better support to encourage traders to use it
- Biggest gains from regenerating local industry, shops and local services in Bournemouth and Poole

Retail/Hospitality/Entertainment/Activities

- Need to ensure that town centres adapt and are not allowed to become rundown
- Need to focus on residential redevelopment with leisure and entertainment facilities for families close by
- Town centres need a strong identity with smaller shopping outlets at affordable rents
- Local high streets need a community-centred approach

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- High Streets need to have services/products that attract people to visit. This, in turn, will service coffee shops and charity shops...but people will not visit just solely for these two services
- Need a range of family friendly attractions on BCP's high streets, e.g., boutique shops, soft play provision, play zones, creche facilities, eating areas
- Offer a fun, all year round, activity centre in Bournemouth that is for all ages, e.g., ice rink
- Offer free parking, e.g., for 2 hours to draw people into the high streets
- Remove double yellow lines in, and around, streets leading to high streets and offer these spaces to shop owners in the area
- Liaise with landlords to reduce business rates and/or subsidise rents
- Concern that the encouragement of taller buildings in the town centres could encroach into suburban areas of BCP
- Local Plan should be specific on the geographical placement of taller buildings to prevent developers building them away from town centres
- Covid showed that those living in tall buildings were negatively impacted by a lack of private outdoor space, so this needs to be considered
- New visitor attractions are essential to broaden the offer away from just the beach

- Quality of street space is critical to make these locations an attractive place to come
- Private non-residential parking charges could be critical to a) balancing the demand and b) providing essential funding to really invest in high quality non-car alternatives

Town/Parish Councils

- Concerns over how new homes will regenerate the town centre when there are no jobs
- No need for visitor attractions when we have such a great coast and seafront
- Essential to enhance Bournemouth and Poole town centres
- Reduce business rates to encourage smaller businesses to thrive along with a mix of residential usage
- Encourage independent businesses to run alongside major chains to attract more people to the area for economic prosperity
- Homelessness and rough sleeping must be addressed by rehousing people
- Houses should be built within town centres without sacrificing Green Belt for Suitable Alternative Natural Greenspaces (SANGs)
- SANG development should focus on previously identified sites, e.g., Hicks Farm
- SANG green space should be allocated within walking distance of any new developments

Bournemouth

Q13. How strongly do you agree or disagree with the following actions in our proposed strategy for Bournemouth?

	Agree	Disagree
a) Increasing the number of people living in the town centre by making more sites available for new homes (158)	65%	23%
b) Making significant investments in the Bournemouth International Centre and the seafront to boost the quality of the visitor attractions available (159)	71%	13%
c) Making stronger connections between different parts of the town centre, and from the main shopping and leisure areas to the seafront (159)	78%	9%
d) Supporting the development of new hotel stock by allowing poor hotels to more easily exit the market (157)	59%	11%
e) Developing the Smart City concept ensuring high quality digital infrastructure is available across the town centre (157)	54%	14%
f) Positively encouraging taller buildings in some areas to enhance our iconic skyline (150)	33%	49%
g) Embracing community-led and cultural initiatives that support regeneration (157)	68%	6%
h) Supporting the diversification of shops, allowing a wider range of commercial activities, and the reuse of upper floors for alternative uses, such as new homes (158)	82%	10%
i) Continuing to focus on enhancing walking/cycling/public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses (homes) (159)	51%	37%
j) Enhancing the role of the Lansdowne as an area for employment and education (150)	60%	8%

Q14. Please explain your answers and let us know if you can suggest any alternative actions or have any other comments that we should consider.

The most prevalent themes were **‘Suggestions’ (61)** and **‘Criticism’ (40)**

BCP Residents Responses

Suggestions

- Majority of suggestions related to Proposal i:
 - o Adequate surface level parking is essential
 - o Cannot improve quality of life without affordable and reliable public transport
 - o Aging population needs good transport infrastructure as many cannot cycle
 - o Need quality Park and Ride services if car parks are removed
 - o Current retail offer requires car travel so do not discriminate against car users
 - o Clear signposting/markings for different transport users to improve safety, e.g., cyclists, pedestrians, road traffic

Criticism

- Criticisms relating to Proposal i:
 - o Removal of car parks without adequate alternatives is having a negative impact on the area already
 - o Cycle lanes are underused and therefore wasting precious time and money
 - o Strategy fails to acknowledge that car use is the primary transport method for an aging population and visitors
 - o Strategy discriminates against car users
- Criticisms relating to Proposal f:
 - o Enough tall buildings in Bournemouth already
 - o Potential for conflict between increasing building height and the quality/ design of urban spaces
 - o Bournemouth’s cultural identity will be lost if taller buildings increase
 - o Taller buildings will be detrimental to appreciation of the coastline

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Much needed apartments need parking facilities and viable shops especially in Bournemouth town centre
- Top priority should be to regenerate Bournemouth High Street making it cleaner and addressing anti-social behaviour issues in the town
- Parking is a huge problem in BCP that needs to be addressed, particularly in summer months
- Need to specify minimum building heights along key transport corridors and within town centres

- Encourage tall buildings to increase area densities and reduce urban sprawl
- Lansdowne has failed as employment centre; repurpose it to focus on education and housing
- Need to reduce number of parking spaces in line with the South East Dorset Urban Mobility Strategy (SEDUMS) Walking and Cycling Strategy to support active travel
- Need an Arts and Leisure Strategy. BCP is lacking in this respect despite producing thousands of arts students every year
- Need to reduce shopping area in Bournemouth town centre and divide into two sections reflecting market trends
- Seafront investment should continue along the length of the seafront towards Christchurch and Sandbanks to demonstrate commitment to BCP regeneration
- Definition of “unsuccessful hotels” should be clearer so thriving hotels are not unfairly penalised
- Allowance for taller buildings should be specific to certain areas and not approved in already overpopulated areas without community facilities
- Consider using car park sites to create new homes while alleviating problems related to public transport, roads, cyclists, and pedestrians
- Regenerate Bournemouth station area to create additional housing and/or commercial space, e.g., hotels
- Need to financially invest in the railway network, especially station facilities which need urgent improvement to match similar large urban train stations, e.g., booking halls, bridges, toilets and waiting facilities

Town/Parish Councils

- New homes must be built on brownfield sites within central Bournemouth and meet the National Space Standards for dwellings
- Essential that digital infrastructure incorporates more outlying/rural regions
- To comply with the council’s green strategy and net zero agenda, community-led cultural initiatives need to be within walking distance of town centres
- No further provision for car parking and a clear objective to significantly restrict or reduce traffic movements within outlying areas
- Council should not promote outlying areas as ‘go to’ destinations and seek funding for public transport to these areas

Poole

Q15. How strongly do you agree or disagree with the following actions in our proposed strategy for Poole?

	Agree	Disagree
a) Increasing the number of people living in the town centre by making a number of sites available for housing (152)	61%	20%
b) Redeveloping the former power station site and support the regeneration of adjacent sites to create a vibrant new urban neighbourhood (153)	84%	9%
c) Allowing some taller buildings in the regeneration area and the area north of the railway line (153)	44%	38%
d) Creating a better sense of arrival into the centre, supporting improvements at Poole bus station, Poole railway station and around the Kingland Road area (152)	92%	2%
e) Working with Network Rail to resolve the ongoing concerns about the high street level crossing to see if it can be closed or made safer (153)	64%	15%
f) Considering reducing the size of the shopping area and create opportunities to introduce some residential uses into the high street (152)	61%	24%
g) Better connecting the Lighthouse within the rest of the town centre by reconfiguring or closing Kingland Road (152)	62%	18%
h) Refurbishing or replacing the Dolphin Leisure Centre to provide a fit-for-purpose leisure centre (153)	74%	8%
i) Preserving or enhancing the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project (153)	94%	1%
j) Delivering strategic flood risk defences to protect the town centre from future flood risk (151)	80%	3%
k) Embracing community-led and cultural initiatives that support regeneration (151)	67%	7%
l) Enhancing wayfinding/signage to help improve connections between the Quay and the rest of the town centre (152)	64%	10%

Q16. Please explain your answers and let us know if you can suggest any alternative actions or have any other comments that we should consider.

The most prevalent themes were ‘**Suggestions**’ (44) and ‘**Criticism**’ (22)

BCP Residents Responses

Suggestions

- Need to regenerate the bus station desperately to create a better welcome to the town and resolve crime/anti-social behaviour issues in this area
- Strong support for merging the bus and railways stations to create a travel hub with more efficient transport links
- Poole needs to be appealing to residents not just tourists
- Transform the old power station into a vibrant urban residential community
- Promote the heritage of Poole to attract more visitors
- Improve the night-time economy in Poole, e.g., cinema in Falkland Square

- Regenerate underused retail spaces into residential properties – less infrastructure improvements needed
- Active travel needs to be the backbone of any strategy for Poole
- Make it easier to travel between the Quay and the Dolphin Shopping Centre

Criticism

- Criticisms relating to Proposal a:
 - o Concerns over the proposed redevelopment of Poole Stadium as it attracts tourists and is very popular with locals
 - o Poole town centre is already overcrowded with serious infrastructure issues, e.g., overwhelmed GPs, schools, and hospitals
 - o No more houses it will only make the area more overcrowded
 - o Concerns over anti-social behaviour problems worsening if the population increases in the town centre
- Criticisms relating to Proposal c:
 - o Taller buildings are not in keeping with Poole's heritage
 - o Poole does not have the infrastructure to cope with a denser population caused by taller buildings
 - o Taller buildings would have a negative impact on the landscape
 - o Taller buildings will be detrimental to appreciation of the coastline

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Need to specify minimum building heights along key transport corridors and within town centres
- Encourage tall buildings to increase densities and reduce urban sprawl
- Merge Poole bus and train stations to create a seamless interchange with a pedestrian-friendly surrounding environment
- Dolphin centre site is the best area for a travel interchange and would enable the level crossing to become a bridge
- Need efficient transport options between Sandbanks, Poole Park and Poole Town Centre to create a sense of cohesiveness between the 3 sites
- Consider building housing on car parks which would make much better use of land, e.g., Sainsbury's car park in Poole
- c) Object to lack of definition of the term "taller buildings". Accept in principle the need to have some tall buildings as defined by the current Plan "over 6 storeys", but not taller than buildings such as the Barclays building or current planning consents in the Poole regeneration area
- d) Need a radical overhaul of Poole's public transport provision with the creation of a new integrated railway and bus station hub between the Dolphin Centre and the Sainsbury's supermarket, creating a first-floor link into the shopping centre over the existing railway

line, thereby both removing the dangerous crossing and integrating the public transport provision into the heart of the shopping centre

- f) Whilst the draft proposals for Bournemouth suggest re-using upper floors for alternative uses such as new homes, proposals relating to Poole High Street appear to suggest residential uses at ground floor. This needs to be approached with caution, as it has the potential to exacerbate the already weak link between Dolphin Centre and Poole Quay, isolating remaining retail units between blank frontages
- g) Strongly object to allowing a break in the shopping frontage to develop between the Dolphin Centre and the Quay that would risk the Quay being isolated from the mainstream shopping area. Alternative complementary uses, particularly leisure and food, should be encouraged
- h) The draft proposals for Poole Town Centre North now talks of “replacing or refurbishing” the existing Dolphin Leisure Centre facility, which would be disappointing both in terms of land use and accessibility
- i) More needs to be done to preserve and enhance the heritage of the Quay and Old Town than can be completed by the Heritage Action Zones (HAZ). The suggested focus on “the Quay and Old Town” through HAZ fails to mention that the fund extends to a mere £1.25m, most of which is already allocated, and that the boundary of the HAZ area almost entirely excludes the Quay itself

Town/Parish Councils

- Need infrastructure for any housing developed in Poole
- Concerns over affordability of a new urban neighbourhood in Poole
- Not in favour of tall buildings in Poole
- Poole needs a pleasant shopping area
- The Lighthouse is well connected to the town centre but needs more parking

Christchurch

Q17. How strongly do you agree or disagree with the following actions in our proposed strategy for Christchurch?

	Agree	Disagree
a) Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome (104)	35%	52%
b) Supporting the redevelopment of the Lanes (south of the high street) and Saxon Square with mixed use development (103)	48%	34%
c) Enhancing the pedestrian connections around the centre and across Fountain Roundabout (102)	70%	10%
d) Undertaking improvements to streets and public spaces (104)	83%	5%
e) Delivering strategic flood risk defences to protect the town from future flood risk (104)	87%	4%
f) Supporting improvements to the Two Riversmeet Leisure Complex (104)	72%	5%
g) Embracing community-led and cultural initiatives that support regeneration (104)	67%	7%
h) Enhancing wayfinding/signage to help improve connections between the waterfront areas and the rest of the town centre (103)	62%	6%

Q18. Please explain your answers and let us know if you can suggest any alternative actions or have any other comments that we should consider.

The most prevalent themes were **‘Suggestions’ (23)** and **‘Criticism’ (20)**

BCP Residents Responses

Suggestions

- If Stony Lane is redeveloped, road network will need to be upgraded (Proposal A)
- Must include social housing for family homes with gardens (Proposal A)
- A flyover or underpass is needed for through traffic at Stony Lane roundabout (Proposal A)
- Plant more trees where possible and move housing to brownfield sites unlikely to flood (Proposal A)
- Refurbish existing sites instead of redevelopments due to flood risks (Proposal A)
- Bold and innovative solutions are needed to mitigate the flood risks at Stony Lane (Proposal A)
- Need to protect current residents from flooding by using empty or green spaces as flood defences, not building (Proposal A)
- Redevelopment of Saxon Square should include multi-story car park (Proposal B)
- The Lanes area should be preserved as a heritage asset (Proposal B)
- Fountain Roundabout needs to be improved to provide better access through the town (Proposal C)
- Parking should not be reduced in the town centre (Proposal D)
- Make Christchurch high street bus only, ban cars from this area (Proposal D)
- More litter bins and emptied more regularly during the tourist season (Proposal D)
- Take into account the impact of any hard development on the infiltration capacity/runoff of the flood plains and adjacent areas (Proposal E)
- Community food production, energy production, retro fitting homes for insulation and damp and sustainable heating/cooling, creating sustainable jobs and health and wellbeing enhancement (Proposal G)

Criticism

- Criticisms relating to Proposal a:
 - Stony Lane is not suitable for housing as it is prone to flooding
 - Any new building in the flood plain would reduce overflow area and increase the risk of flooding of existing properties
 - The charm of the town will be destroyed by overdevelopment
 - More houses on Stony Lane will only make [already bad traffic problems, GP access and school availability worse
 - These areas are part of the gateway to Christchurch and should not be spoilt by housing developments
- Criticisms relating to Proposal b:

- o Proposals are too dense and intrusive, threatening encroachment on areas such as Druitt Gardens and the Two Riversmeet leisure centre
- o Christchurch is already well overdeveloped, any more would destroy its character further

Vibrant Communities

Q19. How strongly do you agree or disagree with our recommendation for vibrant local Communities?

Recommendation: We propose to support local communities by retaining existing open spaces, shops, services, and facilities, wherever possible. We would also encourage new commercial, health, cultural, educational and leisure facilities, alongside investments in streets and open spaces, within walking distance of people's homes. This would help to reduce the need to travel, encourage walking and cycling, promote health and wellbeing, and support community cohesion.

Issues and Options	Agree	Disagree
Issue: Vibrant local communities (127)	88%	7%

Q20. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about vibrant local communities.

The most prevalent theme was **'Suggestions'** (36)

Sub-themes: **'Implementation'**, **'Community/Community Centres/Engagement'** and **'Open space/Green space/Climate change'**

BCP Residents Responses

Implementation

- Need to engage properly with the local community to understand their needs
- This can only work if local communities are given more power and influence
- Prevent any negative impacts on the Green Belt
- Only approve planning permissions that enhance a vibrant local community, not those that have a negative impact
- Interpretation is everything so all factors need to be considered carefully before implementation

Community/Community Centres/Engagement

- Relationships within communities needs building up and strengthening before creation of buildings
- Upskill local communities through training and events
- Localism should be a vital component of a climate change strategy
- Consider developing age-friendly communities
- Need more community centre and youth facilities

- Poor development leads to unattractive communities nobody wants to inhabit
- Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils**

Organisations/associations

- Recommendation is contradictory, either you retain existing open spaces, shops, services, and facilities or you support new ones

Town/Parish Councils

- SANG allocations for new development must be within walking distance of new homes
- No additional car parks within the Green Belt, conservation, and Parish areas
- New infrastructure facilities should be excluded from the Green Belt, conservation, and Parish areas, e.g., commercial, health, cultural, educational, leisure facilities or visitor centres

Q21. How strongly do you agree or disagree with the following aspects of our proposed strategy to support vibrant local communities?

Issues and Options	Agree	Disagree
a) Maintaining access for residents to basic local services and facilities within walking distance of their homes wherever possible (127)	96%	2%
b) Supporting our network of district centres, local centres, high streets, and neighbourhood shopping parades by retaining them as a focal point for commercial activities (125)	92%	3%
c) Providing new homes within, or close to, existing centres (127)	65%	12%
d) Ensuring communities have access to open space and recreation facilities (127)	96%	2%
e) Providing safe, easy, and accessible walking and cycle routes to access shopping areas, schools, community facilities and open spaces (128)	89%	3%
f) Embracing community-led and cultural initiatives that support local communities (128)	83%	4%
g) Supporting local food growing opportunities (128)	83%	2%
h) Providing advice to local communities who wish to develop neighbourhood plans in their areas (127)	83%	4%
i) A continued focus on the regeneration of Boscombe through the Towns Fund proposals (126)	55%	12%

Q22. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about vibrant local communities.

The most prevalent themes were ‘**Suggestions**’ (31) and ‘**Criticism**’ (18)

BCP Residents Responses

Suggestions

- Green Belt should not be used for new homes (Proposal C)

- Focus on brownfield sites, redeveloping empty shops, and reducing shopping areas for housing (Proposal C)
- Do not increase the existing density of population without the provision of green spaces (Proposal C)
- Consider creating '15-minute neighbourhoods' where everything is accessible without the use of a car (Proposal C)
- Assess each neighbourhood individually but based on national design criteria across them all (Proposal C)
- Create a sense of belonging for residents and provide access to safe spaces (Proposal D)
- Vital for the council to work with residents so they can make a meaningful difference in their own community (Proposal F)
- Important to have free/low-cost activities to avoid exclusion of those who might benefit most (Proposal F)
- Need to provide spaces to grow healthy, chemical-free produce for wellbeing and wildlife/biodiversity benefits (Proposal G)
- Focus on more trees to protect inhabitants from toxic traffic fumes (Proposal G)

Criticism

- Criticisms relating to Proposal I:
 - o No mention of Boscombe West which needs a unique approach to regeneration
 - o Despite millions spent on Boscombe already there are still problems with homelessness, rough sleeping, and drug use
 - o The current approach in Boscombe is not working and needs a rethink
- Criticisms relating to Proposal C:
 - o Town centres and homes do not always make a good mix, e.g., Traffic and noise issues
 - o New homes should not be the focus in town centres
 - o New builds should not be the first choice, consider reusing existing buildings in better ways, e.g., separating student population away from areas suitable for families
- Criticisms relating to Proposal E:
 - o Some recent cycle lanes are not suitable for the roads and have made them more dangerous, while blocking access for emergency services, e.g., Whitelegg Way

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Concerns over whether investment into Boscombe to date has demonstrated any success, has been value for money or created any positive outputs

- Review needed to determine whether retail policy designations are correct and reflect usage on the ground in Boscombe
- The definition of “basic local services” is important to ensure local communities are not overly supplied with one type of service

Town/Parish Councils

- Farms and conservation areas within parishes should not be the focal point of commercial activities or visitor centres, e.g., Hicks Farm in Throop
- Sites for recreational and open spaces should be within walking distance of homes
- No additional car parking within the Green Belt, conservation, and Parish areas
- Any future marketing by BCP Council must not promote the Green Belt, conservation, and Parish areas as “destinations”
- Conservation area of Muscliff Lane (Homes for Heroes specifically created for market gardens) should be fully restored to support local food growing opportunities
- Poole Quay area is not suitable for local food growing opportunities

Q23. Please tell us if you have any other comments about regenerating our town centres in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent theme was ‘**Suggestions**’ (189)

Sub-themes: ‘**Retail/High streets/Town centres/Supermarkets/Shops**’, ‘**Regeneration/Maintenance/Facilities**’, **Transport / Cars / Parking / Active Travel / Congestion**, and **Housing / Buildings / Hotels / Venues / Heritage**

BCP Residents Responses

Retail/High streets/Town centres/Supermarkets/Shops

- Shopping experience needs to be modernised and leisure/entertainment-focused
- Reduce business rates to encourage new businesses in town centres
- Focus more on boutique and independent shops
- Encourage shared working spaces in central locations to increase footfall
- Design districts as ‘15-minute neighbourhoods’¹ to make essential infrastructure easily accessible, particularly important for those with disabilities/mobility issues
- Need big shopping malls and supermarkets, while still valuing local high streets for thriving communities and residents’ wellbeing
- Better regulation of visitors during summer months

Regeneration/Maintenance/Facilities

- Regeneration should incorporate smaller towns not just larger areas
- Improve facilities such as toilets
- Improve facilities for the homeless
- Clean up central areas by removing graffiti and improving management of litter and waste

¹ A 15-minute neighbourhood involves a range of policies that provide residents access to most, if not all, of their needs within a short walk or bike ride from their home. Source: smartransport.org.uk

- Tackle anti-social behaviour such as drunken behaviour, crime, and verbal abuse as this has a significant impact on the town centre experience and perceived levels of safety
- Need stricter building regulations to ensure developments are fit-for-purpose and eco-friendly
- Avoid building on flood plains and green areas. The climate emergency should underpin everything in the Local Plan

Transport/Cars/Parking/Active Travel/Congestion

- Eradicate parking fees in town centres to encourage more people into the areas and resist building on existing car parks for homes
- Active travel needs more support through financial investment and supporting infrastructure
- Need sustainable public transport options e.g., trams/light railways to better connect the main population centres
- Christchurch urgently needs a bypass/relief road to accommodate increased population and housing

Housing/Buildings/Hotels/Venues/Heritage

- Make better use of underperforming buildings, including larger venues, so they are multi-functional, e.g., Bournemouth International Centre, old hotel stock
- Protect historical character of older buildings, this is particularly important in Poole and Christchurch

Tourism/Leisure/Sport/Hospitality

- Encourage more holidaymakers to the area by improving the entertainment offer, e.g., cinema in Poole
- Promote more independent shops and cafes/restaurants to help develop the conurbation and attract more visitors
- Ensure entertainment facilities are family-friendly and not just aimed at pubs, clubs etc
- Develop the night-time economy so it has greater variety and is accessible to different types of visitors, both local and from outside BCP
- Better policing of the influx of tourists during summer months to reduce pressure on local infrastructure, e.g., parking

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Local centres should be supported to become '15-minute destinations' to meet the day-to-day needs of residents
- Object to the redevelopment of the Lanes and Saxon Square in Christchurch
- Suggested change - improvements "to" Two Riversmeet Leisure Centre rather than merely "at" Two Riversmeet
- Public transport is needed to encourage less car use

- Public transport needs to address urban transport deserts created by irrelevant travel timings for users as well as by inadequate routes
- Need a Cross-Country rail service linking the 3 towns with Swanage which could have a significant climate impact by reducing car use, congestion, and pollution
- Local planning needs to consider the benefits of Park and Ride systems
- Local Plan should place more emphasis on the seafront possibilities of Poole's beaches which are less commercialised and therefore more attractive to residents and visitors
- Reductions in the variety and quantity of hotels at Sandbanks would not be in the public interest
- Desire for tangible outcomes to the proposed strategy for Poole town centre
- Need to support local communities and protect the naturalness of areas
- Enforcement of Green Belt protection will reduce the tendency to hoard derelict, misused and underused urban land, e.g., missed opportunities with Poole Power Station
- Christchurch does not need any regeneration and should retain its car parks for visitors
- Ideas for all three town centres fails to include green infrastructure, yet this is vital for enhancing the quality of the urban realm
- Suggest changing "focus on enhancing walking, cycling and public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses, such as new homes" to "new homes or new areas of green space, tree planting or nature restoration" (Bournemouth)
- Suggest changing "redeveloping the former power station site and supporting the regeneration of adjacent sites to create a vibrant new urban neighbourhood" to "new nature-rich urban neighbourhood" or "new tree-lined urban neighbourhood" (Poole)
- Suggest changing "undertaking improvements to streets and public spaces" to "undertaking improvements, including tree planting and other urban greening, to streets and public spaces" (Christchurch)
- Local Plan should ensure development proposals to protect and support the distinct characters and needs of the 3 towns
- Need a clear objective around movement of people, goods, and services around the conurbation with viable and practical alternatives to private car use
- Need a strong evidence base and understanding of retail trends to develop a clear strategy for the future of retail areas
- Proposals for tall buildings that make better use of a limited supply of land need to be better articulated and supported in the Local Plan
- Network of vibrant and diverse communities is important for Pokesdown and Boscombe, but mass retail space is not needed
- Need support from the council with absentee landlords of empty shops
- Boutique shops need more support to thrive in other areas, e.g., Southbourne
- Enhancements to public spaces to be encouraged, e.g., Woodland Walk

Agents

- Local Plan must proactively encourage re-use, development, and investment opportunities where they arise in town centres
- High density residential developments within walking distance and within town centres will be increasingly important to sustain footfall to existing and future businesses and services
- Former gas works site can play a vital role in helping to regenerate Christchurch town centre and provide a vibrant community

- Support for proposals to build new affordable homes for an intergenerational community in Christchurch, e.g., around Stony Lane
- Support for proposals to build more homes in Bournemouth
- Lansdowne area should change from an employment designation to a mixed used area including new residential accommodation
- Focus on delivering strategic flood risk defences in Christchurch town centre

3.2. New market and affordable homes

Objective: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities

Q25. How strongly do you agree or disagree with the each of the two options (to supply new market and affordable homes)?

We want to meet housing needs that support our aspirations as a thriving and vibrant urban area. We will need to take forward one of the following options:

	Agree	Disagree
Objective: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities		
a) Option 1 - government's standard housing method (235)	20%	75%
b) Option 2 - lower locally derived housing figure (255)	68%	21%

Q26. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our housing needs and housing requirement.

The most prevalent themes were 'Suggestions' (77) and Objection (59)

BCP Residents Responses

Suggestions

- Do not build on Green Belt land
- There is a great need for more affordable housing with open spaces and parking which should be financially accessible to everyone including families and locals
- The type, quality and ownership of homes is more relevant than how many homes are built
- Prioritise family housing of a decent size and with essential amenities close by
- Need homes that promote a reduced carbon footprint, e.g., lowering greenhouse gas emissions
- Increased densities must be accompanied by improved infrastructure that can accommodate a larger population, particularly roads and transport
- Second homeowners should pay higher council tax in order to prevent a high number of empty homes for most of the year
- Free up expensive private rental housing and bring house prices down

- Focus on regenerating derelict buildings and brownfield sites
- Need to hold developers to account in the quality of housing they deliver and ensure they honour promises on affordable housing quotas

Objections

- Government's standard methodology figures are unrealistic due to outdated data. These should be reviewed/challenged
- In order to meet the government housing figure, there needs to be greater regulation of developers otherwise the target will never be achieved
- Both options should be rejected in favour of developing brownfield sites and reusing existing buildings to protect Green Belt land
- Concern over the development of more high-rise flats
- Need a more strategic approach to growth in housing and employment space, while ensuring the scale and types of tourism are consistent with climate and biodiversity goals

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Much higher densities can be supported within town centres and main transport corridors than currently delivered, provided minimum height and design guidance is included as part of the Local Plan, e.g., Dutch/French densities
- Wrong to base housing calculations on out-of-date data which the Government's standard formula does
- Lack of sufficient brownfield sites would make development on Green Belt land inevitable causing significant harm to green areas
- Lower housing figure is more realistic and would not have a detrimental impact on the Green Belt
- Need stricter enforcement to ensure developers complete their permissions within three years
- Retain all Green Belt for agriculture to enable the UK to feed itself and effectively deal with climate change
- Need sufficient housing as there are too many people in the streets and children are living in poverty
- Support Option 2. Local knowledge and expertise should provide a more accurate demand figure than Central Government dictate. However, the numbers should be subject to continual review over the period (every 15 years)
- Planning applications and potential developments for the Poole regeneration sites have very high densities, which are unrealistic and need to be revised downwards
- Poole does not have the infrastructure, facilities, workplaces, shops and most importantly a cheap and efficient public transport system to support higher densities
- Consideration must be given to the negative impact these massive developments will have on the Heritage Zone of Poole Quay and Poole Old Town Conservation area
- Tall buildings should not be permitted within, or adjacent to, heritage sites and the Poole Old Town conservation area
- High density developments and tall buildings will result in a need for vehicle parking, but BCP Council encourages developers to provide zero vehicle parking

- There needs to be more consistency in how the community of the Poole Quays Forum area and the rest of the BCP conurbation meets future housing needs
- An over concentration of high-density developments and tall buildings within the Poole regeneration area, along existing high density transport corridors and the waterside, must be reviewed, and other sites should be considered
- A formal definition of “tall buildings” is needed to guide potential developers
- Regarding the objective to ‘preserve or enhance Poole’s heritage’; there must be a balanced approach taken to where new homes are built. Brownfield sites must be redeveloped, but they are more expensive and are unlikely to provide much, affordable housing

Agents

- Request an amended housing figure based on migration predictions and, if it is rejected, then plan for the higher figure
- If the council is genuine in its objectives, then it must adopt, as a minimum, the figures derived from the standard methodology. Growth has been too constrained over recent years
- The government’s housing figure should be pursued rather than the lower figure, which will require robust evidence to demonstrate that it is based on realistic assumptions of demographic growth and justifies deviating from the standard methodology
- Transparency is required in Table 4.30 to disaggregate the data to the former local authority areas because there is no overall BCP growth strategy
- Transparency is required in Table 4.30 to justify the claim that “completions have been notably stronger”

Developers/landowners

- Opposed to a lower housing figure
- Housing figures issue does not acknowledge the pressures and constraints for development in wider areas, specifically Dorset Council and New Forest District Council areas. These need to be taken into consideration as well

Town/Parish Councils

- Support challenging the government’s proposed housing figure

Where new homes should be built

Respondents were invited to leave comments on a map of the 122 potential residential sites in the urban area.

208 respondents left 371 comments on the potential residential sites in the urban area interactive map. These comments were spread across 85 of the sites meaning that 37 of the sites received no comments.

Full details of these responses can be found in the [main report](#).

Q27. How strongly do you agree or disagree with our recommendation for providing affordable housing?

Recommendation: To meet our demand for affordable housing, we will require a proportion of new homes on major sites to be affordable. This proportion may vary across the BCP area. We will set out the type or tenure of affordable housing and the circumstances where this should be provided on site, and where a payment towards affordable housing on major sites would be accepted.

	Agree	Disagree
Issue: How to provide affordable housing (179)	62%	20%

Q28. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing affordable housing.

The most prevalent theme was **‘Suggestions’** (74)

Sub-themes: **‘Detailed comments/suggestions on affordable housing, e.g., location, type, tenure, design’**, **‘Comments on affordability of affordable housing/Should be linked to local wage / social housing’** and **‘Comments on developer abuse/greed/ensure robust regulation of developers’**

BCP Residents Responses

Detailed comments / suggestions on affordable housing, e.g., location, type, tenure, design

- Need to meet the needs of all residents
- Affordable housing should not be limited to small sized properties
- Need high quality starter homes to enable people onto the housing ladder, e.g., built to exceed new part L, F and O regulations
- Need warm homes with lower ongoing heating costs and emissions
- Should be located near to public transport links and have gardens/open spaces
- Affordable housing needs to be defined as also being sustainable housing, i.e., eco-friendly
- New developments should be smaller and, as a minimum requirement, have climate mitigation in the form of nature and flood defences

Comments on affordability of affordable housing/Should be linked to local wage / social housing

- Affordable should mean affordable to most of the population
- Strong concerns over the affordability of homes and rental properties in BCP
- People on lower incomes should have the right to buy their properties, including younger people
- ‘Help to Buy’ scheme should be reviewed as it ties younger people into buying expensive new build properties

Comments on developer abuse/greed/ensure robust regulation of developers

- Need tougher regulation of developers
- A payment in lieu of affordable housing by developers should not be accepted as this lowers the amount, they are liable to pay
- Concerns over the number of times developers breach agreements on the delivery of affordable housing
- Affordable housing should be built and sold first before expensive properties to ensure developers honour their commitments to build affordable properties
- If developers cannot provide a suitable quota of affordable homes, then another provider should be selected for the contract

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations / associations

- Lack of vacant property rates (circa 0.5% of stock or less instead of 5%), building more will lower prices and rents to better match local wages than artificially priced housing could
- Strongly encourage continued investment towards affordable housing

Agents

- The house building problem lies in viability assessment as the burden is still falling on housebuilders rather than landowners
- Urban area sites are too valuable to achieve the level of affordable housing required
- New safety regulations will make tall buildings even more expensive to build
- Affordable housing is more viable on green field sites
- Due to viability differences, the percentage of affordable homes required on major sites will vary across different parts of the BCP area
- The type, tenure, and proportion of affordable homes on new developments should comply with the requirements of the 2021 National Planning Policy Framework

Developers/landowners

- Delivery of new and affordable homes must be informed by viability considerations

Town/Parish Councils

- All new homes on major sites should be affordable

Q29. How strongly do you agree or disagree with our recommendation for providing custom self-build housing plots?

Recommendation: To make plots available for self-build housing we could require a proportion of plots on large, strategic housing sites to provide an area of self-build.

	Agree	Disagree
Issue: Providing custom self-build housing plots (88)	43%	32%

Q30. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing custom self-build housing plots.

The most prevalent themes were ‘**Suggestions**’ (10) and ‘**Objections**’ (9)

BCP Residents Responses

Suggestions

- There are too many large, expensive houses that waste space in BCP; prioritise affordable housing instead
- Offer unused land further out of town for self-build projects thereby protecting green spaces in urban areas
- Ensure building designs are of a high quality and in keeping with local character
- A range of plots should be available for more affluent builds
- All self-builds should aim for ‘passive house’² quality with better energy efficiency
- Large, strategic housing sites should focus on affordable housing. Allocating individual plots for self-builds would undermine building affordable housing on larger strategic housing sites
- Restrict self-builds within a certain area and provide advice and training on how to build them sustainably

Objections

- Self-build options are not affordable for the average resident
- Most self-builders would not want to build a property on a large strategic site, they would find individual plots more appealing
- Self-build properties should be requested on an ad hoc basis, land should not be allocated for this purpose
- Affordable housing is more important than allocating land for self-build properties

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Large strategic sites could be allocated only for self-build rather than poorly positioning self-build plots within unwanted parts of a site, e.g., Gravel Hill self-build site
- More information needed to make a judgement on this, including the council's thoughts on self-build opportunities in existing suburban areas

Agents

- Custom self-builds are elitist and discriminatory
- Disagreement with recommendation for providing custom self-build housing plots as there is no legislative or national policy basis for imposing an obligation on landowners or

² A building standard that is energy efficient, comfortable, affordable and ecological at the same time.
Source: passipedia.org

developers of large strategic housing sites to set aside plots for self & custom build housing

- Demand for custom self-build housing is minimal in BCP with only an average of 55 people applying to the council's Register every year
- Providing custom self-build housing plots on large strategic housing sites adds to the complexity and logistics of development due to practical and health and safety concerns
- Unsold plots should not be left empty to the detriment of neighbouring dwellings or the whole development

Q31. How strongly do you agree or disagree with our recommendation for providing the right mix and type of homes?

Recommendation: A mix of all housing types and sizes are needed across Bournemouth, Christchurch, and Poole. In order to provide flexibility, we would not propose to prescribe a set housing mix, apart from on large, strategic development sites over 40 homes.

	Agree	Disagree
Issue: Providing the right mix and type of homes (185)	40%	40%

Q32. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing the right mix and type of homes.

The most prevalent theme was '**Suggestions**' (74)

Sub-themes: '**Need for proper regulation and implementation/Concern over developers**', '**Affordable housing a priority**', '**Criticism/Concerns over development of small flats**'

BCP Residents Responses

Need for proper regulation and implementation /Concern over developers

- Council needs to impose a set housing mix on developments to ensure affordable housing is delivered
- Need to ensure the process is not developer-led as this will lead to further executive houses and small flats unsuitable for the majority of the population
- Developers should be told to design buildings that fit in with existing architecture

Affordable housing a priority

- All housing developments should have 25-50% affordable housing options or an equivalent financial contribution
- A mix of housing is not needed, only affordable housing for local families on low incomes with outdoor space
- Need houses that are affordable for the younger generation
- Need more bungalows so older people can downsize and release larger properties

Criticism/Concerns over development of small flats

- Stop building expensive, small flats as there are too many in the area already

- Prioritise decent sized affordable family homes with some outdoor space including on smaller developments
- Get a greater understanding of the houses needed by the majority of the population and ensure builders deliver these types of homes
- Over development is causing the infrastructure issues the area is currently experiencing

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Town centre living for families is possible within flats if designed through well-crafted policies, i.e., Three beds as percentage mix with balconies etc
- Previous free-market approach has encouraged mono-developments, typically 1 bed flats which fail wider needs
- Housing should be suitable for everyone, families and older people included
- Different types of homes should be close to one another, creating intergenerational communities for mutual benefit
- Local Plan should acknowledge that balancing housing stock across the whole conurbation is not the only priority, it is also important to balance it within local communities and simultaneously address the needs of each community
- Building properties not suitable for the demographics of an area has negative impacts on schools, local businesses, congestion, and pollution

Agents

- A mix is required but the authority's choice of location appears biased towards high density on small sites in the urban area without enough private and public amenity space
- Green Belt sites will need to be released to provide family homes with adequate space and meet the government's housing figure
- Families are moving out of large cities where they have less local amenity space particularly since the impacts of Covid 19
- Higher density builds will negatively impact the urban environment
- To meet housing needs, the council should focus on allocating sites suitable for a wide range of development types across a wide choice of appropriate locations, rather than setting overly prescriptive housing mixes for individual sites of more than 40 dwellings

Developers/landowners

- Agree that all requirements need to be catered for
- There must be flexibility with the types of homes being delivered during the lifetime of the Local Plan

Town/Parish Councils

- Need a housing mix on all developments above 10 homes to prevent the cluster of social housing, i.e., Townsend, West Howe, Turlin Moor etc council estates

Q33. How strongly do you agree or disagree with our recommendation for providing homes for older people and those with disabilities?

Recommendation: All homes should meet Part M4(1) of the building regulations to be accessible. Given there is a high and growing proportion of older people, and a significant proportion of people with a long-term health problem or disability, in our area, we propose also that all homes should meet the M4(2) higher accessibility standards to provide homes to meet changing needs over time, and 10% of homes should achieve the M4(3) standard of being wheelchair accessible, subject to viability testing.

	Agree	Disagree
Issue: Providing homes for older people and those with disabilities (110)	79%	13%

Q34. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing homes for older people and those with disabilities.

The most prevalent theme was **'Suggestions'** (25)

Sub-themes: **'Right housing should be accessible'**, **'More specialist homes needed'**, **'All homes should be specialist'** and **'Financial impact'**

BCP Residents Responses

Right housing should be accessible

- All housing should be accessible to people of all needs
- Making all new homes accessible could be very costly so need should be derived from research and careful planning
- Need to enforce minimum parking requirements so disabled/elderly have same ability to access and own property

More specialist homes needed

- Build as if disability is the norm to reduce costs and prevent resource shortages in the future
- Smaller accessible homes for older people are needed

All homes should be specialist

- Ensure all properties have the ability to be disabled friendly
- The [M4\(3\) standard](#) should be at least 50% of all homes built

Financial impact

- Build as if disability is the norm to reduce costs and prevent resource shortages in the future
- Making all new homes accessible could be very costly so need should be derived from research and careful planning

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Need purpose-built homes for the elderly with disabilities at an affordable amount
- Local Plan should go further than the minimum requirements of building regulations
- Move away from bungalows and more to flatted accommodation, which is better suited to older people and those with disabilities, when designed properly
- Need innovation to enhance accessibility whilst ensuring long term protection against environmental concerns

Agents

- If the government implements proposed changes to Part M of the Building Regulations, the council's proposed policy approach will be unnecessary
- If the council wants to adopt the optional standards for accessible & adaptable dwellings, then this should only be done in accordance with the 2021 National Planning Policy Framework
- Policies for M4(2) & M4(3) dwellings must be justified by credible and robust evidence
- Existing housing stock is significantly larger than new build potential so the adaption of existing stock will be an important part of the solution
- If requirements for M4(2) & M4(3) are carried forward, factors such as vulnerability to flooding, site topography and other circumstances should be considered
- Additional costs for M4(2) and M4(3) compliant dwellings should be included in an updated Viability Assessment
- Consider allocating sites for older persons housing depending on the proximity of sites to public transport, local amenities, health services and town centres

Q35. How strongly do you agree or disagree with our recommendation for student accommodation?

Recommendation: We propose to direct purpose-built student accommodation into town centre locations and on campus sites. We also propose to restrict the concentration of Houses in Multiple Occupation (HMOs).

	Agree	Disagree
Issue: Student accommodation (74)	68%	21%

Q36. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about student accommodation.

The most prevalent theme was 'Suggestions' (17)

Sub-themes: 'Location of student accommodation' and 'HMOs cause problems / Regulate HMOs'

BCP Residents Responses

Location of student accommodation

- Student accommodation should be near the education provider, not spread around different areas of the towns
- Students should have accommodation and facilities nearby that protect their health and wellbeing

HMOs issues/Regulate HMOs

- Resolve parking and street conflict by improving active travel
- Lobby national government to improve public transport for students to reduce car use
- Anti-social behaviour issues associated with student communities have a negative impact on communities and needs to be better regulated by the council and police
- Houses of Multiple Occupancy (HMOs) should be limited as they are not well maintained and do not promote healthy living
- Spread the student population across the conurbation to avoid constricted, student-only areas
- Landlords of HMOs should be obliged to meet higher housing standards

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Many HMOs are occupied by young professionals, those on low wages or as temporary accommodation due to a lack of other properties, not just students
- Agree as this will allow better access for students which will help reduce emissions

Q37. How strongly do you agree with each of the options for pitches for gypsies, travellers and travelling showpeople?

If there is an identified need for permanent residential and/or transit pitches for gypsies, travellers and travelling showpeople we will have to think about how it can be met by one or a combination of the following options:

	Agree	Disagree
Issue: Pitches for gypsies, travellers and travelling showpeople		
a) Option 1: Consider allocating site(s) within the urban area (107)	50%	37%
b) Option 2: Consider if exceptional circumstances justify allocating site(s) within the Green Belt (107)	28%	63%
c) Option 3: Rather than allocating sites, include a criteria-based policy against which to assess planning applications for permanent and/or transit sites (105)	27%	47%
d) Option 4: Requiring pitches to be provided as part of larger, strategic sites (105)	27%	50%
e) Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets (105)	18%	68%

Q38. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about pitches for gypsies, travellers and travelling showpeople.

The most prevalent themes were **‘Management of sites’ (21)** and **‘Allocated/Permanent sites’ (17)**

BCP Residents Responses

Management of sites

- Option 5 will only make the situation worse by encouraging unauthorised encampments, littering, and disrupting the local community
- A Code of Conduct should be enforced on all sites
- Travellers, gypsies and showpeople should contribute to the maintenance costs of sites
- The council should stop spending money on clearing up sites used by travellers, gypsies and showpeople
- Keeping travellers, gypsies and showpeople in one location makes it easier for the council to clean up after them
- Need to improve on-site facilities for travellers, gypsies and showpeople, e.g., provide toilets, bins etc
- Keep travellers, gypsies and showpeople sites away from residential areas

Allocated/Permanent sites

- Travellers, gypsies and showpeople need a dedicated place to go with all the necessary facilities, e.g., water, waste disposal and toilets
- A dedicated site would help to reduce crime and anti-social behaviour
- Lack of provision of a dedicated site reduces the power for the council to evict or efficiently remove members of the travellers, gypsies and showpeople community if they are breaking the law
- A dedicated site can be better controlled and maintained
- A dedicated site can protect Green Belt land from being polluted with waste left behind at sites
- Locate the permanent site on land near underused second homes, not near main residential areas
- Concerns about safety if a permanent site was located in urban areas, would make urban living unsafe, better to locate it in the countryside

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- It is a continuing breach of our duties to not provide suitable space for travellers, gypsies and showpeople
- Allocation of specific areas within BCP will allow travellers, gypsies and showpeople to access areas in an organised fashion for their visit as long as adequate provision is made for cleansing, waste disposal etc
- a) There are no sites within the Poole Quay area that would be suitable

- e) Strongly disagree with encouraging unauthorised encampments by providing services to these encampments
- b), c) & d) BCP will need to find sites so that the frequent unauthorised encampments during summer months can be stopped

Town/Parish Councils

- Need more evidence identifying required provision before responding

Q39. Please tell us any other comments about new market and affordable homes in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent theme was **‘Suggestions’ (203)**

Sub-themes: **‘Protect/don’t build on Green Belt/green spaces’**, **‘Need affordable/council houses for young/families with open spaces’**, **‘Develop on Brownfield sites first’** and **‘Quality and type of build needed including mixed developments’**

BCP Residents Responses

Protect/don't build on Green Belt /green spaces

- Need to protect the Green Belt from any more development, develop brownfield sites instead
- Building on Green Belt contradicts the climate emergency objectives
- Protecting the Green Belt from developments is vital to the safety of the environment and BCP residents

Need affordable/council houses for young/families with open spaces

- Green, sustainable, and affordable builds should be a priority
- Need more homes for local people at reasonable prices, especially young people, and those on low incomes and in need
- Need to reduce the number of luxury homes and second homes

Develop on Brownfield sites first

- Much more preferable to develop on existing sites than on Green Belt
- Use existing buildings in the town centre, regenerate the town centre and build higher buildings
- In town centres, we need to replace retail buildings with residential close to transport and employment
- It is too high a price, environmentally, to build on Green Belt when there are feasible alternative brownfield sites available

Quality and type of build needed including mixed developments

- Need high quality, eco-friendly housing to bring wellbeing to residents
- New homes should be carbon neutral and have access to green space
- Need more student accommodation
- Need more energy efficient affordable homes
- New housing needs to have sufficient drainage, including for sewage

- To meet the climate emergency targets by 2050, new buildings need to be constructed with sustainable eco-friendly materials such as wood
- Need to consider rainwater capture in the landscape, to reduce flood and sewage overspill risks
- Homes need charging points for electric vehicles
- Covid has shown the need for outside space, urban food production, and health and wellbeing. Need for these amenities will increase in the future

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Some rural areas do not have the infrastructure to support further development
- Lower housing figure is better but concerned the area will be overwhelmed by the scale of new developments
- Plans fail to consider sites that are already in the process of being developed that will impact on limited infrastructure and rely on the destruction of buffers between communities and the loss of much valued Green Belt which gives distinction to our village settings
- Encourage affordable, small dwellings such as 2 bed semi-detached, mews style houses, or even town houses rather than always promoting flats
- Existing council-owned flats managed by Poole Housing Partnership could be extended by one or two floors upwards making use of the new permitted development rights and the prior approval process
- Need stricter implementation of affordable housing provision if the council is ever going to satisfy this particular need
- Leisure activities such as golf need to be retained not removed for housing estates
- More consideration for the constraints in the Christchurch environment: i.e., Special Planning Area, Green Belt, Flood risk etc
- Objection to the loss of key parking facilities in Christchurch
- Objection to proposed developments in Christchurch that will negatively impact on the green space and heritage assets
- Support homes in Christchurch that meet Building Regulations at Part M4(1)
- Ensure developers build to the required standard for M4(2) homes
- Sites of all types will be needed to deliver affordable housing
- Need more robust evidence about:
 - the effects of existing empty dwellings (derelict or otherwise)
 - how much of public interest is fostered by a lack of policy for avoiding waste and bringing any premises (and their infrastructure) back into use
- Object to any developments which cause a loss of ancient woodland, aged or veteran trees
- Recommend redrawing the site boundaries to exclude areas of ancient woodland from land allocated for development
- Recommend a minimum 50 metre buffer between ancient woodland and any developments
- Complete the Ancient Tree Inventory across any sites allocated or proposed to be allocated for development in line with the 2021 National Planning Policy Framework

- More information on the number of planning permissions for housing developments that have not yet been delivered due to constraints in the delivery process is needed
- New policy needs to look beyond the approval of planning permission and focus more on the delivery of housing
- Brownfield sites should be given greater priority and the money generated from these sites should be used to clean up and build on further brownfield sites
- Any empty commercial buildings should be allowed to be acquired and developed for housing
- Bring back council housing and stop selling council properties as this is not cost-effective in the long term
- Council housing tenants need support and should be made accountable for damaged properties

Agents

- Building on Green Belt that is in the vicinity of Wimborne, Bear Cross, Parley or Merley and other more rural areas increases risk of urban sprawl and towns and villages merging together
- More housing, not less, is needed to offset house price rises caused by migration
- The reduction in the housing needs figures along with the distribution of housing provision will make it harder to supply much needed affordable housing
- The Local Plan should recognise that there are sites within traffic-free cycling and walking distance of Wimborne town centre
- The reliance on net migration as the reason to reduce housing need will deliver substantially fewer homes than is required against the standard method
- There is no planning framework for the BCP area, and the frameworks of the legacy councils have constrained supply which have impacted on demographic trends. This needs addressing in the Local Plan
- Maximise use of brownfield sites in existing urban areas for housing
- Determining residential density standards should be undertaken in accordance with the 2021 National Planning Policy Framework
- Housing delivery is maximised where a wide mix of sites provides choice for consumers, allows places to grow in sustainable ways, creates opportunities to diversify the construction sector, responds to changing circumstances, treats the housing requirement as a minimum rather than a maximum and provides choice / competition in the land market
- Achieving the government figure for new homes, along with an appropriate mix of homes, will require BCP to maximise all available development opportunities with increased height and density in appropriate locations
- There is a significant local housing need with a critical need for older people's housing
- Need to review the November 2021 Local Housing Needs Assessment and the methodology used to calculate housing need for older people
- By using the 'Shop@ tool' method, the council is underestimating the housing need for older people, use the 'Housing in Later Life' ratios of provision instead

Developers/landowners

- Maximise brownfield sites for housing first before considering the Green Belt

- Road networks within towns should be reviewed as a priority to go with new developments
- The 400-metre heathland zone rule needs a major overhaul as it is restricting perfectly decent homes in prime locations

Town/Parish Councils

- The reliance on Green Belt sites and, in particular, land at Burley Road, Christchurch is unsustainable and contrary to the National Planning Policy Framework

3.3. A Prosperous Economy

Objective: Support economic growth, the creation of new jobs and the offer to visitors

Q41. How strongly do you agree or disagree with our recommendation to continue to allocate the following strategic employment sites?

Issues and options	Agree	Disagree
Recommendation: We propose to continue to allocate Bournemouth Airport; Poole Port; Talbot Village; Wessex Fields; and Lansdowne as the key strategic employment sites.		
Bournemouth Airport (91)	72%	18%
Poole Port (89)	74%	10%
Talbot Village (87)	40%	26%
Wessex Fields (88)	55%	14%
Lansdowne (86)	64%	12%

Q42. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about strategic employment sites.

The most prevalent themes were **‘Better use of sites’** (10), **‘Objection’** (7), **‘Prioritise Environmental Sustainability’** (7), **‘Transport improvements needed’** (7) and **‘Concerns’** (7)

BCP Residents Responses

Better use of sites

- Having both an airport and a seaport together in the town should be an advantage for BCP
- Talbot Village and Wessex Fields have potential for commercial and/or educational developments rather than heavier industry
- Hospitals should build research and training facilities, as well as providing affordable housing for key workers and retired NHS staff
- Lansdowne needs to diversify it's offer so that it does not only appeal to students

Objection

- Object to airport option due to a lack of transport infrastructure
- Object to airport option due to negative impact of air and car travel on environment
- Poole Port should not be used as it is privately owned
- Lansdowne should not be used as it has been ruined by focusing too much on the needs of students Disagree with Wessex Fields in order to protect and enhance Stour Valley

Prioritise Environmental Sustainability

- If we are serious about carbon neutrality, air travel should be reduced
- These proposed sites are not consistent with the implementation of the Climate Emergency
- Invest in a green economy: renewable energy, wind turbines, increase energy efficiency

- Collaborate with private sector and local community to achieve zero carbon target
- Expansion of airport must respect Green Belt
- Social and environmental sustainability must underpin any plans to develop strategic employment sites

Transport improvements needed

- Improve public transport links to Bournemouth airport and Poole Port
- Wessex fields and Lansdowne need mass transport and enhanced rail links
- Reduce need to travel to work
- All proposed sites should be closer to transport links

Concerns

- Lack of employment opportunities
- Not sure if Poole Port is the best place for expansion
- Concerns over environmental impact of developments on Talbot Village, Wessex Fields, Holdenhurst and River Stour
- Concerns over worsening congestion due to the Phase 2 flyover proposal
- Need to set up strategic employment sites fast otherwise it could harm the local economy

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Any developments of Bournemouth Airport and Wessex Fields should not be car-focused
- Poole port is moving towards a leisure/pleasure market, and this should be supported
- Lansdowne has failed as an employment centre and should become a residential and campus location
- The impact on the potential sea traffic caused to Poole Harbour by the allocation of the Poole Port site would need mitigation

Agents

- Growth forecasts need to be revised to reflect a more positive outlook in the recovery from the pandemic and factored into an up-to-date evidence base to inform the emerging Local Plan
- Strongly support retaining Bournemouth Airport and Aviation Business Park as a strategic employment site
- Local Plan needs to show that provision at the airport is the most important strategic employment land allocation in the district
- Local Plan should express its support for employment development at the Aviation Business Park

Town/Parish Councils

- There has already been significant growth surrounding the Bournemouth Airport site without the infrastructure to support this
- Proposed projects such as the Aqua Park, Solar Park and Energy Recovery Facility will have a serious impact on Green Belt north of the river Stour which in turn impacts upon the Throop and Holdenhurst village Parish area

- Highmoor Farm and Talbot Heath should be protected from any further development
- Support restrictive developments of Wessex Fields, east of A338, but without any future development of the A338 junction west side
- If the Stour Valley Park project proceeds, recommend the identified gateway at Sheepwash becomes a major gateway with excellent transport interchange facilities, with car parking and access of walking and cycling along the Stour Valley

Q43. How strongly do you agree or disagree with the each of the options for protecting existing employment areas?

Issues and options	Agree	Disagree
Issue: Protecting existing employment areas		
a) Option 1: Continue to protect all existing employment areas for employment related use only (96)	42%	38%
b) Option 2: Be more flexible and allow a wider range of uses in employment areas, including housing (93)	64%	28%
c) Option 3: Identify specific employment areas that can be re-developed for housing (94)	49%	31%

Q44. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about protecting existing employment areas.

The most prevalent themes were ‘**Agreement**’ (10), ‘**Fully assess needs**’ (7), ‘**Need mix use sites**’ (7)

BCP Residents Responses

Agreement

- With more building proposed, existing employment sites are vital to protect
- Protect existing employment sites to sustain economic growth

Fully assess needs

- Need to assess the requirements for each area before deciding which to protect
- Need to ensure clear, detailed and fully enforceable criteria are adopted to ensure that the Plan priorities are not compromised
- Decision to protect sites should be based on how much they are used
- Market forces will dictate if an employment area is still viable

Need mix use sites

- Live/work units should be planned for and developed
- Consider change of use depending on state of current site
- Explore more versatile ways of using empty units, e.g., empty working units due to rise in working from home

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Local Plan should include the employment, economic and social benefits provided by the marine environment to local communities
- Sport creates opportunities for training as well as employment
- More housing is needed and will support delivery of commercial uses (Option 2)
- Some existing employment areas should be specifically redeveloped with a Masterplan approach encouraged (Option 3)
- Option 2 would help with sustainability and reducing emissions if residents were more closely located to employment opportunities

Agents

- Support for Option 2 especially as it promotes flexibility towards the best use of land
- The Dorset Strategic Economic Plan (2016) and the Draft Local Industrial Strategy (2019) both pre-date the global pandemic, and cannot be relied upon to predict future workplace trends – in particular the demand and need for additional office floor space
- A combination of the options should be applied
- A balanced and flexible approach is required so that important employment areas are allowed to diversify and flourish, whilst best use is made of those which no longer adequately serve that purpose

Q45. How strongly do you agree or disagree with the each of the three options for isolated employment sites?

Recommendation: Employment sites, which are not part of a wider employment area, still contribute to our supply of employment land. We have various options for how we manage these areas in the future, we could explore one of these options:

Issues and options	Agree	Disagree
Issue: Isolated employment sites		
a) Option 1: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur, and exploring other uses that generate employment or health/care related development in the first instance (55)	58%	35%
b) Option 2: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur. (56)	47%	29%
c) Option 3: No longer protect isolated employment sites for employment and encourage redevelopment (55)	41%	42%

Q46. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about isolated employment sites.

The most prevalent themes were ‘**Agreement**’ (6) and ‘**Take a flexible approach**’ (5)

BCP Residents Responses

Agreement

- Agreed with offering isolated sites for employment use first (Option 1)
- Agreed with no longer protecting sites longer than needed (Option 3)

Take a flexible approach

- Be flexible to ensure we do not lose employment spaces especially with the intention to build more homes
- Flexibility to meet changing ideals with the support of criteria-based regulation
- Consider options for sites that enables the community to develop and manage green initiatives

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Dispose of isolated sites as per Option 3
- Options 1 and 3 are dynamic and should be pursued to allow for flexible living/working

Q47. How strongly do you agree or disagree with the recommendation and each of the options for visitor accommodation?

Recommendation: We propose to prioritise central Bournemouth as a location for new hotel development. We would seek to focus new hotel development in this area. In relation to existing hotels, we could consider one of three options (in the table below):

Issues and options	Agree	Disagree
Issue: Visitor accommodation		
a) Recommendation - We propose to prioritise central Bournemouth as a location for new hotel development. We would seek to focus new hotel development in this area (73)	49%	27%
b) Option 1 Resist the loss of hotels in specific zones within Bournemouth town centre and potentially within Christchurch and Poole town centres. (79)	53%	28%
c) Option 2 Resist the loss of hotels but support enabling residential development alongside hotel redevelopment. (80)	48%	36%
d) Option 3 Consider a more market driven approach that is more flexible to the loss of hotels (77)	35%	35%

Q48. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about visitor accommodation.

The most prevalent themes were ‘**Management of hotels/visitor accommodation**’ (11) and ‘**Objection**’ (9)

BCP Residents Responses

Management of hotels / visitor accommodation

- Need to adapt to the market to ensure visitors get what they want
- Need to develop a green tourism policy
- Need to ensure that visitor accommodation is located near to key attractions to reduce the need for travel by car
- Ageing hotels could be redeveloped to provide modern, energy and space efficient accommodation for both hotels and homes for residents
- Focus on providing hotels for visitor use and ban second homes and Airbnb properties
- Make sure hotels cater for different tastes and needs, both traditional and modern
- Need to introduce a register of holiday accommodation which ensures properties are only available to visitors if they meet standards for fire regulations, food hygiene, public liability insurance etc
- There should be a range of affordability for holiday accommodation/hotels

Objection

Respondents objected to one or more of the proposals due to concerns about:

- Developers taking advantage of viable employment sites (Options 2 and 3)
- Allowing the development of more HMOs (Option 2)
- Focusing on Bournemouth when Poole and Christchurch need more high-quality hotels (Recommendation)
- The development of more flats (Option 2)
- The sustainability of hotels, as they focus on short-term guests/tourism goals
- How our infrastructure already struggles to cope with the current volume of visitors, e.g., beaches overflowing, lack of visitor car parks

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- A clustering approach around key destinations should be supported, but left to market forces to determine scale of accommodation required
- Concerns that a recommendation could be made to convert hotel real estate into residential development sites within the wider BCP area which would affect the Haven Hotel site
- Sandbanks does not have the infrastructure to cope with a large increase in residential footprint

Agents

- It should be made clear that Bournemouth is not the only appropriate location for new hotel development, and a sufficient range and supply across the BCP area should be maintained to meet all needs
- The Local Plan should be worded carefully to reflect the subtleties of using sequential testing, and the suitability of locations including the Airport for hotel development

Q49. How strongly do you agree or disagree with each of the two options for visitor attractions?

Some sites have been suggested for new visitor attractions. These sites are outside of our town centres in the Green Belt. We need to decide if these sites should be included in the Local Plan. We could consider one of the following options:

Issues and options	Agree	Disagree
Issue: Visitor attractions		
a) Option 1 Explore if exceptional circumstances exist, which would allow us to allocate some of these sites (112)	37%	54%
b) Option 2 Continue to encourage new visitor attractions to be focused within our existing centres (117)	76%	16%

Q50. Please explain your answers and let us know if you can you suggest any alternative approaches or have any other comments that we should consider about visitor attractions.

The most prevalent theme was **‘Objection’** (37)

- Sub-themes: **‘Don’t use Green Belt sites’**, **‘Objection to option 1’** and **‘No waterpark in Hurn (Ref 1113)’**

BCP Residents Responses

Don’t use Green Belt sites

- Strong objection to using any Green Belt land for visitor attractions
- Suggestions to use brownfield sites instead

Objection to Option 1

- Concerns over out-of-town attractions harming the Green Belt, increasing congestion, and taking business away from local suppliers
- Out of town attractions will require increased car use which would go against the council’s carbon neutral objectives
- Concerns over future flooding if Green Belt is built on

No waterpark in Hurn (Ref 1113)

- Strong objection to the water park proposed in Hurn
- Concerns over incursion into the Green Belt
- Concerns over traffic increase in an already traffic-challenged area
- Concerns over loss of tranquillity in and around Hurn (a conservation area)

- Concerns over increased bird strikes as location is in flight path of Bournemouth Airport
- Concerns over impact on existing ecosystem that supports wildlife
- Concerns that this proposal goes against the BCP objective to 'conserve and enhance our protected habitats and biodiversity'
- Not needed when there are already proposals to extend other attractions in the local area, e.g., Alice in Wonderland theme park, Parley Golf Course, water park at Ringwood

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Queries about the visitor market, i.e., original location of visitors, leisure, cultural or artistic local needs, regional importance of attractions
- Green Belt sites strongly add to the character of the area and should be preserved
- Lots of opportunities available for developing new and more appropriate visitor attractions in existing centres (and tourist hotspots such as Sandbanks)

Agents

- Enhancing cultural and tourist attractions within the towns should be prioritised
- Strongly oppose proposed visitor attraction at Hurn. Green Belt status around this site affords it a high degree of protection
- Safeguarding requirements in relation to the Airport places limits on the nature and extent of built development that can be allowed locally for flying to continue safely
- High trip generating car-based developments (Aviation Business Park and other schemes) may cause intolerable pressure on the highways
- Important heritage considerations and a high degree of sensitivity from a habitats and ecology perspective makes this area inappropriate for large scale leisure and visitor attractions

Town/Parish Councils

- Object to the development of the Aqua Lagoon at Hurn. It is against the Hurn Local Plan and would have a detrimental impact upon the Green Belt and wildlife habitats
- Hicks Farm proposal should be excluded from any commercial development or development into a visitor's centre

Q51. Please tell us any other comments about a prosperous economy in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent themes were '**Suggestions**' (59) and '**Objection**' (18)

BCP Residents Responses

Suggestions

- Develop facilities on the seafront aimed at residents including more diverse evening options

- Replace beach huts with independent cafes
- Reduce rents and rates for businesses
- Provide free parking and better roads to attract visitors
- More wet weather activities in Bournemouth
- Need to explore eco-tourism initiatives, e.g., meat-free food festivals, abandoning the air show as these conflict with the climate emergency objectives
- Encourage people to visit the natural attractions in BCP
- Explore renewable energy options such as tidal wave energy
- Consider introducing tram lines in Bournemouth and Poole
- More and better transport links to the airport
- Make public transport to/from employment areas cheaper
- Employment sites should be integrated into the public transport system and active travel policies
- Need an attractive welcome at train/bus station hubs
- Encourage eco-tourism such as wildlife tours
- Bournemouth University could explore developing expertise in high tech research
- Prioritise manufacturing
- Consider business schemes for those just starting out or struggling financially

Objection

- Reject proposal for a waterpark at Hurn
- Concerns about the negative impact of developments on wildlife
- Rejecting Christchurch being part of a potential city region

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Build an ice rink, lido, art gallery, a new contemporary museum and reopen swimming pools in Bournemouth town centre and Kinson
- The local mix of earned incomes requires recognition and attention, since it probably has adversely affected the current median annual full-time pay that is so important for the provision of adequate dwellings for local working people
- Traffic congestion remains a current obstacle to improving anything, particularly in peripheral areas, likely to impact upon formal protections and wildlife which should be protected for the benefit of communities
- Nature and naturalness will be of huge importance to the economic success of the three towns as 'gateways' to their exceptional hinterland
- The Local Plan should not advocate Strategic SANGs and be very cautious in promoting new SANGs as they conflict with the Habitat Regulations and the Climate Emergency
- Hotel provision at Sandbanks / Canford Cliffs needs to be maintained
- The location of visitor attraction sites within the Green Belt may prove to be damaging to their vicinities and create congestion
- Creating public transport for visitors should not inhibit the provision of much better public transport for residents

- Complete the Ancient Tree Inventory to comply with the requirements of the National Planning Policy Framework 2021 for the protection of irreplaceable habitats
- A movement strategy needs to support the proposed land allocations at the Airport, Poole port and Talbot Village
- Support promoting the Lansdowne as the key Central Business District for the conurbation and to encourage investment in infrastructure to support local enterprise
- Need a BCP Council Investment Strategy to unlock delivery of modern fit-for-purpose employment space that has been constrained by financial viability challenges
- Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur
- Explore other uses for employment sites that generate employment or health/care related development in the first instance
- Attractions on the sea front and town centre is better than out of town

Agents

- Disappointing that the document has little to say about the importance of visitor attractions
- AFC Bournemouth should be regarded as a prime economic asset and visitor attraction
- Include the following provisions in the Local Plan:
 - o Continuing acknowledgement of the special status of the Vitality Stadium in land use planning terms.
 - o Generic Local Plan policies on open space, sports and leisure are unlikely to provide a basis for planning decisions on potential future proposals for stadium development
 - o Supportive policy provisions for the principle of a well-designed stadium expansion or replacement
 - o Acknowledge that enhanced stadium facilities could form the centrepiece of a wider regeneration of King's Park and the sports and leisure amenities it affords, and of Boscombe more widely
 - o Local Plan should reflect Bournemouth Airport as a flagship regional airport with enhanced passenger facilities and new services for travellers

3.4. Adapting our high streets and retail areas

Objective: Adapt our high streets and shopping areas to cater for changing retail demands

Q53. How strongly do you agree or disagree with our recommended hierarchy of centres?

Recommendation: The government require us to set out a hierarchy of centres. These are used to help direct development to appropriate locations and to inform any strategies about the future of each centre. We propose the hierarchy shown in table 2 of the consultation document with Bournemouth and Poole defined as sub-regional town centres and Christchurch as a town centre.

Issues and Options	Agree	Disagree
Issue: Our needs for shopping and other town centre uses (187)	56%	12%

Q54. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our needs for shopping and other town centre uses.

The most prevalent theme was ‘**Town centre / High Street improvements**’ (26)

BCP Residents Responses

Town centre/High Street improvements

- Parking and public transport improvements for greater access to town centres
- Out of town retail remains popular with parking often free, e.g., Castlepoint
- Encourage local shopping to reduce car use
- Castlepoint should be developed to reflect its status as the main shopping area
- Accommodate cars as they will not disappear for a long time, e.g., improve parking in Christchurch
- Poole and Bournemouth need to service the wider community through improved public transport
- Congestion, road surface quality/width, and policing is poor in Christchurch
- Need good routes into town centres
- Town centres should have good shopping opportunities

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Bournemouth town centre should be where most shops, restaurants, family entertainment etc should be
- Car parking charging regime needs a complete overhaul. Where there is free parking, businesses tend to survive other changes more readily
- Need to review the town centre boundaries, with a view to concentrating the key retail activities in a smaller area in order to encourage a mix use economy
- Agree that Poole is designated a Sub-Regional Town Centre

- At present the shops and services provided in Hamworthy are inadequate for the size of the population. In order to reduce congestion on the bridges and approach roads, more active investment in shops and services should be planned to reduce the need for locals to travel by car. The largest housing development site in the BCP area that is likely to be built during the plan period is in Hamworthy, i.e., the Power station site, therefore shops and services should be a requirement in the development. Consideration should be given to changing the designation to Minor District Centre

Agents

- No reference is given to 4 to 16 Banks Road, which provides a retail offering similar to neighbourhood parades

Q55. How strongly do you agree or disagree with each of the options for town centre boundaries and primary shopping areas?

Defining the boundaries of our centres and primary shopping areas helps us direct retail, leisure and entertainment facilities, offices, arts, culture, and tourism uses into the most suitable locations. We could consider one of the following options:

Issues and Options	Agree	Disagree
Issue: Town centre boundaries and primary shopping areas		
Option 1 Continue to encourage new visitor attractions to be focused within our existing centre (123)	39%	25%
Option 2 We could review the boundaries, with a view to reducing their size, in order to concentrate commercial activity into smaller areas to respond to increasing numbers of vacant units (132)	60%	23%

Q56. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about town centre boundaries and primary shopping areas.

The most prevalent themes were ‘**Agreement with Option 2**’ (16), ‘**Filling vacant retail space**’ (12) **Objection** (8)

BCP Residents Responses

Agreement with Option 2

- Shopping habits have changed, so keeping the same boundaries for some shopping areas does not make sense
- Need to reduce the amount of space as retail is changing
- Reducing size of shopping areas can release units for housing
- Need to create retail centres in the centre of towns with free parking
- This will help reduce some traffic congestion

Filling vacant retail space

- Reducing retail space could provide opportunities for more Hot-Desk office space, more training venues, call-centres, more medical/health/treatment centres etc
- Encourage more independent craft makers into the town centres
- Vacant space will only be filled if business rates are affordable

- Promote flexibility with vacant space so they can be re-purposed in the short term and returned to commercial use later
- The increasing trend to work from home and online shopping means maximising the use of empty space is essential
- Smaller units in the town centre do not work for major retailers
- Adapt vacant units into much needed high-quality and visually attractive homes

Objection

- Losing shopping areas would negatively impact residents who rely on them
- Reducing the size will make shopping less attractive and less walkable (Option 1)
- Leave them as they are, reducing business rates will help shopping areas thrive again
- Only include established town centres in this proposal, not out of town centres like Castlepoint
- Poole development should be other way round - demolish the Dolphin Centre and Lighthouse to make way for high-density housing with a new integrated transport hub train and bus station

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Review functional boundaries of shopping areas based on current/likely future retail demand
- Agree with Option 2 but with appropriate use of the real estate within the area left behind after the boundary reduction
- Focus on not leaving behind areas outside of the town, district, and local centres
- Accept that the Poole town centre definition can be reduced east to west to allow residential development behind the shops fronting the High Street
- Strongly object to allowing a break in the shopping frontage to develop between the Dolphin centre and the Quay that would risk the Quay being isolated from the mainstream shopping. Alternative complementary uses, particularly leisure and food, should be encouraged

Agents

- Need provision for start-up and fledgling businesses to ensure that new businesses have an opportunity to survive

Q57. How strongly do you agree or disagree with each of the options for sequential and impact tests?

We have to apply the sequential test in line with government policy. For the impact assessment, we have options over which threshold we require the test. We could consider one of these options:

Issues and Options	Agree	Disagree
Issue: Sequential tests and impact assessments		
Option 1 Adopt a threshold of 400 sqm (70)	33%	32%
Option 2 Work with the national threshold of 2,500 sqm (73)	27%	39%
Option 3 Adopt a different approach with a different threshold or different thresholds for different locations (74)	48%	19%

Q58. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about sequential tests and impact assessments.

The most prevalent theme was '**Agreement with Option 3**' (10)

BCP Residents Responses

Agreement with Option 3

- Makes sense to adjust and review according to each case/area on its own merits
- Flexibility is the key with the future development of the towns
- Flexible approach is needed but one with low thresholds to make change easier to manage, e.g., impact of Covid
- Different thresholds for different locations dependent on what that particular community needs

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Option 3 will allow for a more nuanced approach that would be sympathetic to the needs, geography, and environments of different communities

Q59. How strongly do you agree or disagree with each of the options for vibrant centres?

Issues and Options	Agree	Disagree
Issue: Vibrant centres		
Due to government rules, we have less control over the change to use from a shop to other uses, including residential. However, for larger units and those in heritage areas, we retain some options to help manage change. We could consider both of these options:		
Option 1 Restrict the loss of existing premises over 1,500 sqm in Class E use (119)	68%	16%
Option 2 Identify the heritage Conservation Areas where changes of use from Class E to residential would likely have a harmful impact on the character and sustainability of the Conservation Area (119)	73%	8%

Q60. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about vibrant centres.

The most prevalent themes were **‘Suggestions’ (17)**

Sub-themes: **Conservation and heritage should be protected’** and **‘Flexibility to consider on case by case basis’**

BCP Residents Responses

Conservation and heritage should be protected

- Ensure the architecture is delivered to a high standard and in keeping with the heritage of the area
- Development in Bournemouth seems to have no respect for the heritage of the area
- We should always preserve the character of the conservation areas

Flexibility to consider on case by case basis

- Judge each case on merit by location and local needs
- The council should be reviewing every change of use
- Each building needs to be looked at individually

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Stronger design policies would address the possible impact of removing retail uses in a conservation area defined by retail activity, such as Old Christchurch Road
- In smaller town centres, establish a ratio of retail to other activities below which it could be argued the vitality of the centre would be significantly harmed and so should not be allowed to happen. A suggested figure could be 50%
- Important to recognise the heritage conservation areas and note that change of use would additionally impact on support infrastructure

Q61. Please tell us any other comments about adapting our high streets and retail areas in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent themes were **‘Suggestions’ (93)**

Sub-themes: **‘Suggestions for improvements to specific areas’**, **‘Invest in BCP town centres including shops’** and **‘More local markets, bars, pubs, cafes etc’**

BCP Residents Responses

Suggestions for improvements to specific areas

- Bournemouth needs development like Kingland Square in Poole
- Quality of shops in Bournemouth need improvement
- More boutique/independent style shops in Poole and Christchurch
- Christchurch High Street to be bus and pedestrian access only
- Better connect Christchurch town centre via an underpass
- Integrate the historic and main retail areas in Poole

- Cheaper car parking across the conurbation
- Protect the local character of the 3 regions

Invest in BCP town centres including shops

- Smarten up areas, including some building fasciae with heritage elements
- Initiative to support local shops to increase their opening hours beyond the traditional 9am-6pm
- Reduce the area sizes for shops, but make them specialist, e.g., boutique style shops
- More opportunities for new business enterprises to rent premises for free or less rent to encourage grow their businesses and stay in the BCP area
- Encourage retailers to participate in voucher schemes, e.g., free parking after spending a set amount
- Discourage out of town shopping areas
- More emphasis on independent retailers and not big chains, e.g., Bobby's in Bournemouth

More local markets, bars, pubs, cafes etc

- The more markets, bars, cafes are in an area, the more vibrant it will be attracting more people
- More leisure and entertainment facilities in town centres

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Promote the '15-minute neighbourhood' concept to the local and high street areas, i.e., creating an environment for local self-sufficiency
- Support improved public transport to high streets and retail areas
- Important to consider the inter-relationship between day and night-time economies, e.g., a night-time economy adds to the overall vitality of a high street; but at the same time if such activities come to dominate then significant harm can be experienced by day-time retail
- Classification of some areas in Christchurch as major and minor local centres needs to be checked for accuracy and consistency
- Adapting the high streets and retail areas may prove to be difficult and will require considerable flexibility over the planning period
- Leave Christchurch high street alone, it is quaint and successful as it is
- Add to both options the intention to maximise the potential of town centre sites for urban greening, as this will add to their attractiveness and resilience
- Whilst it is easy to state that the high street needs to reduce in size, any loss of retail space needs to be supported by a strong evidence base, factoring in future trends
- Please change ward name to Boscombe East and Pokesdown
- Agree that changes are needed in both locations, however, the fact that Poole High Street is very long, has conservation issues and is interrupted by a busy railway crossing makes for a challenging project. In addition to the High Street, Poole has a declining shopping

mall on the northern side of the railway crossing. The development within Beales of a medical centre/clinic is working proof of regeneration of retail sites

- Hamworthy, even with two bridges, regularly gets cut off from Poole Town due to accidents, operational faults, etc, etc and consequently desperately needs adequate facilities in order to be a little more self-sufficient. These are needed now – even before the development takes place of the former power station site, Sydenham's site, and the final section of the former Pilkington's Tiles site.
- Being a peninsula, some two and a half miles long, Hamworthy's boundary is determined by the waters of the harbour. It is somewhat isolated and needs two local centres. It is noted that Canford Heath which has a similar number of residents as Hamworthy has two Major Local Centres! Hamworthy, currently, does not even have one centre
- There is a need to ensure that all residents of Hamworthy have access to a '20-minute neighbourhood'. If Hamworthy residents had centres near to their homes, there would be less traffic on the Blandford Road and fewer vehicles travelling to or through Poole and Upton

Agents

- Retail should be focused on the core of the town centre. Extending retail out of the town will only further damage the town centre
- Retail should not be included on the former gas works site in Christchurch as this will only further pull retail uses away from the town centre

3.5. Provide a safe, sustainable and convenient transport network

Objective: Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around

Q63. How strongly do you agree or disagree with our recommendation for our future transport strategy?

Recommendation:

We will need to include a transport strategy in the Local Plan and this will be focused on providing a safe, connected, accessible and low carbon transport network across Bournemouth, Christchurch and Poole and south-east Dorset, which seeks as appropriate to:

- a) direct new development to the most sustainable, and accessible locations to reduce the need to travel and maximise non-car travel
- b) improve cycling and walking routes and facilities
- c) improve bus and rail services
- d) investigate opportunities for innovative mass transport schemes
- e) apply traffic management measures to improve safety for all road users
- f) maximise opportunities to increase rail freight transport to and from Poole Port
- g) explore park and ride opportunities
- h) identify transport infrastructure requirements to deliver the Local Plan development allocations
- i) improve cycling and public transport connections to the airport and its business parks
- j) provide adequate public car parking provision and electric vehicle charging points
- k) improve air quality.

Issues and Options	Agree	Disagree
Issue: Our future transport strategy (232)	77%	13%

Q64. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our future transport strategy.

The most prevalent themes were ‘**Suggestions**’ (98)

Sub-themes: ‘**Public transport improvements/transport infrastructure/regulation**’ and ‘**Comments on cycling/cycle routes/parking**’

BCP Residents Responses

Public transport improvements/transport infrastructure/regulation

- Public transport prices need to be heavily subsidising be an attractive alternative to car use
- Need more continuous bus lanes
- Consider an underground train network across the conurbation
- Priority should be given to walking, cycling and public transport
- Create low traffic neighbourhoods to connect to TCF routes
- Need transport interchange hubs with connections between local public transport, national public transport, express transport links between hubs, cycles, park, and ride

Comments on cycling/cycle routes/parking

- Cycle routes should not be on major congested routes taking space from motorists
- Improve cycling and walking routes and facilities
- The council should make cycling on the promenade safe, e.g., risk of loose dogs hitting cyclists
- Cycle lanes are underused and costly
- Train cyclists on how to use cycle lanes safely and respectfully towards motorists
- Need to reduce car parking charges to make town centres more accessible
- Set a target of 70% of people commuting by public transport, cycling, and walking by 2030
- On-street parking increases the danger to cyclists and pedestrians

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Business owners should be given discounts on parking or allowed to buy a permit to park at a reduced rate
- Vision and objectives appear to miss the opportunity to promote and develop public transport to rural areas which is cleaner and greener
- Deliver Local Cycling and Walking Infrastructure Plans (LCWIP) network to LTN1/20 standard
- Provide an improved route bus coverage with more frequencies as per the Bus Service Improvement Plan (BSIP)
- Provide a hub & spoke train service to increase local connectivity with longer distance via Bournemouth and Poole station
- Build a tram network and focus most housing along the route and link it to major destinations/trip generators
- Use Trams as an economic development tool to attract investment, high quality public realm and support high density living
- Roll out School Streets and Low Traffic Neighbourhoods
- Protect the rail freight route and actively encourage intermodal sites at Poole Harbour and Bournemouth station
- Seasonal visitors could be intercepted and transferred to Park & Ride if car parks closed, and remaining parking was made very expensive
- A Traffic Management Plan is needed for BCP, including site specific infrastructure
- Tackle car dependency for the business park and airport via cycle facilities, buses, and parking charges etc to shift people out of cars
- Parking charges on and off-street are a better control measure than pure quantum of parking
- Electric vehicles should only be provided off-street, not on street due to equalities issues (loss of footway, cross subsidy for wealthy, lack of access for non-car drivers etc)
- Impose a Clean Air zone or Ultra Low Emissions zone across BCP or certain parts such as town centres
- Mass transport schemes are good in that they reduce the need for a car within a town centre, but they don't resolve the need for a car for those necessary out of town journeys

- Experience with development of cycleways in Broadstone would suggest there is a strong need to listen to and respond to residents who experience the potential safety issues that have arisen
- Continued partnership working with key stakeholders on traffic management measures in the Easter and Summer seasons at Sandbanks
- Support the concept of the Dorset Metro which will enable the railway to provide a 'golden thread' across the BCP area to / from which other modes can connect in and out of
- Shared transport needs to be given a high profile in the Local Plan
- Less cars, safer cycling, buses - preferably free for children to get to school. Everything to discourage car ownership for the environment and for health

Agents

- The Local Plan should make specific reference to the support that will be provided to the Airport as a key asset linking BCP with the rest of the nation, and indeed the rest of the world, and to the enhancement of services and facilities there

Town/Parish Councils

- Need a detailed traffic assessment and transport strategy for the area north of Castle Lane before commenting any further

Q65. How strongly do you agree or disagree with our recommendation for delivering transport infrastructure?

Recommendation: We propose to set out strategic transport schemes, identifying and protecting routes and sites which could be critical to delivering transport infrastructure and widening transport choice.

This would be in addition to the current strategic transport schemes outlined below which could also be expanded as the Local Plan develops. Current strategic transport schemes that are likely to come forward over the Plan period include:

- investigating the potential for a package of park and ride sites in the conurbation
- a range of sustainable travel corridors and travel improvements
- bus infrastructure improvements - new bus stops, lighting, 'smart' traffic, smart ticketing, bus interchange improvements and improved real-time information
- new local travel app
- road / junction improvements
- cycle facilities for businesses, schools, colleges and universities
- improved pavement access for people with mobility needs
- upgraded wayfinding (information and signs)
- introduction of e-bikes
- improvements to the rail network and rail station provision.

Issues and Options	Agree	Disagree
Issue: Transport infrastructure (227)	72%	14%

Q66. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our transport infrastructure.

The most prevalent themes were **‘Suggestions’ (69)**

Sub-themes: **‘c) Bus infrastructure improvements’, ‘f) Comments on cycle ways/facilities’ and ‘b) Sustainable travel corridors and travel improvements’**

BCP Residents Responses

c) Bus infrastructure improvements

- Get the basics right by delivering a well operating service before focusing on ‘smart’ options
- Buses need to be faster, cheaper and run later to all destinations and much more frequently
- Position bus shelters so they don’t block pavements and make them well lit
- Improve bus times (later at night and earlier in morning)
- More people would use the bus if there were more available in suburban areas
- Consider a shuttle bus going to the airport from the 3 regions of BCP, would reduce car/taxi use
- Bus travel will only increase significantly if it is more affordable
- Need a universal travel card (smart ticketing) that works on buses, trains, Beryl bikes, taxis etc
- Need traffic-free routes for buses as journey times are too long due to congestion

f) Comments on cycle ways/facilities

- Top priority should be protected cycle lanes on all main roads
- Need to encourage more people to use cycle lanes
- Unused cycle lanes are a waste of money
- Repaint cycle lane markings on all major roads more frequently
- Make cycle parking safer
- Too much focus on cyclists, need to consider motorists too

b) Sustainable travel corridors and travel improvements

- Need to consider road closures to create a sustainable travel corridor
- Tram or light railway across BCP
- Prioritise non-car use to encourage people to switch to more sustainable transport
- Public transport options need to be better and cheaper to encourage non-care use
- Subsidies required to encourage more sustainable transport
- Better maintenance of roads, e.g., fix potholes and maintain more frequently
- Need a network of local routes that serve schools, GPs, hospital, local shops etc

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Need LTN1/20 compliant cycle routes and Bus Service Improvement Plan bus facilitates along key transport corridors

- Spend your money on a back-office solution to deliver mobility as a service rather than a knock-off google maps which won't be used
- Secure covered weatherproof cycle parking to match future demand. Should also include other key trip generators
- Side road zebra crossings would make a big difference to improve pavement access for people with mobility needs
- Keep the existing design and colouring for wayfinding
- All BCP stations should have level crossing access from street to train by end of plan period
- Consider road/junction crossing improvements to this area
- Improvements to rail stations are a critical part of the Vision, but need to include facilities inside stations, not just outside
- Need to explicitly develop the concept of mobility hubs at stations and other key locations
- Very little mention of car clubs as part of shared transport
- Very limited highway improvements should be made
- Create an enhanced provision for other modes of travel, especially pedestrians, cyclists, and buses

Town/Parish Councils

- Need to see the implications of the proposed transport schemes before commenting any further

Q67. How strongly do you agree or disagree with our recommendation for considering transport impacts from new development?

Recommendation: When submitting planning applications, we propose that developers consider a range of transport requirements including:

- transport assessment
- travel plans
- parking provision in line with the BCP Parking Standards (SPD)
- mitigation measures to address traffic/ safety/ congestion
- the provision of safe and convenient access points
- electric charging points
- bike and other vehicle storage
- making green vehicle technologies available
- safety for all users
- developer contribution (to transport modelling or strategic improvements)
- air quality mitigation
- highway works
- walking and cycling improvements.

Issues and Options	Agree	Disagree
Issue: Transport impacts from new development (196)	83%	9%

Q68. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about transport impacts from new development.

The most prevalent themes were **‘Suggestions’ (48)**

Sub-themes: **‘c) Parking provision in new developments’, ‘m) walking and cycling improvements’ and ‘d) mitigation measures to address traffic/safety/congestion’**

BCP Residents Responses

c) Parking provision in new developments

- Need adequate parking provision in new builds, most families have 2-3 cars
- Need more rigorous parking enforcement to improve visibility and road safety
- Lack of parking causes significant disadvantages for residents and businesses
- Insufficient provision of home parking has a negative knock-on effect on free-flowing traffic due to using more on-street spaces

m) walking and cycling improvements

- Cyclists, pedestrians, and horse riders in rural areas need greater protection on roads
- Provision of safe pavements is essential to protect pedestrians
- More space between buildings and roads for cycle lanes
- All new developments must prioritise cycling

d) mitigation measures to address traffic/safety/congestion

- Developers need to understand the traffic situation in the area before they build
- Stop allowing development without infrastructure improvements
- Essential to consider the impact of any development on the transport systems and infrastructure before approval

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Transport Assessments, Transport Statements and Transport Plan Guidance should be more specific, with thresholds and clear criteria set out in Local Plan
- Need a clearer mitigation policy to address traffic/ safety/ congestion with expectation of new developments paying their share of impact
- Need to address the major lack of a highway safety policy
- Need a review of road hierarchy with new accesses supported except for within 15 metres of a junction or other hazard
- On main routes off-street parking should be actively encouraged to remove on-street parking
- Strengthen cycle parking requirements, particularly access and path design
- Need an Impact Assessment of increased traffic on infrastructure
- Need adequate lighting for safe storage of bikes
- No mention of investment in the rail network; it is essential that developer contributions go towards this

- Strongly disagree with the current BCP Parking Supplementary Planning Document (SPD). Large scale developments proposed in the Poole regeneration area cannot hope to be successful with zero parking. Residents and visitors will expect to be able to use their cars and chaos will be the result if adequate provision is not provided
- Instead of building in and around the Town Centres consideration should be given to developing the conurbation and creating local centres or ‘the 20-minute neighbourhood’, negating the need to travel on already congested routes
- Perhaps we can learn from the past such as Welwyn Garden City: Other notable features that reflect Garden City Principles:
 - Separate factory sites, like Letchworth
 - Cultural activities important for community development – Festival Hall built
 - Mixed-tenure homes and housing types that are affordable for ordinary people
 - Strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes
 - Strong local cultural, recreational, and shopping facilities in walkable neighbourhood
 - Integrated and accessible transport systems – with a series of settlements linked by rapid transport providing a full range of employment opportunities
 - Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities

Agents

- Disagree that developers should consider electric charging points when submitting planning applications

Q69. Please tell us any other comments about providing a safe, sustainable and convenient transport network in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent themes were ‘**Suggestions**’ (135)

Sub-themes: **Public transport improvements including bus, rail** and ‘**Cycleways/Cycling infrastructure**’

BCP Residents Responses

Public transport improvements including bus, rail

- The council needs to provide sustainable transport throughout the community
- Improve public transport provision in rural areas
- Must change car dependency culture
- Buses should be smaller and electric, as our local roads are not large enough
- Provide Park and Ride facilities to reduce congestion caused by tourist’s cars
- There needs to be fast, efficient public transport between the town centres and interchange hubs
- Bring lost train stations back, or build an underground system
- Need one bus company to make the network more efficient and cheaper
- Needs to be a balance between availability of affordable accommodation and affordable transport links
- Greater reliability of the train services and more trains

Cycleways/Cycling infrastructure

- Cycle paths need to be better thought out, so they are used properly and safer
- Concerns about dangerous use of bicycles and Beryl/e-bikes
- Improved monitoring/regulation of Beryl/e-bike use
- Cycle lanes needed to prevent congestion on roads, not cause it
- Prioritise cycle routes to schools
- Need the cycling infrastructure to join up across the conurbation

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- A safe, sustainable, convenient transport network should support an 8 year old making journeys unaided by an adult across BCP, as well as an 80 year old
- People, not cars, need to be the focus of the network with car use concentrated to the extremities and slowed down as much as possible
- Transfer from HGV to E-cargo preferable for freight needs
- Specify a Direct Vision Standard for goods vehicles
- All new developments should have some form of delivery and servicing capacity
- Refuse is major issue. On-site compaction/underground preferable as on-street not possible due to safety concerns but space required for turning and safety. Coordination needed with Waste Collection Authority (WCA)
- Smart ticketing and passenger mobility are not mentioned but should be. Seamless journeys are the primary goal
- Develop a series of public transport /car sharing hubs which enable rapid transit into places of work, and are fed by a series of minibuses circulating the larger suburban residential estates
- It requires more than just cycleways to resolve the current issues of congestion and pollution
- Assess residential mass transport needs in off-peak seasons to enable easier use of such facilities over private cars
- Need a more dynamic approach and vision which supports engagement with younger generations
- Vision and objectives miss the opportunity to promote and develop a generational step-change in attitudes to transport which are cleaner and greener
- A substantial improvement in bus and rail services is required - in coverage, frequency and usefulness, and not just marginal improvements from an inadequate base
- Park and ride is not a 'quick fix' but it is a 'real fix'. Some towns have found that facilities migrate to the parking area
- Improvements to air quality are already overdue
- Developers need to factor in impacts on air quality and this should be enforced by the council rigorously
- Reducing congestion should be a key objective

- Need to recognise the role of technology in supporting a movement strategy that optimises existing assets and informs/shapes future movement, e.g., real time wayfinding to car parks, autonomous vehicles
- A clear investment strategy in the alternative forms of transport is required, e.g., improved rail frequency, better bus routes, safer streets for cycling/walking
- More transport links and better pedestrian access to the Airport
- Not enough capacity for charging electrical vehicles; and hydrogen cars will soon supersede them
- There needs to be more clarity and detail around how the issues will be addressed
- The council must focus on improving public transport, better connections, and community car share schemes
- A better bus service is needed before people will start reducing the number of personal cars on the roads
- Walking and cycling really only works when the weather is clement, unless schools and businesses provide safe areas to store the cycles and adequate shower and changing facilities with lockers

Agents

- The Local Plan should incorporate a slip road onto the A338 Wessex Way from the top of King's Park Drive, assisting in the management of matchday traffic to the Vitality Stadium
- Consider other measures to improve the transport network, such as the temporary rephasing of traffic lights on Holdenhurst Road and Christchurch Road for the critical 45-minute period after football matches, to facilitate the dispersal of road traffic from the area around the Vitality Stadium
- The Local Plan should support the retention and future development of a football stadium in King's Park. There is an important transport dimension to this as regular bus services are available on three local roads within easy walking distance – Christchurch Road, Ashley Road and Holdenhurst Road, providing connectivity to much of the conurbation
- The Local Plan should make it clear that a balanced approach to active travel and sustainable travel will be pursued
- Development opportunities in sustainable locations and close to existing public transport services (bus and rail) should be prioritised, with appropriate levels of car and cycle parking provision, to gradually reduce non-car use
- Proposals for the Hurn site include the potential to enhance pedestrian and cycle routes through the site and facilitate improved public transport services

3.6. Our natural environment

Objective: Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open space

Q71. How strongly do you agree or disagree with our recommendation for conserving and enhancing biodiversity and geodiversity?

Recommendation: We propose to fulfil our duty to conserve and enhance biodiversity and geodiversity by including appropriate policies in the Local Plan.

Issues and Options	Agree	Disagree
Issue: Conserving and enhancing biodiversity and geodiversity (302)	88%	5%

Q72. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about conserving and enhancing biodiversity and geodiversity.

The most prevalent themes were ‘**Suggestions**’ (71)

Sub-themes: ‘**Suggestions for areas to be protected/protect Green Belt/wildlife**’ and ‘**Comments on developments/Housing/economy**’

BCP Residents Responses

Suggestions for areas to be protected/protect Green Belt/wildlife

- The best way to conserve and enhance biodiversity and geodiversity is to protect all of the remaining green space in BCP specifically
- No further development allowed on green areas
- SANGs do not go far enough to protect wildlife and enhance biodiversity
- Wildlife corridors are essential and should not be destroyed
- More ranger patrols on heathlands to monitor visitors’ behaviour especially with dogs, riding motorbikes and littering

Comments on developments/Housing/economy

- Reduce the impact of overdevelopment. Infrastructure is already overwhelmed, e.g., sewage system
- No new developments should be approved unless they conserve and enhance biodiversity and geodiversity
- The Local Plan should be designed to preserve the natural environment for future generations
- Protecting and enhancing biodiversity will help to lower carbon emissions and improve health and wellbeing, reducing cost of care in the future

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- It would be good to see these policies align the South Marine Plan policies, e.g., climate change, biodiversity, water quality, infrastructure etc
- The requirements to replace and enhance biodiversity are currently inadequate
- Replacement of felled trees, whether protected or not, should be insisted upon, not 1 for 1, but up to 3 for 1 and of varieties that are more appropriate to the plot size
- Enforcement to conserve biodiversity and geodiversity must be up to the challenges
- You should exceed your duty to conserve and enhance biodiversity and geodiversity to help make the area a haven

Agents

- Concerned at the inaccurate and misleading nature of the baseline environmental information that is included in Section 4.6 of the Issues and Options consultation document
- Significant errors have been found at both the AFC Bournemouth's main sites in the conurbation – the Vitality Stadium and the training complex site at Canford – would suggest a more general need for the environmental baseline to be audited carefully before the Local Plan progresses to the next stage of preparation
- The underlying mapping for this issue is unsound for planning purposes

Town/Parish Councils

- Concerns about the lack of robust biodiversity data held at the Dorset Environment Records from which to monitor net gains in biodiversity. Access to detailed high resolution aerial images of relevant areas will aid public scrutiny and accountability in relation to discharging of ecological planning conditions

Q73. How strongly do you agree or disagree with our recommendation for protecting Dorset Heathlands and mitigating development impacts?

Recommendation: We propose continuing to implement the approach advocated in the existing Local Plan policies and detailed in the Dorset Heathlands Planning Framework Supplementary Planning Document. We can explore the potential for other approaches that would still fulfil the council's duty to ensure mitigation of harmful impacts on the Dorset Heathlands from new development.

Issues and Options	Agree	Disagree
Issue: Protecting Dorset Heathlands and mitigating development impacts (282)	79%	9%

Q74. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about protecting Dorset Heathlands and mitigating development impacts.

The most prevalent themes were **‘Suggestions’ (71)**

Sub-themes: **‘Importance of protecting heathland’ and ‘Comments on developments/housing/economy’**

BCP Residents Responses

Importance of protecting heathland

- Natural habitat has to be one of the drivers with the Local Plan, as often it is too late to try to repair the damage
- Better regulation of damaging behaviour on heathland, e.g., BBQs, littering
- Ensure developers protect heathland when developing
- Protecting heathland protects the health and wellbeing of the BCP population
- To mitigate harmful impacts on heathland there should be no developments nearby
- Need to raise public awareness about protecting heathland and their ecosystems

Comments on developments/housing/economy

- Each new development has to provide mitigation for heathland
- Restrict parking around heathland entrances
- Creating other SANG areas for dog walking
- Closing off entrances to the heathland in certain areas
- 400 metre zone should be increased to 1km for developments
- Developments should provide their own SANG land

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Development impacts on the coast are also important here
- Ensure the heathlands are not lost and are protected through appropriate mitigation measures
- Cautious over the use of the term “mitigation” and would advocate preservation, restoration, and improvement of Dorset Heathlands

Developers/landowners

- The council are restricting so many perfect sites from having much needed residential developments within our towns due to an outdated heathland 400 metre zone planning condition
- You need forward thinking intelligent planning policies, not a blanket 400 metre rule

Town/Parish Councils

- Object to mitigation that creates negative impacts on other highly sensitive areas such as the Green Belt, conservation areas and Parish areas

- Object to proposed development of Hicks Farm as mitigation for overuse at Hengistbury Head

Q75. How strongly do you agree or disagree with each of the two options for the provision of strategic SANGs?

Issues and Options	Agree	Disagree
Issue: Provision of strategic Suitable Alternative Natural Greenspaces (SANGs)		
a) Recommendation - to continue the current approach to the provision of strategic SANGs through both public and private SANGs (198)	64%	20%
b) Option 1: Changing the use and/or management of some of our existing open spaces (198)	56%	19%

Q76. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about the provision of strategic SANGs.

The most prevalent themes were ‘**Objection**’ (25) and ‘**Suggestions**’ (18)

BCP Residents Responses

Objection

- Most objections were in relation to Option 1
- Golf courses are already fulfilling all the requirements of open space (Option 1)
- Concerns SANGs will be considered suitable for housing in the future (Option 1)
- SANGs should not be forced onto areas already being used by the community (Option 1)
- SANGs have too much conflict of interest and do not protect wildlife
- Negatively impacting areas used for sport and fitness is not a good idea (Option 1)
- Do not deteriorate existing green spaces - more are needed not less (Option 1)

Suggestions

- There should be no parking fees at SANGs
- Golf courses should be more accessible to the public
- Some golf courses should be rewilded
- SANGs should all be accessible to the public
- SANGs should be within walking or cycling distance of those it intends to serve
- SANGs should be easily accessible by public transport, and cheaply
- Flooding of SANGs should be addressed

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Get rid of the golf courses and convert them to SANGs and continue expanding the Stour Valley Park as well
- As long as SANGs are for everyone's health and not for commercial gain

Developers/landowners

- Need big purpose-built SANGs within the local Green Belt
- Encourage high density in our towns and direct people out of town for large green open spaces, purposely built for use by lots of people

Town/Parish Councils

- Object to BCP's current approach for the provision of strategic SANGs upon the Stour Valley water meadows which are in direct conflict with Historic England's Conserving Historic Water Meadows Policy and BCP's 2050 Climate Action Plan
- Strongly agree to the change of use of existing urban open spaces e.g., golf courses to provide strategic SANGs which will be within walking distance of the proposed urban developments

Q77. How strongly do you agree or disagree with our recommendation for improving the air quality on the Dorset Heathlands?

Recommendation: We propose to implement the Dorset Heathlands Interim Air Quality Strategy up to 2025, and then align projects to new policies in both the BCP Local Plan and the Dorset Local Plan.

Issues and Options	Agree	Disagree
Issue: Improving the air quality on the Dorset Heathlands (164)	80%	6%

Q78. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about improving the air quality on the Dorset Heathlands.

The most prevalent themes were 'Suggestions' (21)

BCP Residents Responses

Suggestions

- Important to identify causes of air pollution, e.g., fires, cars
- Less cars doing less journeys is vital to improving air quality, leading to better wellbeing
- Improved air quality will relieve pressure on infrastructure such as healthcare and social services
- Large scale development of the Green Belt should be avoided at all costs (golden rule)
- Ban dog walking on heathlands due to the nitrifying effect
- Incredibly important that nitrate deposition is kept to a minimum
- Air quality should be assessed throughout BCP and Dorset, not just on heathlands
- Built up areas should be regreened

- Grassed areas should not be sprayed and should have local wildflower seed planted
- Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils**

Organisations/associations

- The marginal increase from new development is pitiful compared with existing pollution. Natural England should address existing problems rather than tinker at the edges

Agents

- The Dorset Heathlands Interim Air Quality Strategy should be used by BCP as an effective tool to take ownership of, and manage, this issue as a Local Planning Authority rather than divesting it to external agencies

Town/Parish Councils

- Agree in principle, however, the sensitive lower valley water meadows within the Throop and Holdenhurst village Parish area should be given equal status to that of the Heathland infrastructure projects as part of the Interim Air Quality Strategy

Q79. How strongly do you agree or disagree with our recommendation for dealing with Poole Harbour recreational pressures?

Recommendation: We propose to continue the strategy detailed in the existing Poole Harbour Recreation Supplementary Planning Document (SPD) and examine whether there are other realistic strategies for dealing with this issue.

Issues and Options	Agree	Disagree
Issue: Dealing with Poole Harbour Recreational Pressures (116)	67%	7%

Q80. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about Poole Harbour recreational pressures.

The most prevalent theme was 'Suggestions' (17)

BCP Residents Responses

Suggestions

- Marine life and their ecosystems need to be protected
- Poole Harbour must be protected from developments and the damage caused by boats, jet skis etc
- Keep the Harbour for Dorset locals as tourists are harming the area
- Need policies that safeguard the future biodiversity of Poole Harbour, e.g., to regulate big carbon emitting boat engines

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Important to manage recreational pressures so that social, economic, and environmental impacts can all be managed sustainably
- This is a money-making exercise to fund projects that are not budgeted for otherwise
- Existing pressure on the harbour should be tackled by the statutory bodies before taxing new development
- Mitigation measures in the Supplementary Planning Document are strongly encouraged as visitor information is key for the Poole Harbour area
- Mitigation factors would need to be supported through appropriate facilities, such as information boards, wardens, and appropriate waste disposal, particularly with regards to fishing equipment, such as fishing lines
- Mitigation measures could be further enhanced by creating a wildlife haven site which would encourage visitors who want to see the wildlife rather than anti-social visitors

Q81. How strongly do you agree or disagree with our recommendation for dealing with nitrate pollution in Poole Harbour?

Issues and Options	Agree	Disagree
Issue: Dealing with Poole Harbour Nitrate Pollution (117)	83%	5%

Q82. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about dealing with nitrate pollution in Poole Harbour.

The most prevalent themes were ‘**Suggestions**’ (17)

BCP Residents Responses

Suggestions

- Priority should be to stop water companies from dumping sewage into the Harbour
- Need more information on Wessex Water’s role in nitrogen reduction
- Do more to tackle nitrate pollution through water run-off from farms
- Priority should be to upgrade sewage system before construction of large developments

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Local Plan should ensure that the land removed from agricultural production is planted with trees, as abundant evidence shows that trees have the most powerful effect at helping prevent nitrate run-off (whilst also sequestering more carbon than any other habitat)
- Agree and is in line with the Marine Plan Water Quality Policy
- Natural England and Environment Agency should address existing problems rather than taxing needed housing. Go after the agricultural sector and water companies

- Strongly agree with direct mitigation measures to enhance sewerage infrastructure and significantly reduce the risk of storm run-off being used inappropriately. These enhancement measures are actively encouraged along with natural mitigation measures
- Mitigation measures for BCP need to be conducted in partnership with Dorset Council due to the close neighbouring nature of the harbour coastline

Q83. How strongly do you agree or disagree with each of the options for supporting green infrastructure and open space?

Issues and Options	Agree	Disagree
Issue: Supporting green infrastructure and open space		
a) Recommendation - to maintain and expand the Green Infrastructure Network (299)	69%	20%
b) Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements (316)	12%	81%
c) Option 2: Allowing the loss of open space for community uses that outweigh the loss of the open space (310)	14%	69%
d) Option 3: Making new developments pay financial contributions towards enhancing or providing alternative open space if they cannot provide open space on site (322)	53%	38%

Q84. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about supporting green infrastructure and open space.

The most prevalent themes were ‘**Objections**’ (67) and ‘**Suggestions**’ (18)

BCP Residents Responses

Objections

- Most objections were in relation to Option 3:
 - o Concerns over developer damaging Green Belt
 - o Concerns over developers not paying fair financial contributions
 - o Concerns over financial contributions enabling developers to get out of building properties with open spaces
 - o New developments should not be allowed to be built on Green Belt land no matter what the financial contribution is
 - o Concerns financial contributions are a token gesture rather than a serious commitment to protecting Green Belt land
 - o If developers cannot provide open space onsite, the development should not go ahead
 - o Concerns the definition of "alternative open space" is subjective and open to abuse
- Objections in relation to Option 1:
 - o Need to understand why some open spaces are underused, not remove them

- o We do not need to lose any open spaces
- o There is no surplus open space in BCP
- o Any undeveloped open space should not be lost under any circumstances
- o Underuse is not a sufficient reason for the loss of open space

Suggestions

- Support green infrastructure by not allowing any building on it
- Developers should be made to pay for open spaces if they cannot provide within their sites
- There should be a scale of payment for developers which decreases with the increase of green space on their development
- Investigate why open spaces are underused and correct this, e.g., safety concerns, poor layout
- Financial contributions need to be substantial to enable rewilding of another area
- Underused open spaces should only be developed into other green spaces

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Object to the loss of some spaces as it conflicts with the proposal to maintain and expand the Green Infrastructure Network (Recommendation and Option 1)
- What is meant by underused? Even if it is not used by the public a green space serves a very useful function through its contribution to health and wellbeing (Option 1)
- What makes a green space surplus to requirement? A sports field may no longer be needed for sporting activities, but it should not be allowed to be built on - conversion to other greenspace uses could be beneficial, e.g., the provision of allotments in an area where no exist (Option 1)
- All new developments should provide sufficient amenity space for residents whenever possible (Option 2)
- Planners to have a more holistic approach to the development of the three towns rather than just allowing developers to dictate what is built because this will not lead to good placemaking, e.g., lost opportunity to add sufficient amenities including green space for 66 flats in Poole
- There is little open space, so it could instead be enhanced for all users (flora and fauna too) instead of community uses that may encourage building hard infrastructure (Option 1 and 2)
- Option 3 would need strict regulation to ensure it enabled the provision of open space and to prevent siphoning off for alternative uses
- Doubtful Option 3 works. We should not be losing green spaces

Agents

- Locations such as verges in 60s estates could be used as they are just there for aesthetic reasons and could be put to better use (Option 1)
- Larger areas should not be lost

Town/Parish Councils

- Unable to give a detailed response until the council has published its Green Infrastructure (GI) Strategy
- More clarity over the relationship between BCP Council and the Parks Foundation over the management of all open spaces/park spaces within BCP
- As the council has declared a climate crisis, the focus should be on geodiversity and biodiversity, as opposed to the current focus on human leisure
- Opportunities for leisure should be focused on urban park space, thus protecting the sensitive natural environment and wildlife habitats

Q85. Please tell us any other comments about the natural environment in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent theme was **‘Suggestions’ (84)**

BCP Residents Responses

Suggestions

- The protection of the area's natural environment must be given the highest priority
- Important to ensure our water is safe and clean, including our beaches
- All new developments should provide parks and green spaces to promote health and wellbeing
- Improve existing spaces, have/allocate more space for wildlife and higher quality spaces
- Heritage green sites like Sea View should be protected
- Protect trees
- It is essential to protect what exists already. Any new housing would increase the need for sewage disposal and water consumption - they are overstretched already
- Partner with voluntary and community organisations/groups to maintain our natural environment
- Engage with, and educate, communities about how best to protect the natural environment

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Green infrastructure should be a 'green thread' running through the Local Plan and forming part of every policy and every type of site use
- It would be good to see an increased role for woodlands throughout the Plan
- New woodland on the new SANGs could provide additional benefits such water quality improvements, flood alleviation, biodiversity increases, robust recreational greenspace, shade and shelter for people and animals in a changing climate, and carbon sequestration (substantially greater than any other habitat type)
- Important to identify a hierarchy of green corridors right down to local level e.g., where rear gardens provide a continuous stretch of green space, albeit it private

- Islands of woodlands/copse or other green space are important that can act as a steppingstone to another stretch of green corridor or significant open space. This approach has helped protect an area of woodland from inappropriate development
- Objection to any SANGS being utilised by changes of use of any golf courses, open-spaces which have an already existing community benefit either as play-parks or recreational spaces
- SANGs should be located in the Stour Valley Park only
- Enhancement of protected areas is particularly welcome Oakley Fields in Poole could be returned to their recent protected status within an enhanced Green Belt
- Any disturbance to some species is illegal and attempts to "minimise" any such disturbance also illegal
- Promotion of the conservation of watercourses will require evidence that Wessex Water can limit pollution to the satisfaction of all stakeholders
- The aim to continue enhancing the area's ecological network could be usefully accelerated by insisting on a 10% biodiversity net gain for all developments including the development of any SANGs
- Development of policies to protect the Bournemouth cliffs should not exclude those on the Poole seafront
- It is appreciated that some care homes are not so damaging to designated heathland, but such peripheral locations are not so effective for those receiving the care and who may have friends/relatives wishing to make visits therefore maintain the Green Belt without any loss of openness
- Financial contributions which fund Strategic Access Management and Monitoring (SAMM) should ensure that further extinctions of locally valued species are aided by this
- The Plan fails to recognise the concerns about the damage to habitats and species caused by SANGs (especially Strategic SANGs) and should be suitably adjusted
- The plan being developed by the Stour Valley Park must comply with the Local Plans of both the councils in Dorset and protect valued habitats and species and secure at least a 10% biodiversity net gain
- Sewage discharges and existing pollution levels must be reduced not just maintained at their current levels.
- Object to all three options for supporting green infrastructure and open space
- In order for the three towns to become a "gateway to a wonderful experience of nature and naturalness, both on land and at sea", additional planting, green roofs and living walls need to be incorporated
- No doubt the eventual Local Plan will respect the 'bigger picture' (involving both councils in Dorset) that will ensure the developments in both planning areas are symbiotic Support the greater than 10% target for net gain. Some local plans are already setting 20% net gain targets which increases the chances that worthwhile amounts of net gain will be delivered considering green may fall short in practice
- Creating accessible woodland as part of the SANGs strategy will help with meeting targets for carbon capture, climate resilience and nature recovery
- Trees and woodland offer an effective way to screen sites from air pollution, by capturing particulate matter and by absorbing nitrogen oxide

- Planting trees and woodland offers an effective way to mitigate nitrate pollution
- The Local Plan should include green infrastructure and green areas as essential components of any development sites

Agents

- Data employed to define a 'potential ecological network' is not a suitably robust evidence base for a Local Plan
- Local Plan will need to strike a reasonable balance between ecological objectives, and the other purposes served by open spaces
- Concerned that plans in the 'BCP open space' section include various areas of land that are incapable of fulfilling this function, including the Vitality Stadium's forecourts, the car parks to the west and south, the players' pavilion and secure training pitches
- Concepts such as green infrastructure and open space will need to be defined more rigorously and mapped in the Local Plan more accurately, with land serving other purposes omitted
- Support the consideration of the use and/or management of the existing open spaces e.g., golf courses to provide strategic SANGs. In particular this is considered important especially given the emerging requirements through the Environment Act 2021 to deliver biodiversity net gain and that more land will be required for biodiversity offsetting
- The Habitats Regulation Assessment of the Local Plan will be essential in determining the mitigation required over the plan period in order to protect the various habitats across BCP. However, associated costs of mitigation on development industry are of concern. Any mitigation costs should be considered in combination with other development costs thorough a Viability Assessment
- Figure 16 of the Issues and Options Consultation Document includes areas designated as open space that may not be suitable as open space and/or does not align with the definition of open space as per section 336 Town and Country Planning Act 1990
- Further evidence should be provided to provide a Quality Assessment of which existing areas are suitable as open spaces
- Support aspirations to encourage the provision of more SANG land and develop the Stour Valley Park
- Concerned that Hicks Farm site is the only viable new SANG for Bournemouth. The council needs to ensure more land is brought forward as SANG to enable the completion of new development

Developers/landowners

- To protect and save the protected Dorset heathlands, dog walkers and mountain bikers should have restricted access
- Do not restrict the building of residential homes near heathland

Town/Parish Councils

- Main priority is the protection and enhancement of our natural environments in times of climate change

3.7. Our built environment

Objective: Promote local character and the delivery of high-quality urban design

Q87. How strongly do you agree or disagree with our recommendation for ensuring good placemaking and urban design?

Recommendation: We propose to set out a policy in the Local Plan that requires good design in accordance with the National Design Guide, and that in the majority of cases new development respects the prevailing characteristics of the local area.

Issues and options	Agree	Disagree
Issue: Ensuring good placemaking and urban design (132)	91%	6%

Q88. Please explain your answers and let us know if you can suggest any alternative approaches, or have any other comments that we should consider about ensuring good placemaking and urban design?

The most prevalent theme was ‘**Suggestions**’ (27)

BCP Residents Responses

Suggestions

- Most comments were about the regulation of developers
- Concerns over developers only wanting to take the cheapest route to building properties
- Ensure all new development respects the prevailing characteristics of the local area, not just the majority
- Open spaces, public walkways and greenery should all be designed to respect the characteristics of the local area
- Developers should not be able to build homes that go against the National Design Guide
- The design guide needs to be built into all aspects of development control policy and implementation
- Design policies should include which materials to use and should encourage re-use and recycling of materials
- New build should be zero emissions and eco-friendly
- The environment needs to be at the top of the agenda to make homes sustainable and low cost to run
- Need quality, beautiful design that uses sustainable principles to mitigate climate change and make neighbourhoods better places to live
- The design standard will need to be enforced properly

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- The Local Plan should have clear guidance on what good design is and is not. It should:
 - specify where particular design should be proposed

- o detail the types of public realm expected for a range of uses and locations
 - o clarify where conflict exists with other policies
 - o clarify which standards have priority and where (street design)
- Policies should use active phrasing. i.e., “must”, “will” etc. not passive phrases like “should” or “could”
- Good design and place making are essential elements that lead to greater wellbeing, more attractive places, and therefore greater vitality
- If retaining the existing character of a place will be a fundamental element in the Local Plan, then there should be a series of design codes which are much more specific in nature
- New development should deliver sustainable high quality urban design. To be supported development proposals must:
 - o Respond positively to the area’s character, scale, grain, and identity, creating or reinforcing local distinctiveness. Raising the standard of architecture, landscape, and design within the Plan area
 - o Conserve or enhance the Plan area’s important built and archaeological heritage assets and their settings
 - o Respond to the key existing development aspects of the Plan area’s layout, landscape, density, mix, height, massing, details, and materials
 - o Promote accessibility and permeability by creating places that connect with each other and are easy to move through
 - o Promote legibility through the provision of recognisable and understandable places, routes, intersections, and points of reference,
 - o Deliver a coherently structured, integrated, and efficient built form that clearly defines public and private space,
 - o Analyse and protect/enhance strategic views defined as (1) St James Church Tower from Dee Way (2) Brownsea Island from Poole Quay (3) Poole Quay from Poole Harbour
 - o Deliver a well-managed built environment with high quality building designs for all and spaces that integrate with green infrastructure
 - o Create a multi-functional, lively, and well-maintained public realm that sensitively integrates different modes of transport, parking, and servicing
 - o Encourage the delivery of permanent and temporary public art
 - o Safeguard the amenity and context of existing development and create a high-quality environment for future occupiers
 - o Promote diversity and choice through the delivery of a balanced mix of compatible buildings and uses
 - o Create buildings and spaces that are adaptable to changing social, technological, economic, and environmental conditions
 - o Incorporate design features that deter crime or disorder and the fear of crime
 - o Developers need to demonstrate how they aim to achieve building inline with the National Design Guide

Q89. How strongly do you agree or disagree with our recommendation for planning for urban intensification?

Recommendation: We have significant pressures for new homes across Bournemouth, Christchurch and Poole. To help address this, we propose to be proactive about supporting a change in character in specific areas. For example, through allowing building heights to increase or different type of development to take place.

Issues and options	Agree	Disagree
Issue: Planning for urban intensification		
a) Alder Road, Poole (94)	35%	19%
b) Alma Road, Bournemouth (94)	32%	18%
c) Ashley Road, Poole (96)	46%	22%
d) Barrack Road, Christchurch (101)	33%	35%
e) Bournemouth Road area, Poole (93)	36%	24%
f) Charminster Road, Bournemouth (95)	37%	21%
g) Columbia Road, Bournemouth (94)	32%	18%
h) Danecourt Road, Poole (94)	20%	24%
i) Fernside Road, Poole (95)	23%	26%
j) Higher Blandford Road, Broadstone (94)	20%	28%
k) Holdenhurst Road, Bournemouth (94)	48%	13%
l) Lansdowne and surrounding area (94)	51%	15%
m) Longfleet Road, Poole (93)	35%	25%
n) Lymington Road/Highcliffe Centre and surrounds (98)	19%	38%
o) Magna Road, Poole (94)	20%	35%
p) Old Christchurch Road, Bournemouth (93)	38%	19%
q) Parkstone Road, Poole (93)	30%	26%
r) Penn Hill Avenue, Poole (94)	30%	36%
s) Poole Road (92)	31%	20%
t) Ringwood Road, Bournemouth (96)	33%	18%
u) Ringwood Road, Poole (93)	33%	19%
v) Sandbanks Road, Poole (96)	28%	39%
w) Seabourne Road, Bournemouth (92)	24%	24%
x) Talbot Road, Bournemouth (92)	26%	24%
y) Wimborne Road, Bournemouth (94)	30%	20%
z) Wimborne Road, Poole (97)	31%	26%

Q90. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about planning for urban intensification.

The most prevalent themes were ‘**Objection**’ (20) and ‘**Suggestions**’ (20)

BCP Residents Responses

Objection

- Concerns over increased traffic congestion and air pollution in many of the proposed locations

- Concerns that urban intensification will make already congested roads much worse
- Concerns that many of the areas proposed for urban intensification would lead to detrimental impacts on local character

Suggestions

- Height of buildings need to be similar; feeling too enclosed can affect health and wellbeing
- Prevent high-density projects near the shores of Poole Harbour
- Any intensification of development should only be considered after necessary improvements to transport infrastructure have been made
- Pressures for development from national development need to be resisted as far as possible
- New homes should have suitable parking and energy efficient
- Care needs to be taken when considering the impact of urban intensification on the local area
- Restrict developments of tall buildings to where they already exist
- Put rules in place to ensure an appropriate number of family homes with gardens are built

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Locations missing: Ensbury Park Road, Kinson Road, Richmond Park Road, Christchurch Road, Belle Vue Road, Castle Lane West, Tuckton Road, Bargates, Fairmile Road, Stour Road, Somerford Road, Carbery Avenue, Castle Lane East, The Grove, Wallisdown Road, Purewell, and Herbert Avenue
- The list of intensification locations should match the Bus Service Improvement Plan (BSIP) network and other main routes
- Disagree with intensification along Higher Blandford Road, Broadstone, primarily because the area shown on the map is not Higher Blandford Road, but Lower Blandford Road
- Agree if the consultation is referring to Lower Blandford Road as it is suitable for further intensification especially with the addition of an additional storey or two
- Commercial centres with existing mixed development and roads close to town centres can support higher densities of housing, but there should be sufficient amenity space available for residents
- Ashley Road has character and is heavily used by the local population, so would be a shame to intensify the urban nature
- Penn Hill Avenue, Poole Road & Sandbanks Road are gateway areas to tourist destinations and should be enhanced as visitor facilities to support residents and visitors alike rather than add to urban intensity
- Cramming all of the intensification and housing into Poole and Bournemouth Town centres is not sustainable, it will increase congestion and overwhelm services. Regeneration of the wider area and the-20-minute-neighbourhood should be considered.
- Urban intensification should be spread throughout the Local Plan area and not be concentrated into the Poole regeneration area.
- It is essential that the maximum density of development should be capped by the Local Plan at a level that does not overwhelm the character and infrastructure of the immediate area

- Urban intensification and, in particular tall buildings, should not be permitted that could cause greater congestion on the roads, and threaten the water and sewerage systems, schools and other services

Agents

- Agree only to intensifying areas of local shopping centres not entire roads. Fernside Road - only on the garage site or college site near to the base of the hill

Q91. How strongly do you agree or disagree with each of the two options for managing tall buildings?

To manage tall buildings, we could consider one or both of the following options:

Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres.

Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity.

Issues and options	Agree	Disagree
Issue: Tall Buildings		
Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres (142)	60%	29%
Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity (144)	26%	68%

Q92. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about managing tall buildings.

The most prevalent themes were ‘**Objection**’ (30) and ‘**Suggestions**’ (26)

BCP Residents Responses

Objection

- Strong feeling against tall buildings in all 3 BCP regions, especially Christchurch
- Tall buildings negatively impact Poole’s character and appeal (Option 1)
- Tall buildings are poorly maintained in Poole (Option 1)
- Building tall buildings in other locations will dramatically affect the skyline and create an imposing atmosphere (Option 2)
- Concerns about negative impact on views and on light (Option 2)
- Tall buildings negatively affect the local character of areas (Option 2)
- Developers justify the building of tall properties because they make the most profit, not because they are the most suitable for residents and the local area (Option 2)
- Higher buildings do not work in rural areas (Option 2)

Suggestions

- Tall buildings which breach the Poole skyline should not be considered

- New buildings should have a cap of 3-5 storeys to protect local character, particularly in Christchurch
- Restrict to existing heights in each area and not adding floors to buildings
- Any new tall buildings should be concentrated in areas of lowest current density
- Need a detailed analysis of the BCP area to identify density and height limitations dictated by the needs of the conurbation
- No tall buildings developed on the green built or in rural areas
- Keep tall buildings away from seafront areas of Bournemouth town and limit the height to those already in the Lansdowne and the station areas
- Need more buildings in BCP that have 3 or more storeys
- Consider the impact of tall buildings casting shadows
- High density should be located next to public transport stations and shopping centres
- Tall buildings should have communal garden space and/or balconies both for commercial and residential buildings
- Underground car parks should be a requirement in any new tall buildings

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Taller buildings should focus on the Bus Service Improvement Plan (BSIP) and other main corridors with a minimum number of stories (4/5) and density specified to deliver transit-orientated development
- Consideration of tall buildings away from specific town centres could lead to applications for developments in key 'world-class' resort sites which would significantly detract from the ambiance of the area and lead to inappropriate urban intensification (Option 2)
- Concerned that Option 2 could lead to developers developing tall buildings in areas currently contested which would devalue the visitor offer, increase pressure on decrepit sewerage, utility and communication infrastructure and increase nitrogen pollution into Poole Harbour
- All new development must respect the prevailing characteristics of the local area. A formal definition of "tall buildings" is needed to guide potential developers. Tall buildings should not be permitted within or adjacent to Conservation areas
- Support Option 2. There are parts of the borough which are not within the Poole and Bournemouth town centres that could help fulfil the housing goals by intensification with tall buildings
- It is sensible to allow higher densities, but this must be balanced across the whole conurbation
- Any development must preserve or enhance the character or appearance of the Conservation area

Q93. How strongly do you agree or disagree with each of the two options for preserving and enhancing our heritage?

We have to preserve and enhance heritage assets as required by government and would set out a positive strategy for heritage. In addition, we could consider one or both of the following options:

Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets.

Option 2: Undertake a comprehensive review through Conservation Area Appraisals to ensure the designations remain fit-for-purpose

Issues and options	Agree	Disagree
Issue: Preserving and enhancing our heritage		
Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets (161)	87%	8%
Option 2: Undertake a comprehensive review through Conservation Area Appraisals to ensure the designations remain fit-for-purpose (156)	64%	14%

Q94. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about preserving and enhancing our heritage.

The most prevalent themes were **‘Agreement’ (30)** and **‘Suggestions’ (10)**

BCP Residents Responses

Agreement

- Most comments expressed support for Option 1
- Any elements of heritage should be assessed in detail before demolition
- Heritage assets that maintain special local character must be preserved
- A lot of change in character has already occurred, so prevent further loss of heritage
- Bournemouth and Poole do not have a large amount of heritage assets, so they need to be protected
- Much of Christchurch’s historical heritage has been lost to unsympathetic developments, so new buildings need to change this

Suggestions

- Local heritage asset lists need updating, e.g., Roman Road in Hamworthy needs inclusion
- Create budgets to support private heritage buildings that contribute to the local environment and heritage of the area
- Protect heritage assets
- Consider creative adaptations of heritage sites, e.g., keeping the façade of the building and creating environmental spaces behind them
- Reviews should increase conservation areas, not reduce them

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- If buildings are of value, they should have formal status (Option 1)
- The designations are no longer fit for purpose. Queens Park has more good-to-excellent quality buildings than Meyrick Park or Talbot Woods despite lacking a conservation area status (Option 2)
- Poole Hill and West Cliff should be totally removed (Option 2). Only exceptional buildings should be worthy of retention (Option 2)
- Local heritage assets need to be reviewed from time to time but a fundamental issue is why have some been allowed to deteriorate to the extent that they are no longer fit for purpose?
- The approach should always be "enhancement of the conservation area" not building at any cost. There is a place for design codes here
- Recommend local consultations to ascertain non-designated locally important heritage assets, particularly with regard to how these can enhance the visitor offer
- Support Option 1. There needs to be an audit of underused, potential community space. The proposal to weigh the balance in favour of community development should be applauded. The Barn, on the Dibbens site, provides a striking example that could address the needs within the cultural hub in order to widen engagement and participation
- Object to a Conservation Area Appraisal that might be used to reduce the area or effectiveness of the existing Poole Old Town Conservation area

Agents

- Option 1 is inappropriate. If assets are worthy of a higher level of protection, then they should be assessed and designated accordingly. The National Planning Policy Framework approach should be followed in BCP, not one of special control or prevention

Town/Parish Councils

- There should be no compromise or dilution of the existing Green Belt and conservation areas within the BCP area especially within Throop and Holdenhurst Village Parish

Q95. How strongly do you agree or disagree with the recommendation and option for preserving coastal and landscape character?

Issues and options	Agree	Disagree
Issue: Preserving coastal and landscape character		
a) Recommendation - preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this (167)	91%	5%
b) Option 1 We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs. (164)	90%	4%

Q96. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider preserving coastal and landscape character.

The most prevalent themes were **‘Agreement’ (31)** and **‘Suggestions’ (18)**

BCP Residents Responses

Agreement

- Most comments expressed supported the Recommendation and Option 1 equally
- Our shoreline is our greatest asset and tourist attraction, we should protect it at all costs (Recommendation)
- So important for preserving the wonderful character and health-giving benefits of the area (Recommendation)
- So many residents live in BCP because of the coastal and countryside areas (Recommendation)
- Consider no more development at all (Option 1)

Suggestions

- Most suggestions were made on Option 1
- Houses along the coastline should be affordable to all, not just second homeowners
- The cliffs are not the only coastal landscape that should be preserved
- The policy should consider long, as well as short-term, impacts on coastal areas
- The policy should also consider overdevelopment on coastal cliffs that cause traffic congestion and hardship for people living there
- Views along Poole Harbour and Evening Hill should also be protected
- Focus on impact of tall buildings

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- This is not required. Good design policies will achieve the same thing
- Support Recommendation. Support the principle of Option 1 but consider that it does not go far enough. The word “cliffs” restricts the application of this principle and should be replaced by “coastline” which for the avoidance of doubt should include views of Poole Harbour and Christchurch Harbour.
- It is important that views of the Harbours are protected to ensure that development does not dominate or detract from views of the harbour which are unique assets of the area

Town/Parish Councils

- Request that BCP update, or provide, a Landscape Character Area Assessment for the Throop and Holdenhurst village areas
- Adequate attention has not been paid to the Landscape Visual Impact Assessment and the sensitivity of the Throop and Holdenhurst area

Q97. Please tell us any other comments about our built environment in the Local Plan, including any other issues or ideas you feel that we should consider.

The most prevalent theme was **‘Suggestions’ (82)**

BCP Residents Responses

Suggestions

- Half of respondents’ comments related to developments, housing, and housing design
- Need to build on brownfield sites first
- Avoid developing on the Green Belt as much as possible
- Vital to protect our Green Belt, heathlands, and natural harbour
- Need more soft-landscaped, pedestrian only areas to improve health and wellbeing
- More creative greening, e.g., community gardens / growing spaces for food security, community building, environment, mental health, and wellbeing
- Discourage second homes and keep Airbnbs to a minimum
- Planning should collate a portfolio of well-designed areas that can be compared to at various stages of the process
- Need more affordable housing with gardens so families have space
- New developments should not dominate areas with sea views
- No building should be allowed near rivers and flood plains

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Support introduction of policies and approaches for tall buildings which constrain any future developments in Christchurch to 3 storeys only
- Preserving and enhancing our heritage - Support options 1 and 2 in combination
- Preserving coastal and landscape character - Support option 1
- More information on what design/methods could be used to successfully develop the Poole power station site. Consider attaching suitable conditions to future decisions and incorporate them into Local Plan
- A "Long Life / Loose Fit/ Low Energy" policy should be included in the Plan as it could still serve the three towns for the foreseeable future
- Dramatic urban intensification would occur if all bungalows were converted to houses
- The provision of adequate space around tall buildings needs to be addressed
- Option 2 for the issue of ‘preserving and enhancing our heritage’ should be given priority in the Local Plan and there should be more emphasis on natural heritage assets
- Some heritage assets are ‘at risk’ and the suggestion that improvements may not occur is disappointing, particularly when heritage assets are a key element of visitor attraction
- The options for ‘coastal and landscape character’ need to clarify the extent to which commercial pressure can adversely influence perception of our coastal and landscape character
- Leave car parks alone
- To meet the aspirations of the National Design Code for greenspace and nature, we recommend including the following elements in requirements for placemaking and design:

- o Buffer zones to protect ancient woodlands and root protection areas for ancient and veteran trees
 - o Increase in tree canopy cover, through a mixture of retention and new planting
 - o Use of Capital Asset Value for Amenity Trees (CAVAT) to ensure the value of mature trees is incorporated into decision making
 - o Encouraging connectivity in location of new planting and suitable species selection
- Recommend surveying areas for ancient and veteran trees to update the Ancient Tree Inventory (ATI) and ensure National Planning Policy Framework protection requirements are met
- The conservation area near Lambs Green and Ashington is adjacent to Dirty Lane Coppice PAWS ancient woodland. Any review of the boundaries or guidelines should respect the need to protect the woodland from harm, encroachment, or fragmentation
- Support value placed on tree-lined ridges and on preserving the natural and semi-natural landscape.
- Support including a recognised design framework, but a degree of flexibility will be required in its deployment, to manage conflicts and achieve an acceptable balance in determining applications
- Need a review of the definition of a tall building and of the tall building zones
- The conservation areas (CA) in Bournemouth town centre cover a significant area but their management is constrained by limited resource. The extent of the CAs puts pressure for higher density development on areas outside of the CAs in order to meet housing / other development targets. A review of CAs in the round, as opposed to area by area, would therefore be welcomed
- Support the Recommendation, it should have been implemented already. We would prefer that it be done on every application

Agents

- Local Plan must encourage all new development to achieve high quality design in accordance with national policy. This objective can be achieved alongside the aims of intensification, promoting tall buildings, and maintaining heritage and landscape protection, providing all development is carefully designed and assessed
- Support Option 2 for 'Tall buildings' and 'Preserving and enhancing our heritage' issues
- Housing need is at a level which requires high density development and tall buildings in suitable locations within the built-up area. Therefore, we strongly support the recommendation for planning for urban intensification
- The former gas works is a vacant contamination site according to the National Planning Policy Framework and the draft Local Plan should give substantial weight to its reuse. Redevelopment could create an important new identity for this part of the town whilst delivering much needed new homes. This site, together with the Council Civic building should be a prime site for urban intensification, where a change in character could occur. These sites should be included in Figure 18
- Support the approach for urban intensification, which would allow building heights to increase - particularly within town centre locations such as the Lansdowne area
- Concerns that urban intensification will most likely be for flatted developments and therefore unlikely to deliver the housing types and sizes needed across BCP, critically for family and affordable housing

- Taller buildings across BCP, whilst supporting the provision of flatted development, will not add to the choice and range of sites needed to deliver family housing
- Support Option 2 for 'preserving and enhancing our heritage'. Whilst it is important to respect the qualities of conservation areas there are opportunities to allow for development within conservation areas that are well designed and respect the current build form and local character
- Support Option 2 for 'preserving and enhancing our heritage' as the areas need to be reviewed and instead of expanded, a critical look at these areas to concentrate on preserving areas of actual merit
- 'Preserving coastal and landscape character' - there is little to preserve, and most views are hidden by the cliff edge and not impacting upon the area if only visible from the sea
- Tall buildings: Option 2 - there needs to be more flexibility across BCP regardless of conservation areas as some are of decreasing merit

Developers/landowners

- Building taller is the only way to achieve housing targets. Too much of the conurbation is constrained for low density development

Town/Parish Councils

- Throop and Holdenhurst Parish contains the largest collection of listed buildings in BCP and therefore the historical context in which they lie should be preserved and maintained
- Throop and Holdenhurst have important heritage values that pre-date the creation of Bournemouth and should be preserved under exceptional circumstances
- The Home for Heroes on Muscliff Lane are currently not identified as listed buildings, however they are crucial elements for conservation listing and bear significant historical importance to the conservation area and BCP
- Greater attention should be paid to the restoration and conservation of several important listed buildings within the Parish of Throop and Holdenhurst village that are deteriorating, including those under the ownership of BCP Council

3.8. Promoting health and wellbeing

Objective: Improve health and wellbeing and contribute towards reducing inequalities

Q99. How strongly do you agree or disagree with our recommendation and option for supporting health and wellbeing?

Recommendation: We propose to set out a specific policy in the Local Plan to support health and wellbeing and require that certain developments prepare a Health Impact Assessment (HIA). The size and type of development would determine the focus of the HIA and for smaller developments we propose applicants use the NHS Rapid Health Impact Assessment Tool to assess potential health impacts.

Option 1: In addition, we could explore introducing a specific financial contribution from new developments towards health infrastructure.

Issues and options	Agree	Disagree
Issue: Supporting health and wellbeing		
a) Recommendation: Health Impact Assessment (HIA) (198)	76%	7%
b) Option 1- explore introducing a specific financial contribution from new developments towards health infrastructure (194)	75%	6%

Q100. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about supporting health and wellbeing.

The most prevalent theme was ‘**Suggestions**’ (23)

BCP Residents Responses

Suggestions

- New developments should contribute to health infrastructure
- Developer contribution to health infrastructure should be the norm
- A health and wellbeing plan should be based on environmental targets, e.g., greenhouse gas emissions, reducing pollution, more active travel etc
- Have to improve health infrastructure to cope with new houses being built
- Being able to make timely medical appointments must not be compromised when new building developments are planned
- Hot food takeaways should not be located near schools
- NHS Rapid Health Impact Assessment Tool should be compulsory for any developer/property owner creating new homes or converting properties

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Instead of providing schools with the basic BB 99/103 spaces standards outside, increase playing fields and sports provision
- Introduce daily mile tracks on the outer edges of playing fields
- Seek better playing fields, not cramped through developer contributions
- Consider the use of Sport England's Leisure Locals and Activity hubs as either retrofits on existing sites or as part of new housing developments
- Not very clear what the recommendation is trying to achieve. A better approach would be to target hot food takeaways to reduce their concentrations like Houses of Multiple Occupancy (HMOs) and have exclusions zones near schools
- You're already asking for money to fix other existing problems why not health as well

Town/Parish Councils

- Sites should ensure that they are designed with health in mind, and this should not be offset elsewhere through financial contributions
- Option 1 is inappropriate. Health infrastructure should be funded through tax revenues
- Where a development has a specific impact on health infrastructure that would render it unacceptable without mitigation, and where the relevant tests are met, funding should be sought through a planning obligation, not a generalised financial contribution (in effect a health tax)
- The 'Rapid Health Impact Assessment Tool' was published in April 2017 and contains various dated and London-specific references underpinning its evidence. Using this tool unamended in BCP is not an appropriate response to the local challenges, mitigation, and enhancement measures
- Any specific financial contribution must be evidenced, and viability tested
- It is unclear where the proposal for a financial contribution originates from

Q101. How strongly do you agree or disagree with the recommendation and two options for ensuring a high standard of amenity?

Recommendation: We want to support a high standard of amenity for existing residents and future occupiers of new homes considering levels of sunlight and daylight, privacy, emissions, noise/vibration and whether a development is overbearing or oppressive. There are some additional options we could explore:

Option 1: Setting internal space standards for new residential development inline with nationally described space standards. **Option 2:** Setting standards for external space on residential development for flats.

	Agree	Disagree
Issue: Ensuring a high standard of amenity		
a) Recommendation - support a high standard of amenity for existing residents and future occupiers of new homes (123)	94%	1%
b) Option 1: Setting internal space standards for new residential development in line with nationally described space standards (125)	82%	6%
c) Option 2: Setting standards for external space on residential development for flats (124)	89%	2%

Q102. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about ensuring a high standard of amenity.

Most prevalent theme was **‘Suggestions’ (13)**

BCP Residents Responses

Suggestions

- No more small flats, they do not promote healthy lifestyles
- There needs to be adequate parking spaces suitable for families
- Go further than the national standard
- Soundproofing is essential
- Communal areas are only of benefit when everyone respects them
- Social, community and business premises need adequate ventilation in homes for health and wellbeing
- Need to consider the implications of increased homeworking in the design of buildings, e.g., loft conversions, extensions
- Tougher stance needed on hard surfacing and impact on the environment and drainage
- Decline in car use and ownership provides opportunities to create open spaces
- Better regulation of developers, and the properties they build, should be the highest priority to for the health and wellbeing of residents

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- “Amenity” is poorly defined currently and subjectively applied with new developments. Greater clarity is needed. This should apply to areas of hard standing, materials, dropped kerbs, hedging, walls, street trees and other features that define the public realm
- A complete review of back to back, side to front and other distance measures for privacy is required, ideally reducing the onerous requirements
- Requirements for storage space should be set
- Impose an Article 4 policy on dormer windows
- Provide clear policy on use of space and access to buildings including design of paths and cycle facilities

- External space could be achieved with balconies but not Juliette balconies

Agents

- Strongly disagree with Option 1
- Applying Optional National Described Space Standards (NDSS) to all dwellings should only be done in accordance with the 2021 National Planning Policy Framework (para 130f & Footnote 49)
- The council should provide a local assessment evidencing its case for requiring internal space policies in line with National Planning Policy Guidance
- There is a direct relationship between unit size, cost per square metre (sqm), selling price per sqm and affordability. The impact of NDSS should be fully accounted for in an updated Viability Assessment
- The council should recognise that customers have different budgets and aspirations. An inflexible policy approach to NDSS for all new dwellings will impact on affordability and effect customer choice
- An inflexible policy approach imposing NDSS on all housing removes the most affordable homes and denies lower income households from being able to afford homeownership. If the proposed requirement for NDSS is carried forward, the council should put forward proposals for transitional arrangements

Q103. Please tell us any other comments about our health and wellbeing in the Local Plan, including any other issues or ideas you feel that we should consider.

Most prevalent theme was **‘Suggestions’ (79)**

Sub-themes: **‘Comments/Suggestions for developments’**, **‘Importance of access to open spaces’** and **‘Community initiatives/regulation, e.g., events, promoting health and wellbeing, smoking/alcohol/fast food bans’**

BCP Residents Responses

Comments/Suggestions for developments

- Outdoor communal meeting spaces should be compulsory in developments where homes have no private outdoor space
- Consider potential health impacts of radio and electromagnetic fields, Wi-Fi and 5G masts
- 5G masts should not be installed without proper consultation with the affected community
- More allotments, recreation grounds and play areas, woodland areas and walks, natural open areas with lakeside amenities to improve health and wellbeing
- Stop further development in and protect what space we have left
- If more than 50% of the surrounding properties believe a proposed development is overbearing or oppressive, it should be refused
- Impact on wildlife habitats and natural assets valued by communities, e.g., trees, hedges, should be considered in planning applications
- Building less houses and getting traffic under control may improve health and wellbeing
- Ensure all new developments have cars taken off the roads when not in use

Importance of access to open spaces

- The Covid pandemic demonstrated how important open spaces are to health and wellbeing
- Nature is important for everyone's health, wellbeing, and happiness, especially people with disabilities
- Health is not only about having the right homes, it's also about open spaces for sport, walking, contemplation
- More communal spaces and facilities to bring communities together for mental wellbeing, e.g., green spaces in central town/village locations, benches
- Collaborate with NHS to develop events/activities to encourage the use of our natural spaces in aid of our health, easing the financial burden on the NHS
- More funding to encourage people to use the natural environment for exercise and wellbeing

Community initiatives/regulation, e.g., events, promoting health and wellbeing, smoking/alcohol/fast food bans

- Respondents want to see a ban on smoking and drinking in town centres/in public
- Need tighter restrictions on the number of fast food restaurants in town centres
- Need tighter enforcement on fast food restaurants to keep town centres clean, particularly by cleaning waste from their restaurants
- Introduce refund scheme to encourage return of plastic bottles and aluminium cans
- Introduce a sugar tax to discourage use of unhealthy food and drink
- Good nutrition, exercise opportunities to spend time in green space and socialise are key to good health
- Ban e-scooters due to safety concerns on roads and to pedestrians

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Developments themselves should be designed to create healthy places. Refer to the Sport England Active Design document which was published in conjunction with Public Health England: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>
- Option 1 is best for the 'Supporting health and wellbeing' issue
- Option 1 is best for the 'Ensuring a high standard of amenity' issue
- It is hard to accept the possibility of achieving the objective of 'improving health and wellbeing and reducing inequalities' when the Dorset Clinical Commissioning Group (CCG) is implementing a plan that converts Poole and Bournemouth hospitals into one hospital. This expects all planned procedures to involve everyone concerned travelling to Poole and all severe trauma procedures to involve everyone concerned having to be transported to Bournemouth. This will lead to potential delays beyond Dorset CCG's recommended time of the single 'golden' hour for emergency treatments
- It is unclear the extent to which the reduction in beds and access points will serve the increased population (and its distribution) that any adopted Local Plan will be fostering
- The concept of a Health Impact Assessment may be useful in determining whether the NHS has adequate facilities to support occupants of developments

- The lack of clarity concerning the basis of the population being served by the Dorset CCG plans suggests more collaboration is required now
- The issue about 'ensuring a high standard of amenity' should include implementing high standards of insulation, the use of solar panels on buildings and the opportunity to step outside or very good ventilation if no balcony is relevant
- It is understood that the three towns have approximately 206,000 roofs with about 6,000 of them with reported solar panel installations. An opportunity exists to generate electricity closer to where it is used (reducing transmission costs) on more urban roofs than the current reported 3% and thus allow fields to be kept for carbon capture, food and general health benefits, promoting health and wellbeing
- The concept of spending Community Infrastructure Levy monies to help fund primary care seems odd when the operation of Economic Evaluation Assessments (EVAs) limits the availability of such monies. Perhaps, under certain circumstances, the adopted Local Plan will require such EVAs to be conducted in public
- Support the proposal to ensure residential developments have access to external space on site and that this should include natural elements
- Support the proposal to provide access to the natural environment in the local area, including to woodland
- Recommend adopting policy standards for residential developments that support access to the natural environment and woodland for informal recreation
- Natural England's Accessible Natural Green Space Standard recommends that all people should have accessible natural green space of at least two hectares in size, no more than 300m (five minutes' walk) from home. It also recommends:
 - at least one accessible 20-hectare site within 2km of home
 - one accessible 100-hectare site within 5km of home
 - one accessible 500-hectare site within 10km of home
- A minimum of one hectare of statutory local nature reserves per 1,000 people
- The Woodland Trust has developed a Woodland Access Standard to complement the Accessible Natural Green Space Standard. This recommends that:
 - no person should live more than 500m from at least one area of accessible woodland of no less than 2 hectares in size
 - there should be at least one area of accessible woodland of no less than 20 hectares within 4km (8km round trip) of people's homes
- Support the principles of nationally described space standards and the requirement for external amenity space in balance with the viability and delivery of new development
- Object to all options. Keep open space and develop brownfield sites.
- Support Objective to 'Improve health and wellbeing and contribute towards reducing inequalities' and encourage more outdoor collective organisations like Parks in Mind
- Support Option 1 for 'Supporting health and wellbeing' issue
- Support both options for 'Ensuring a high standard of amenity'
- Internal and external space should be adequate! National standards for room sizes should be set

Agents

- External spaces should allow for eating out sat in a chair per occupant with room to manoeuvre around to get to the door. The London plan suggests 5 sqm plus 1 sqm per occupant with a minimum 1.5 metre depth.

- Support the council's aspiration to improve health and wellbeing through development but object to the requirement for Health Impact Assessments (HIA) or specific financial contributions as outlined in Option 1
- Support Option 1 for 'ensuring a high standard of amenity'
- Support Option 1 for 'Setting internal space standards for new residential development in line with the nationally described space standards'
- Objects to Option 2 for 'Setting standards for external space on residential development for flats'
- Concerned that an additional cost will be imposed on development through the introduction of a specific financial contribution towards health infrastructure. Vital that the associated costs are tested in combination with other costs imposed on development to ensure ongoing viability and delivery of the housing needed over the plan period
- Imposing internal space standards must be tested as part of the Viability Assessment to ensure that development remains viable and deliverable
- The Green Belt and land around Bournemouth Airport currently support a range of leisure and recreation uses including playing fields, golf courses, theme parks and other outdoor activities. These facilities are vital for the urban population and help to promote health and wellbeing. There are opportunities to complement these uses and help to improve general accessibility to the area by promoting improved public transport, and creating new walking and cycling routes
- Health and wellbeing: any contributions should be taken from the Community Infrastructure Levy (CIL) pot
- Amenity: agree that the national space standards should be adopted but flat development will not be able to provide for a set standard of garden space. This is delivered through housing sites. Releasing the Green Belt in places will deliver this

3.9. Tackling climate change

Objective: Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency

Q105. How strongly do you agree or disagree with each of the two options for ensuring new developments will be built to reduce their energy use and minimise carbon emissions?

Issues and options	Agree	Disagree
Issue: Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions		
a) Option 1 Allow new development to comply with the national building regulation (Part L) requirements (184)	46%	34%
b) Option 2 Set a higher local standard beyond the building regulations (Part L) requirements. (204)	85%	7%

Q106. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about ensuring new developments will be built to reduce their energy use and minimise carbon emissions.

BCP Residents Responses

Most prevalent themes were **‘Agreement’ (41)** and **‘Suggestions’ (32)**

Agreement

- Most agreement was shown for Option 2
- Viability should be the focus of scrutiny
- BCP be the market leaders in ensuring our building regulations are above and beyond those that are stipulated for energy efficiency
- BCP need to be pioneers in new building design as national building regulations will be slow to catch up
- Investment in eco-friendly homes should be made locally so BCP becomes carbon-ready as fast as possible
- Set ambitious carbon and energy targets beyond building regulations to do our best to prevent climate catastrophe
- New developments should not just be carbon neutral, but carbon reducing
- More energy efficient homes reduce fuel poverty and studies show zero carbon housing is not significantly more expensive to build

Suggestions

- Minimum standard should be passive or net zero housing. If that cannot be achieved, the development should not go ahead
- New builds must focus on reducing environmental impact and climate change
- Policy for all new housing must encourage builders, architects, and developers to exceed new regulations
- Builders, architects, and developers must prove design, construction, and energy performance upon completion

- Build with sustainable materials especially fabric as a first option. Limiting building in general is the best way to tackle the climate emergency
- New and retrofitted homes should all be strongly insulated, double glazed, have rainwater collection systems, bee and bat bricks, solar panels, and electric charging ports
- Less costly to make a home energy efficient at the start than to add on later
- Need a strategy for reducing energy including help and advice for people living in older houses
- Quality passive energy policies are essential especially for affordable housing
- Need to consider the impact of embedded carbon in building materials
- The council must do more to ensure that existing private dwellings and businesses improve insulation levels to stand a chance of achieving/exceeding national and local targets for reductions in carbon emissions
- Gas boilers should not be permitted in new builds or refurbishments
- Consider using harbour or sea water to power large scale water source heat pumps
- Need council-approved/recommended retrofitters to ensure guidelines are met
- Encourage more self-builds
- Need to achieve zero carbon targets sooner, 2050 will be too late

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- The Local Plan should consider full scope emissions which would encourage building using wood rather than carbon-heavy materials such as concrete, steel and plastic. More fuel-efficient homes can help alleviate fuel poverty, which continues to be a significant issue as this year's record price rises show
- It's far, far more expensive to retrofit buildings to be lower energy in the future than it is to build them right in the first place. This burden shouldn't be passed on to the next person. BCP Council has declared a climate emergency, committing its own operations to be Zero Carbon in less than eight years' time, with the whole region to follow by 2050. This can't be done without an ambitious policy on Zero Carbon buildings
- Let's create policy that compares new buildings against the benchmarks and targets set in other city regions and towns
- Planning should incentivise people to reuse and adapt more existing buildings and bring these up to a modern standard of insulation and comfort
- The consultation document says that "Be Clean considers how to use energy efficiently", but other authorities say this refers to the clean generation of power through heat networks or communal systems. Let's match other city regions in this way
- New policy needs to be properly enforced. Let's mirror what other authorities and building control are doing, by asking developers to prove their performance at the end of the build.
- The national standard is a good start, but we should, as an area with a climate emergency, be demonstrating leadership in requiring a higher standard now
- With the pressures from climate change and global warming it is essential new properties are built to the highest possible environmental standards. The current level of making up to 10% savings is inadequate
- There has to be greater emphasis upon maximising solar insolation in the overall design of a building, whether for domestic or commercial use

- Higher standards of insulation, use of solar panels/ground source heat pumps, etc should all become standard features of any new proposals
- It is important that not just new council housing should be to passive house standards, but this should be an aim for all new dwellings

Agents

- Going beyond should be encouraged however not required. Going beyond would lead to affordable housing not being provided.
- Strongly agree Option 1 and strongly disagree with Option 2
- The key to success is standardisation and avoidance of individual council's specifying their own policy approach to energy efficiency, which undermines economies of scale for product manufacturers, suppliers and developers
- BCP Council does not need to set local energy efficiency standards to achieve the shared net zero goal because of the higher levels of energy efficiency standards for new homes set out in the 2021 Part L Interim Uplift, which are effective from June 2022, and proposals for the 2025 Future Homes Standard

Town/Parish Councils

- Option 2 is never inferior to Option 1
- National standards are regularly reviewed and BCP will need to ensure they maintain these regulations

Q107. How strongly do you agree or disagree with each of the two options for maximising the uptake of energy from renewable sources?

Issues and options	Agree	Disagree
Issue: Maximising the uptake of energy from renewable sources		
a) Option 1 Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure. (203)	75%	9%
b) Option 2 Determine renewable and low carbon energy proposals, subject to policy criteria for example, respecting landscape quality and residential amenity. (204)	75%	7%

Q108. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about maximising the uptake of energy from renewable sources.

BCP Residents Responses

Most prevalent themes were **'Agreement' (36)** and **'Suggestions' (26)**

Agreement

- Most agreement was shown for Option 1
- BCP should be less energy dependent on overseas fuel
- Need to use every renewable, inexpensive energy resource at our disposal, e.g., wind, wave and solar

- BCP urgently needs to implement policies to tackle the climate emergency through renewable energy sources
- Option 1 will only work if there is a clear strategy within the Local Plan for the types of energy required and the most efficient way of delivering them
- Urgency is the most important factor, there is not time for long draw out battles with residents' groups and parish councils

Suggestions

- Better use of Green Belt land for renewable energy sources instead of large-scale building developments
- Tidal and wind energy are underused in BCP and should be looked into more
- Encourage use of solar/photovoltaic panels on new building developments and listed buildings (unless Grade 1)
- Solar power panels on homes are essential to maximising the uptake of renewable energy
- Install batteries in homes to store energy generated for peak energy demands
- Approval for renovations and extensions of old property planning permission should be contingent on making insulation, or energy efficacy improvements
- Collaborate with freeholders and housing associations on the installation of more solar panels on existing buildings
- Need to revisit offshore wind farm / turbines

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- BCP Council should support the transition to a low carbon economy by allowing more renewables and low carbon proposals
- Amenity and landscape quality concerns are of little value if societal breakdown has occurred if we fail to transition
- BCP Council should require low carbon technology in all new developments and actively encourage retrofitting
- Both options should be included - they are not mutually exclusive and could operate at significantly different scales. It is important to encourage such activity, whether on a large commercial scale or a much smaller community level scale
- There is little scope for delivering large scale renewable/low carbon technologies and associated infrastructure within the Poole Quay area

Agents

- To maximise the uptake of energy from renewable sources both options suggested by the Issues and Options should be pursued

Q109. How strongly do you agree or disagree with our recommendation for flood and coastal erosion risk management?

Recommendation: In line with government guidance, we propose to direct the majority of development to areas of lowest flood risk. If any development has to take place in an area at risk of flooding because there is no alternative location, we will ensure that appropriate flood risk alleviation measures are provided. We also propose to require the provision of sustainable drainage systems in new developments.

	Agree	Disagree
Issue: Flood and coastal erosion risk management (159)	71%	22%

Q110. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about flood and coastal erosion risk management.

Most prevalent themes were ‘**Objection**’ (36) and ‘**Suggestions**’ (12)

BCP Residents Responses

Objection

- Most objections were made to building in areas at risk of flooding
- Areas already designated as flood risk areas, must not be developed under any circumstances
- Rainfall and coastal flooding will increase and no matter how many flood risk measurements are provided by new developments it is not sustainable
- Concerns that homes, not currently at risk of flooding, will become ‘at risk homes’
- If there is no alternative, then the area has reached its maximum capacity for housing

Suggestions

- Flooding is going to become a major problem for BCP
- Add sea walls/flood protection
- Adequate underground work needed for properties prone to subsidence/flooding
- Utilise natural coastal erosion/flood prevention opportunities through habitat restoration/creation
- Develop existing housing stock or stop developing completely
- Sustainable drainage systems should go in all new developments but not relied upon adjacent to vulnerable areas
- Need to stop people paving over their front gardens
- Flood risk alleviation should also not push flood risk onto existing properties

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Developers should be asked to contribute to the strategic use of woodland to mitigate risks of flooding, which would also provide added benefits such as water quality improvements (nitrate pollution prevention, soil erosion, carbon sequestration, etc) whilst also providing recreational greenspace for the residents of BCP

- We can go further and require the use of swales and other flash flood mitigation techniques in new developments
- Some appropriate development should be supported in flood zones, subject to clear alleviation measures or adaptation approach. A blanket ban is not appropriate
- Aside from coastal and floodplain risk, attention needs to be given also to surface runoff flooding. Within Poole, for example, Broadstone has the highest number of houses at risk from surface runoff flooding than elsewhere in the town. It is therefore important that policies exist that would mitigate against such flooding
- Where possible retain as much porous surfacing as possible, but where non-porous materials are used then sufficient permeable/porous surfaces exist to which surface water can be drained

Agents

- What is being done about sea defences required for the entirety of Poole Town Centre? A collaborative scheme is needed on sites such as these

Q111. Please tell us any other comments about tackling climate change in the Local Plan, including any other issues or ideas you feel that we should consider.

Most prevalent theme was **‘Suggestions’ (108)**

Sub-themes: **Green initiatives e.g., solar panels, photovoltaic panels, insulation’ and ‘Address issues relating to transport use including electric vehicles, rail charging, congestion charges/low emission zones, active travel’**

BCP Residents Responses

Green initiatives e.g., solar panels, photovoltaic panels, insulation

- Strong support for an off-shore windfarm
- Support residents by helping with insulation and sustainable energy to go carbon neutral quicker
- Grants for installing ground or air source heating systems
- All new homes should not connect to the gas network and should have roof photovoltaic panels
- Move to permeable surfaces to allow rainwater to soak away in the earth to prevent surface water and river flooding
- Provision of animal habitats is imperative on new and old buildings
- Residents should be encouraged to have wildlife-friendly gardens, e.g., native shrubs/trees/wildflowers/small ponds
- All developments should meet excellent BRE/ BREEAM rating

Address issues relating to transport use including electric vehicles, rail charging, congestion charges/low emission zones, active travel port issues - electric cars, congestion charge, carbon free areas, public transport

- Transport situation will need to change for climate change to have a chance
- Implement carbon-free areas only for hybrids or electric vehicles
- Introduce a congestion charge and introduce benefits for non-care use – “polluters pay to mitigate pollution”

- Develop an education plan and uphold legislation to tackle idling engines (Regulation 12 of the Road Traffic Act)
- Financial penalties are the fastest route to behaviour change
- Not enough electric vehicle chargers in BCP, more would encourage further uptake of electrical cars
- Don't build housing estates that depend on two cars per house to function
- Promote physical activity and active travel more
- Solving our congested transport system is vital
- Change the parking strategy to promote electric vehicle parking in all new developments
- Provide an efficient train service across the conurbation
- Make bus fleets electric
- Reducing the use of cars for the school run would have an enormous impact on reducing emissions of carbon dioxide and improving air quality

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Please see South Marine Plan climate change policies
- Need a policy on retrofitting and de-carbonising existing buildings
- Needs adaptation policies for some areas and abandonment policies for some locations, i.e., Tuckton Park Homes
- A clear strategy for transitioning to a warmer climate is also needed including how green space is replanted with more suitable plant species better suited to a warmer BCP
- Clear links to transport and having a resilient transport network as the impact of climate change increases the likelihood of flooding events with very clear need to decarbonise transport and promote a BCP that is more convenient to walk and cycle around than driving
- Electric charging points should be encouraged for every new development no matter the building type
- There needs to be greater provision throughout the conurbation on public land, e.g., formal car parks, roads where suitable
- Support Option 1 for 'Ensuring new buildings will be built to reduce their energy uses and minimise carbon emissions'
- Support Option 2 for 'Maximising the uptake of energy from renewable sources'
- Roofs of most buildings within the three towns should be encouraged to have solar panels serving batteries
- Local Plan could promote suitable group purchase schemes, since the number of roofs with solar panels is very small for the total number of buildings in the urban area and power is best generated where it is used to limit transmission costs
- As the summers get hotter it may also be useful to cover ground level parking areas with solar panels to provide suitable shading for the vehicles
- Large solar or wind farms in our locality are likely to damage the economy (based upon 'naturalness'), let alone general safety as storms become more severe. The investigation into the recent case of a wind turbine tower succumbing to storm Eunice may have its implications

- No doubt because of the reliability of tidal flows (involving millions of tons of sea water moving regularly like clockwork) support will be considered for sub-surface tidal flow turbines (well below the influence of waves) to generate electricity. It may even be an area for local industrial development and future employment, in view of existing engineering strengths
- Support a move to obtain hydrogen by solar powered electrolysis of land-fill methane provided the carbon is captured
- Support Option 1 for 'Maximising the uptake of energy from renewable sources', if the specific areas are to be "roofs of suitable buildings
- The issue about 'flood risk alleviation measures' should include collaborating with all authorities in the catchment areas of all relevant rivers to ensure the function of water meadows is fully restored and enhanced.
- Whilst tackling climate change, ensure national 'guidance' is appropriately balanced to local needs
- Leave Christchurch as it is and follow Government guidelines
- Support the principle of reducing the energy impact of buildings, however this section is missing any mention of natural solutions. Incorporating existing and planting new trees and hedgerows in development sites can help mitigate the impacts of climate change, delivering natural cooling in urban heat islands through transpiration as well as providing shelter and shade, and contributing to sustainable urban drainage systems
- Support the principle of safeguarding natural assets when locating renewables infrastructure. Biomass should be included among the renewable energy sources listed
- We recognise that coastal locations require special measures to deal with flood protection. Policy should be strengthened with mention of natural solutions, including tree planting
- Natural flood management techniques can make an important contribution and should be part of the Resilience Strategy, e.g., leaky dams and planting trees
- Developers should be responsible for mitigating the impact of climate change
- Need a more strategic approach to reducing the carbon footprint by encouraging a conurbation-wide energy strategy and moving away from environmental "bling" that is not an effective response to the wider climate challenge, e.g., Carbon Heat and Power (CHP) has proven to be inefficient and space on rooftops taken up by Photovoltaics could be alternatively employed for amenity/green roofs
- Whilst the Building Research Establishment Environmental Assessment Method (BREEAM) has been widely used it covers design and construction stages only. There are more relevant measures of building performance that look at the whole life cycle of the building
- Support Option 2 for 'Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions'
- Support Option 2 for 'Maximising the uptake of energy from renewable sources'
- Do not build on flood plains when considering tidal renewable energy
- There should be requirement that not only are buildings energy efficient but should be "greened" as much as possible with living fauna and flora.
- The focus should be on making the urban spaces "greener", e.g., Singapore
- The alternative to greening is things that generally look good when brand new but eventually end up looking drab, e.g., ASDA residential buildings in Poole

Agents

- Strong support for Option 1 for 'Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions' issue
- Should leave energy requirements to building regulations as these often surpass the planning requirement and therefore are more flexible and don't date as quickly
- Support Recommendation for 'Flood and coastal erosion risk management'. Significant development potential and regeneration opportunities exist at Stony Lane in Christchurch subject to flood mitigation.
- Support Option 2 for 'Maximising the uptake of energy from renewable sources'

Developers/landowners

- Leave our Green Belt, nature, and wildlife alone

Town/Parish Councils

- BCP Council should implement the policies within the Historic England 2017 Conserving Historic Water Meadows
- The Stour Valley water meadows should be given special status within BCP as a rare habitat

3.10. Providing infrastructure that supports development

Objective: Deliver the infrastructure needed to support development

Q113. How strongly do you agree or disagree with our recommendation for delivering the infrastructure to support growth?

Recommendation: We propose to work with infrastructure providers and funding bodies to develop an Infrastructure Delivery Plan to sit alongside the Local Plan and continue to fund infrastructure from developer contributions.

Issues and options	Agree	Disagree
Issue: Delivering the infrastructure to support growth (136)	76%	10%

Q114. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about delivering the infrastructure to support growth.

Most prevalent theme was **‘Suggestions’ (29)**

BCP Residents Responses

Suggestions

- Work with infrastructure providers who live in the area, not outside of it
- Ensure infrastructure providers cannot change Local Plans
- Look to the community too for suggestions and listen to them after proposals are put forward
- Infrastructure should be improved before new developments happen
- More houses require infrastructure with greater capacity and efficiency
- Ensure developers deliver quality and not provide the cheapest option
- No development should be allowed unless there is provision for the required infrastructure, e.g., sewage treatment, doctor surgeries and schools
- Need to also improve existing infrastructure when required
- Tougher regulation and requirements for developers

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Please see infrastructure policy within Marine Plan
- Necessary infrastructure should be delivered regardless of funding source
- A greater expectation that developments have to pay a greater share is required
- Some direct investment by the council should happen
- BCP Council should take a more active role in site assembly and infrastructure delivery. This is key for sites with multiple ownerships

- Any Infrastructure Delivery Plan should have flexibility to changes in infrastructure needs, potentially as a rolling requirement
- Water, Sewage and Energy suppliers must be pressed to be clearer on future need and plan their work to accommodate additional growth expected in certain locations
- It is essential that railway infrastructure is considered as part of this process and at an early stage

Town/Parish Councils

- Council to revisit the Christchurch relief road/bypass issue to allow Burton & Winkton Parish Council and other stakeholders to have a say in the renewed debate
- In planning for sustainable and deliverable development which does not cause severe traffic concerns for the life of the proposed plan; more should be done to ensure that Christchurch and Burton do not become overly congested in the future
- Strongly agrees with the recommendation as long as BCP liaise with Parish Councils on the development and implementation of the Infrastructure Delivery Plan

Q115. How strongly do you agree or disagree with our recommendation for balancing the delivery of infrastructure with viable development?

Recommendation: Where an applicant sets out that a proposal would not be viable if it were compliant with all the policies that will be in the Local Plan, we propose to require the submission of a Viability Assessment. We would use the assessment to calculate the contributions applicant can make towards infrastructure. We will continue to require the independent scrutiny of submitted viability assessments and will consider introducing measures to strengthen that process and improve transparency.

Issues and options	Agree	Disagree
Issue: Balancing the delivery of infrastructure with viable development (122)	64%	24%

Q116. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about balancing the delivery of infrastructure with viable development.

Most prevalent theme was **‘Suggestions’** (28)

Sub-themes: **‘Developments should meet full requirements/no exceptions’** and **‘Viability Assessments to be comprehensive/transparent/hard evidence’**

BCP Residents Responses

Developments should meet full requirements / no exceptions

- If a development does not comply with the Local Plan, then it should not go ahead, full stop
- Set higher standards/criteria for developers to meet in the Viability Assessments
- Better regulation and enforcement so that developers cannot get around the Viability Assessment with money or influential contacts
- Concerns about corruption therefore enforcement needs to be clear and transparent

- Infrastructure Delivery Plan needs to be produced and costed before any final decisions about allocation of land for new development or intensified redevelopment can happen

Viability Assessments to be comprehensive /transparent/ hard evidence

- Needs to be a robust independent and transparent exercise
- The reasons for meeting the criteria of a Viability Assessment should be published for public viewing
- Concerns Viability Assessments could be used as a loophole by developers
- Needs to be more robust so taxpayers do not end covering the costs for poor development in the future
- Essential that Viability Assessments drill down to the day to day impact of development, ensuring developers provide hard evidence for their claims
- Need to see a comprehensive set of requirements included in any Viability Assessment which fully reflects the negative impacts of development
- Independent scrutiny is vital along with improving transparency of process
- Include environmental assessments in determining viability

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Within the marine environment, appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported through the Marine Plan

Agents

- It is right that the Local Plan should ensure viability is taken into account in assessing the contributions that can be made through development

Town/Parish Councils

- All developments within BCP should be compliant, as a minimum standard, with all the policies listed in the Local Plan

Q117. How strongly do you agree or disagree with our recommendation for telecommunications and digital infrastructure provision?

Recommendation: We propose to support proposals for telecommunications or radio equipment where they have an acceptable visual impact on the locality.

Issues and options	Agree	Disagree
Issue: Telecommunications and digital infrastructure provision (100)	65%	15%

Q118. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about telecommunications and digital infrastructure provision.

Most prevalent theme was ‘**Suggestions**’ (11)

BCP Residents Responses

Suggestions

- Need a high level of internet provision due to the rise in homeworking
- Telecoms towers should go through the planning process
- More fibre cabling is needed to residential properties that offer more choices of provider
- Improve internet service and phone lines in Christchurch
- The Local Plan should include policy to monitor and react to developments of 5G technology
- Reduce visual impact on locality by encouraging telecoms companies to share masts
- Local residents need to be consulted on potential impacts proposals may have
- Telecoms masts and cabinets should be located at the rear of footways
- Digital advertising panels and phone kiosks should be banned or subject to strict regulations about how much space they occupy on pavements
- Policy needed to regulate distraction and glare from digital advertising screens

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Not all impact is visual. Multiple recent telecommunications applications were proposed to have severe impacts on footway widths potentially forcing pedestrians, wheelchair users and parents with buggies into the carriageway
- Telecoms masts and cabinets should be located at the rear of the footway. A minimum width should be required on classified roads of 2 metres between the unit and the carriageway
- Digital advertising panels and phone kiosks should be banned or subject to similar requirements of telecoms retaining adequate width
- Additional thought given to distraction and glare for digital adverts with a specific policy produced

Town/Parish Councils

- As the Parish is within a conservation area, we do not allow for the placement of 5G masts. This brings greater importance and priority to the decision by the Council to invest in its own ducting and fibre assets that will lead to greater investment in fibre going forward including at Throop and Holdenhurst
- Full consultation is needed at all times until ultimate delivery

Q119. How strongly do you agree or disagree with our recommendation for community facilities and services?

Recommendation: We propose to protect existing community facilities and services, unless it can be demonstrated that they are no longer needed or can be provided elsewhere in an accessible location to serve that community.

Issues and options	Agree	Disagree
Issue: Community facilities and services (132)	77%	15%

Q120. Please explain your answers and let us know if you can suggest any alternative approaches or have any other comments that we should consider about community facilities and services.

Most prevalent theme was **‘Suggestions’ (21)**

BCP Residents Responses

Suggestions

- Need to keep existing community facilities and promote growth with more activities and community initiatives
- Social services in BCP needs an overhaul as too many people are slipping through the net and left to fend for themselves including the homeless
- Libraries need more investment as they play a vital role in the community
- Policing needs to improve with more officers on the 'beat' discouraging problems with alcohol, violence, and affray
- Residents should be encouraged to take ownership and responsibility of their communities with support from the council
- Parish Councils could be encouraged to be less insular and more visible in decision making
- Create a community volunteer scheme whereby volunteers link with councillors and build strong relationships within the community
- Need to ensure community facilities are kept for the long-term and short-term events do not affect their longevity
- Recommendation should include the enhancement of facilities where necessary
- Should expand, not just protect, existing facilities
- Each area needs its own community facilities

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Isn't this market forces? If use ceases something else will take over
- Support proposal to protect existing community facilities and services through policy within the future Local Plan, in line with paragraph 93 of the National Planning Policy Framework (2021)
- We encourage protection and enhancement as protection alone can lead to no improvements

- All the community facilities in the Poole Quays Forum area are needed and more community facilities are needed in Hamworthy

Town/Parish Councils

- Request consultation on any future community facilities that may be proposed within the Parish

Q121. Please tell us any other comments about providing infrastructure that supports development in the Local Plan, including any other issues or ideas you feel that we should consider.

Most prevalent theme was **‘Suggestions’ (59)**

BCP Residents Responses

Suggestions

- Maintain roads better e.g., potholes in many areas, congestion
- Transport links need to be improved drastically before any development is considered
- Need a good train service across the conurbation
- E-bike scheme should be reviewed due to safety concerns for riders and pedestrians
- Green infrastructure needs to be reviewed, e.g., open spaces, recreation areas, green networks/corridors, allotments, tributaries, rivers, and coastlines
- Allotments are vital to residents with very little garden to grow their own produce
- All infrastructure development should be assessed on the basis of its net cost / benefits towards achievement of Climate Emergency targets
- Quality of education also needs to improve
- Bournemouth in particular needs schools
- Empty shops should be turned into community hubs to improve health and wellbeing especially during the cost of living crisis

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Road improvements please
- Please consider a fully overview of the libraries and their current structure. Specialist services such as Music and Heritage (which currently have excellent reputations) are being put under pressure due to cuts. The libraries do so much for the residents and are a face of the council so should be a priority in this issue of the consultation
- Maintain the infrastructure we already have properly; roads and pavements in many areas are a mess, uneven, potholed...
- We should not support development, period
- Burton, Christchurch, barely gets 4G reception, so that may need addressing
- Transport infrastructure needs an uplift as the growth of the area increases
- Bus facilities need to be looked at seriously

- In some areas there are huge problems with anti-social behaviour perpetrated specifically on buses. This is inexcusable as it puts drivers and public at risk. All buses should have video links in them
- Cycle routes are well catered for and some not used very much. They should not be expanded at the cost of transport links as there is no room on roads if the cycle lanes are too wide
- Footpaths/pedestrian links need to be investigated as many are not in good condition and can be a hazard to pedestrians
- Roads have a lot of potholes and need to be re-laid
- Electric vehicle charging points are going to become a necessity in the area as electric vehicles become more normal. Although costly it is a must if so many people will need them, but they need to be sited strategically
- Flood risk measures especially in Christchurch needs an overhaul. It floods too often and with rising sea levels it is quite urgent
- Green infrastructure such as open spaces, recreation areas, green networks/corridors, allotments, tributaries, rivers, and coastlines all need to be reassessed. Especially recreation areas for children to play on
- Allotments are becoming vital to residents with very little garden to grow their own produce. This may mean using some green space to accommodate this venture, but it will promote good health and a community of its own too
- All the improvements come with a need for parking which is in short supply in all areas when so much accommodation is being built
- There is no youth club/society in Poole and as a result nowhere for our young people to meet and safely interact. As a result, they hang around the bus station. All fast food outlets along the high street have been closed (on health grounds but somehow this doesn't include the KFC in the bus station), but this has resulted in there being nowhere for young people to meet up. This needs to be addressed.
- Allocate sites for schools, community centres, health uses etc
- Please find some way to support museums and art galleries to come to the area
- We have a unique Victorian seaside resort. The priority should be to retain the character (if the priority is something else then we need a proper consultation document), but we need a plan that moves us to the end of the 21st century
- The transport policy is in complete disarray, and we have no coherent realistic plan
- The proposed high density residential developments need to be justified, but if considered to be a sound plan for the future, then we need to implement 21st century infrastructure solutions that take cognisance of green objectives
- Need district heating (and cooling) solutions that allow adoption of the most appropriate energy source at a point in time. District heating can adapt easily to energy source
- District solid waste schemes are operating successfully in the Middle East - If we want to be a world class resort, we have to adopt the world class solutions that are actually been adopted by real world class resorts
- Cycleways are really not too viable: making a cyclist safe but few people are hardy enough to cycle in inclement weather or too elderly, or too young

- Make buses free so it will be nigh on impossible to use a car as they will be free, but they must be frequent and comprehensive, and cheaper for the council than building and maintaining new roads. You have to think outside the box now
- Free parking bays for 30 minutes at retail centres
- Infrastructure to support working from home
- Deliver Cat 6 world class communications technology and beat the World
- Sort out our over congested roads and stop narrowing them and making them dangerous. Stop building on car parks and leave the Bournemouth International Centre alone
- More clarity needed on council's intentions
- Residential and commercial premises now require communication systems to avoid unnecessary travel to offices
- Development should be in green infrastructure. Create food growing areas, more allotments, roof gardens, living walls. Insulate homes, create green energy, and less use of cars
- All infrastructure development should be assessed on the basis of its net cost / benefits towards achievement of climate emergency targets
- Infrastructure, particularly transport links and services, need to be vastly improved before any further development is considered. It is not possible to get between Bournemouth and Poole on any reasonable timescale. In the past several decades, all changes in health provision, council service provision, shops etc., have seen a move away from very local provision to ever larger and remote facilities. This is one of the main contributing factors to the clogged roads and is the very opposite of one of the aims stated in the Local Plan
- It has to be observed that cycle lanes seem to be built where the roads are wide enough, not where the cyclists need them. More careful research into the most popular routes for cyclists would ensure that the money spent on these routes gets a better return on investment.
- Review the infrastructure of today that has grown up to support three separate towns and agree a future model for a single conurbation
- BCP Council must aim to provide what's best for the residents and businesses of the towns and not what developers offer if this is purely for profit
- Provide a decent train service across the conurbation, i.e., a half hourly stopping service between Wareham and Brockenhurst. Re-open Boscombe station
- Bournemouth especially needs more schools. Secondary schools in the area have such small catchment areas now due to the demand. The quality of education also needs to improvement
- The immediate future is likely to be very hard financially for most families and therefore community projects will prove vital in sustaining mental and physical health. Where high street shops have declined the space should be used to create hubs for local people.
- Each town needs to have its own community facilities. Under no circumstances should Two Riversmeet be closed - if you are proposing to build more properties, then those living in them need to have full access to local amenities.
- The roads and pavements are in a poor state in many areas
- The electric scooter experiment should be reviewed

- Our poor infrastructure has an awful impact on our lives, sitting in endless queues of traffic due to our inadequate roads and the amount of vehicles using them
- Concerns about the health impacts of radiation from 5G masts
- Infrastructure should be resilient, secure, and high quality with transparent ownership and effective regulation
- If you say something is being done across BCP make sure it is - recent money for park regeneration all went to Bournemouth and Christchurch areas - none to Poole
- Propose the inclusion of the following to the new Infrastructure Delivery Plan:
 - o Enhance Maypole Square
 - o Need a small Bus hub located close to Old Orchard/West Street shopping facility in the regeneration area
 - o Need a medical centre in the regeneration area
 - o More access to public transport which must be vastly improved
 - o Tall buildings only in gateway areas on the regeneration areas, not on the lower High Street site, in the conservation area and heritage area
 - o Needs to be a fair proportion of sharing the responsibility of housing density/Green Belt
 - o Respect the heritage of the old town
 - o More schools needed to take care of 4,000 dwellings
 - o Enhance Poole Quay
 - o Improve High Street
 - o Existing electric supply is unstable
 - o Need a 20 mile an hour speed limit covering the Poole Old Town area of Poole Quays Forum
 - o Speeding vehicles in West Street should be addressed

Agents

- Whilst it is important that the appropriate level of infrastructure is delivered, any costs imposed on the development industry through Section 106 and/or Community Infrastructure Levy (CIL) financial contributions must be thoroughly tested through the Local Plan Viability Assessment and CIL charging schedule review
- There is an opportunity to provide a range of facilities to help improve accessibility to the area by sustainable modes of transport. We are currently exploring the feasibility of the following ideas: a transport hub with improved public transport services and electric vehicle provision. New pedestrian/cycle routes between Parley Lane and north Bournemouth. Improvements to the existing highway network to improve vehicle flows and reduce existing congestion in the local area
- This matter is controlled through the CIL regulations and there is no need to repeat national policy
- Community facilities: suggest the Local Planning Authority avoid reference to the 'Use Classes Order' as this can change at any moment and the policy is not stronger for this wording

Town/Parish Councils

- No more car parks within the Throop and Holdenhurst Village Parish and actively encourage cycling and walking
- Strongly object to additional traffic in Throop and Holdenhurst Village Parish

3.11. Other Comments and Suggestions

Q122. Finally, do you have any other issues, comments, or suggestions that we should consider for the Local Plan?

The most prevalent themes were **‘Suggestions’ (256)**

Sub-themes: **‘Protect Green Belt /green spaces/flood plains/trees’, ‘Comments on objective f) Our natural environment’, ‘Comments on objective b) New market and affordable homes’ and ‘Comments on objective e) Providing a safe, sustainable and convenient transport network’**

BCP Residents Responses

Protect Green Belt /green spaces/flood plains/trees

- Majority of these respondents wanted the Green Belt to remain fully protected with no developments
- Maintain small green urban areas for health and wellbeing and children’s play areas
- Focus on the regeneration of brownfield and inner town centre sites instead of building on Green Belt land
- Prioritise development of brownfield sites close to major travel hubs and places of employment
- Concerns that removing green spaces, including Green Belt land, goes against the council’s climate emergency objectives
- Concerns any development on the edges of BCP will only make travel problems worse
- Green fields, heathland, conservation areas, wildlife, parks, and community green spaces should be enhanced and developed rather than built on
- The Green Belt provides much needed wildlife highways and habitat
- It would not be necessary to build on green spaces if housing targets were lower
- Dorset has the best biodiversity of all the counties for its size so it should be protected for the benefit of the environment, BCP residents and tourists
- Concerns about developers focusing on profit alone, not protection of the green spaces in BCP

Comments on objective f) Our natural environment

- The highest level of protection must be given to the natural environment
- The majority of these respondents want the natural environment to be protected from developments and enhanced further for the environment, BCP residents and tourists
- Ancient woodland should be protected as a priority for wildlife benefits and for air quality in urban areas
- Developers should focus on the protection of the natural environment, not just profit
- Concerns that more development will lead to more erosion of the natural landscape
- Building should not in any circumstances be permitted on land prone to flooding
- Natural environment enables people to destress from the pressures of modern life which is vital at the moment

Comments on objective b) New market and affordable homes

- Concerns over densely populated urban areas encouraging crime and reducing quality of life
- Concerns over failed promises from developers on affordable housing, long delays on road repairs and excessive spending on materials
- Need a much stronger position on affordable housing, with stricter regulation of developers
- More social/affordable housing is needed not new builds that become second homes or private rental properties
- Need the necessary infrastructure to support new builds, e.g., schools, GP surgeries, roads, public transport
- Exhaust all options for building on brownfield sites before considering options on the Green Belt
- Concerns over excessive building of flats in BCP
- Concerns over the council setting up private companies to carry out development work
- Evaluate impact of homes owned by landlords and rented; Airbnb properties; second homes etc, on existing housing stock
- Greater control needed of second home buyers as they're preventing younger generations from the local area getting on the housing ladder
- If we want to be a city, we need to match the zero carbon policies of other major cities like London, Manchester, and Bristol
- More retirement villages in safe, rural areas

Comments on objective e) Providing a safe, sustainable and convenient transport network

- Desperately need a good, affordable public transport system
- Need bolder action to reduce car journeys despite the unpopularity of this with some motorists
- Enhance road networks to create free flowing traffic, provide better access and more affordable parking
- Invest in improving parking enforcement, especially around beach areas during summer months
- School car run is a significant problem regarding air pollution and congestion which must be tackled urgently
- Need more low traffic neighbourhoods as this had a positive impact on schools and enabled children to play in the street
- Tackle unnecessary car journeys and mileage around the conurbation as this is the root of many of the issues in the BCP area
- Concerns over money spent on cycle lanes that have caused delays, disruptions, and dangers for negligible gain

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- Trees are only mentioned with reference to the shading and urban cooling benefits, they should be far more prominent within the Local Plan for the wealth of benefits that they can bring and the role in a resilient future in the face of climate change
- More family-oriented activity centres, cheaper parking, less double yellow lines (possibly made into parking bays for town centre business owners), better rental prices for new and existing business, cleaner town centre
- More affordable 2 and 3 bed homes for families, more affordable homes for the elderly especially for the disabled elderly with well-equipped wet rooms
- The Local Plan should give mention of the Neighbourhood Plans being developed by smaller towns and parishes within BCP
- Generally, the Local Plan should be compatible with the needs of adjoining authorities and their various communities
- Collaboration with neighbouring councils should take account of climate change targets set by the government, amongst other issues
- Dorset Council is seeking (from government) an alternative way of developing a Local Plan which may affect the use of this consultation.
- It is unclear how the other planning authorities (local government or otherwise) will be trying to collaborate with BCP Council
- It is trusted that the declared objective of 'addressing key planning issues strategically' is to ensure mutual support from all authorities responsible for planning and controlling investments in Dorset
- There is particular concern over the challenges created by a Local Enterprise Partnership (planning to support growth) and a Clinical Commissioning Group (planning the pursuit of excellence whilst reducing access and costs), plus a water authority (with outstanding plans to reduce pollution)
- Every long-term plan should include intermediate milestones to enable performance monitoring and be a means by which practical prioritisation of issues and options may be secured. Such 'milestones' would be particularly valuable in ensuring adequate planning for climate change, let alone harmonizing the budgets of all stakeholders
- It will be important to see how BCP Council plan to ensure the adequate use and relevance of the eventual Local Plan, given the limited coverage of current parish councils. Perhaps neighbourhood forums, charter trusts and civic societies will be expected to contribute more strongly to the delivery of the adopted Local Plan
- Since the conurbation has so many bungalows, it may be beneficial to consider the regeneration of bungalow sites in suitable locations to local advantage and without too much strain on infrastructure services and facilities
- Owners of derelict, misused or under-used urban land could suggest their sites for redevelopment instead of using greener land which would be better used for carbon capture, food production and the life enhancing appreciation of nature

- An effective "staged" policy is required to prevent urban dereliction, a matter which creates a public desire to escape neglected areas for a more desirable urban environment
- Other factors (e.g., context, practicality, and acceptability) must be applied before the opinions that have been developed in the document can be considered as "robust evidence"
- BCP Council area - the current population data is stated but the relevant projected population data is not. 61% of the current population is of working age but the relevant projected percentage is not. No doubt this is a matter for clarification with the Dorset Local Enterprise Partnership
- It is noted that 'homes' currently cost more than nine times average earnings. It would be helpful to know how the Local Plan will be expected to improve upon the current situation, especially with reference to current and projected median annual full-time pay
- The following should be included in the Local Plan:
 - o absolute protection of ancient woodland, and ancient or veteran trees, with appropriate buffers and root protection areas specified
 - o presumption of retention of existing healthy mature trees on development sites, and a greater than 1:1 replacement ratio where trees are removed
 - o a borough-wide tree canopy cover target, and specific targets for development sites (we recommend a 30% canopy cover target) including use of urban greening factors where appropriate
 - o a specification for native tree species, preferably from UK sourced & grown stock
 - o setting targets for access to woodland as part of natural greenspace
 - o inclusion of trees, woodland, and other natural solutions in policies on energy efficiency, flood management, air quality etc
 - o incorporating green infrastructure as a green thread throughout the Local Plan.
- Appendix 1 - residential capacity could be increased at the following sites:
 - o Bath Road North - increase residential capacity from 20 to 50 homes
 - o Bath Road South - increase residential capacity from 10 to 50 homes
 - o Central car park - increase residential capacity from 200 to 300 homes
 - o Eden Glen car park - increase residential capacity from 30 to 60 homes
 - o Winterbourne Hotel - increase residential capacity from 60 to 200 homes
- The following sites were previously included in the Strategic Housing Land Availability Assessment (SHLAA) but are omitted from the Consultation paper that should be included:
 - o Winter Gardens - to reflect planning permission for 378 homes
 - o Town Hall Annex - with potential capacity for up to 70 homes
 - o West Hill - potential capacity for up to 70 homes
- It is important the Council addresses the tough questions and is bold in its decision making to ensure the Local Plan is robust and meets the needs of the conurbation through to 2038
- It would be a useful addition to the Issues and Options Consultation to identify how technology can be introduced to make the most of what BCP has to offer

Agents

- (a) and (g) Bournemouth's heritage is being destroyed in the advancement of (c) following the so-called Big Plan (e) The number and width of some on-road cycle lanes is putting cyclists at greater risk, reducing traffic capacity, and adding to congestion, therefore greater air pollution (h)
- The Issues and Options consultation document does not adequately plan for the housing needs of older people over the plan period. It relies on an out of date Shop@ methodology to calculate the housing needs for older people, resulting in a current shortfall of 955 housing with care units, by a further 678 units by 2038. The current strategy to address this need is via the Part M4(1), (2) and (3) of the building regulations but there is no detail on how the Council will ensure specialist housing is delivered over the Local Plan period
- BCP Council should revisit the November 2021 Local Housing Needs Assessment and the methodology and prevalence rates used in this
- A Viability Study should be produced which acknowledges the challenges faced by retirement community operators as well as the significant benefits specialist housing can bring to their residents and the wider community
- There are viability challenges for Extra Care housing which should be acknowledged through the Local Plan and then considered through relevant policies
- If specific sites are not allocated through the Local Plan for different forms of housing for older people, and the viability challenges for such forms of housing are not acknowledged through policy, retirement community developers will not be able to compete in the market to buy land, and this type of accommodation will not be delivered to meet the existing and forecast significant need for specialist housing
- Review the Financial Viability Review of Evidence in connection with the Solihull Local Plan EiP in full, with particular emphasis to the recommendations outlined at Paragraph 10.5 of the report and consider the measures included when producing the viability analysis to support the Local Plan

Developers/landowners

- More planning for conversion of existing commercial properties to homes
- Stop limiting housing to students and limit properties being used for holiday homes or second homes
- The next stage will be critical to ensuring a deliverable Local Plan. This must include a public facing explanation of the role and relationship of BCP to neighbour's areas who are facing pressure and opportunities also (Dorset/ New Forest)
- The involvement of the development industry to help inform viability considerations will be important to ensure the vision for BCP is one that is ultimately deliverable

Town/Parish Councils

- Site 07/03 is not a sustainable development which is contrary to the National Planning Policy Framework and contrary to the objectives (f) and (g). It would also fail objectives (i) and (e)

- f) There should be no compromise or dilution of the existing Green Belt and conservation areas within the BCP area especially within Throop and Holdenhurst village Parish area
- f) Object to BCP's current approach for the provision of strategic SANGs upon the Stour Valley water meadows residing within Throop and Holdenhurst village Parish area. This is in direct conflict with Historic England's conserving historic water meadows policy (Historic England 2017 Conserving Historic Water Meadows). This would be detrimental to the environment and in opposition to BCP's 2050 climate action plan
- f) Strongly agree with the change of use of our urban existing open spaces, e.g., golf courses to provide strategic SANGs which will be within walking distance of the proposed urban developments
- g) Throop and Holdenhurst village Parish contains the largest collection of listed buildings in BCP and therefore the historical context in which they lie should be preserved and maintained. The area has important heritage values that pre-date the creation of Bournemouth and therefore should be preserved under exceptional circumstances
- h) For a council that has declared a climate crisis, the focus should be on geodiversity and biodiversity as opposed to the current focus on human leisure. Opportunities for leisure should be focused on urban park space, thus protecting the sensitive natural environment & wildlife habitats within the Throop and Holdenhurst Parish area

3.12. Considering Equalities and Human Rights

Q123. Are there any positive or negative impacts of the recommendations and options in this consultation that you believe BCP Council should take into account in relation to equalities or human rights? If so, are you able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts?

The most prevalent themes were ‘**Suggestions**’ (68) and ‘**Concerns**’ (31)

BCP Residents Responses

Suggestions

- More respect for people of all ages
- Need to plan for an ageing population
- Active travel is not accessible to an ageing population in BCP
- The elderly need better transport provision to prevent social isolation
- Disability must be given much higher priority in the Local Plan
- Public building access, parking and transportation all need to be improved for disabled people
- Need disabled access for all new developments and retrofitting to the existing built environment
- Too much emphasis on cycling which is not accessible to all, e.g., disabled, older people and infirmed
- Some cycle routes and lots of pavement parking exclude disabled and pushchair access
- Need to make active travel more accessible to less mobile people
- The council has a duty to protect children’s futures against the worst effects of the climate and ecological emergency
- Consider the needs of all sections of the community and not just minority communities
- Need to consider the views of all of its residents before the views of the rich and powerful landowners
- Need to provide the poor, disabled and troubled with greater access to community facilities and support, e.g., youth clubs and community activities

Concerns

- Safety concerns regarding Beryl bikes/e-scooters negatively impacting on pedestrians, pregnant women, families, and the elderly
- Concerns that discrimination of people on socio-economic grounds is a big problem in BCP, i.e., regarding the needs of the wealthy as more important than those of who are less well off
- Concerns over economic discrimination towards the poor, disabled and troubled, e.g., inability to enrol children in afterschool/holiday clubs or access community facilities
- The council needs to be careful not to dictate where people must live in order to gain access to employment opportunities, e.g., negative impacts of having to travel from Poole to Christchurch for work

- The Council needs to engage with the community more, especially children who will feel the effects of climate change more than anybody
- Concerns about active travel discriminating against those who cannot walk or cycle
- Concerns there is an absence of focus on how town policy might impact women, young families, or the elderly
- Concerns transport proposals discriminate against the elderly, disabled and the infirm, e.g., limiting access to healthcare further and not prioritising pedestrians enough
- Concerns that the needs of locals are not prioritised enough
- Concerns over the negative impact single unit housing is having on families, i.e., families are getting smaller and rarer, and this is contributing to an older population
- Concerns over how proposals discriminate against young people by not doing enough, e.g., lack of access to affordable housing, negative effects of climate change on younger people and higher cost of living

Responses made by organisations/associations, agents, developers/landowners, and Town/Parish Councils

Organisations/associations

- BCP has not considered neurodiversity within the consultation which is a clear discriminatory approach. The publication and consultation is very much structured to support a particular neurotype. See <https://becg.com/neurodiversity>
- Strong emphasis of infrastructure investment should be in public and shared modes. Investment in road / highway improvements does not benefit a wide cross section of the public and could discriminate against protected groups
- Equalities and human rights have nothing to do with your plans
- Improving the quality of the built environment with green infrastructure, and protecting the natural environment, including public access, helps address health inequalities and improve the health and wellbeing of the whole community
- Loss of trees in the urban environment risks exacerbating health inequalities and should be avoided

Developers/landowners

- You have a government target of how many homes to be built in the future. How many of these are specifically built for the disabled? This housing shortage crisis is bad, but it is a lot worse for the disabled trying to find a suitable home

Town/Parish Councils

- The digitalization of the consultation process disadvantages our many elderly residents and as a parish council we believe that we have a responsibility to voice concerns on their behalf. We support the greater involvement of residents in any consultation process, but it needs to be inclusive and properly facilitated
- Concerned about the impact of using Green Belt sites to meet arbitrary targets and the failure to protect the Green Belt set out in National Planning Policy Framework 13

Summary – agreement with vision and importance of objectives

Respondents were asked to what extent they agree or disagree that our vision is the right vision for the Local Plan:

Vision: We aim for Bournemouth, Christchurch, and Poole to be the UK's newest city region, brimming with prospects, positivity, and pride.

- 35% strongly agree or agree with the vision
- 18% neither agree nor disagree
- 46% strongly disagree or disagree
- 1% do not know

The table below shows the percentage of those strongly agreeing or agreeing with each of the objectives (% agree) and those who selected the objective in their top 5 (% top 5 importance).

Objectives	% agree	% top 5 importance
a) Regenerate our town centres and network of vibrant communities	82%	55%
b) Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities	53%	28%
c) Support economic growth, the creation of jobs and the offer to visitors	73%	37%
d) Adapt our high streets and shopping areas to cater for changing retail demands	80%	43%
e) Provide a safe, sustainable and convenient transport network...	78%	53%
f) Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces	89%	75%
g) Promote local character and the delivery of high quality urban design	69%	31%
h) Improve health and wellbeing and contribute towards reducing inequalities	77%	41%
i) Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency	70%	45%
j) Deliver the infrastructure needed to support development, local communities and businesses	74%	37%

Summary – Issues and Options

The next pages summarise the levels of agreement and disagreement for each of the issues and options.

Each table shows the percentage of those strongly agreeing or agreeing with the issue/option (% agree) and those strongly disagree or disagree (% disagree). The percentages do not always add up to 100% as it excluded those respondents who selected 'neither agree nor disagree' and 'don't know'.

The number of respondents answering about each of the issues/options (the base) is shown in brackets next to each issue/option.

Overall, there are higher levels of agreement than disagreement for the majority of issues/recommendations, with the exception of a few (relating to tall buildings and development around Stoney Lane) and for some options (where respondents could state how strongly they agree or disagree with each of the options), as shown in the tables on the next few pages.

1. Regenerating our town centres and network of vibrant communities

Issues	Agree	Disagree
Issue: Regenerating our town centres (299)	66%	23%

Bournemouth

	Agree	Disagree
a) Increasing the number of people living in the town centre by making more sites available for new homes (158)	65%	23%
b) Making significant investments in the Bournemouth International Centre and the seafront to boost the quality of the visitor attractions available (159)	71%	13%
c) Making stronger connections between different parts of the town centre, and from the main shopping and leisure areas to the seafront (159)	78%	9%
d) Supporting the development of new hotel stock by allowing poor hotels to more easily exit the market (157)	59%	11%
e) Developing the Smart City concept ensuring high quality digital infrastructure is available across the town centre (157)	54%	14%
f) Positively encouraging taller buildings in some areas to enhance our iconic skyline (150)	33%	49%
g) Embracing community-led and cultural initiatives that support regeneration (157)	68%	6%
h) Supporting the diversification of shops, allowing a wider range of commercial activities, and the reuse of upper floors for alternative uses, such as new homes (158)	82%	10%
i) Continuing to focus on enhancing walking/cycling/public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses (homes) (159)	51%	37%
j) Enhancing the role of the Lansdowne as an area for employment and education (150)	60%	8%

Christchurch

	Agree	Disagree
a) Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome (104)	35%	52%
b) Supporting the redevelopment of the Lanes (south of the high street) and Saxon Square with mixed use development (103)	48%	34%
c) Enhancing the pedestrian connections around the centre and across Fountain Roundabout (102)	70%	10%
d) Undertaking improvements to streets and public spaces (104)	83%	5%
e) Delivering strategic flood risk defences to protect the town from future flood risk (104)	87%	4%
f) Supporting improvements to the Two Riversmeet Leisure Complex (104)	72%	5%
g) Embracing community-led and cultural initiatives that support regeneration (104)	67%	7%
h) Enhancing wayfinding/signage to help improve connections between the waterfront areas and the rest of the town centre (103)	62%	6%

Poole

	Agree	Disagree
a) Increasing the number of people living in the town centre by making a number of sites available for housing (152)	61%	20%
b) Redeveloping the former power station site and support the regeneration of adjacent sites to create a vibrant new urban neighbourhood (153)	84%	9%
c) Allowing some taller buildings in the regeneration area and the area north of the railway line (153)	44%	38%
d) Creating a better sense of arrival into the centre, supporting improvements at Poole bus station, Poole railway station and around the Kingland Road area (152)	92%	2%
e) Working with Network Rail to resolve the ongoing concerns about the high street level crossing to see if it can be closed or made safer (153)	64%	15%
f) Considering reducing the size of the shopping area and create opportunities to introduce some residential uses into the high street (152)	61%	24%
g) Better connecting the Lighthouse within the rest of the town centre by reconfiguring or closing Kingland Road (152)	62%	18%
h) Refurbishing or replacing the Dolphin Leisure Centre to provide a fit-for-purpose leisure centre (153)	74%	8%
i) Preserving or enhancing the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project (153)	94%	1%
j) Delivering strategic flood risk defences to protect the town centre from future flood risk (151)	80%	3%
k) Embracing community-led and cultural initiatives that support regeneration (151)	67%	7%
l) Enhancing wayfinding/signage to help improve connections between the Quay and the rest of the town centre (152)	64%	10%

Vibrant Communities

Issues and Options	Agree	Disagree
Issue: Vibrant local communities (127)	88%	7%
a) Maintaining access for residents to basic local services and facilities within walking distance of their homes wherever possible (127)	96%	2%
b) Supporting our network of district centres, local centres, high streets, and neighbourhood shopping parades by retaining them as a focal point for commercial activities (125)	92%	3%
c) Providing new homes within, or close to, existing centres (127)	65%	12%
d) Ensuring communities have access to open space and recreation facilities (127)	96%	2%
e) Providing safe, easy, and accessible walking and cycle routes to access shopping areas, schools, community facilities and open spaces (128)	89%	3%
f) Embracing community-led and cultural initiatives that support local communities (128)	83%	4%
g) Supporting local food growing opportunities (128)	83%	2%
h) Providing advice to local communities who wish to develop neighbourhood plans in their areas (127)	83%	4%
i) A continued focus on the regeneration of Boscombe through the Towns Fund proposals (126)	55%	12%

2. New market and affordable homes

Issues and Options	Agree	Disagree
Objective: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities		
a) Option 1 - government's standard housing method (235)	20%	75%
b) Option 2 - lower locally derived housing figure (255)	68%	21%
Issue: How to provide affordable housing (179)	62%	20%
Issue: Providing custom self-build housing plots (88)	43%	32%
Issue: Providing the right mix and type of homes (185)	40%	40%
Issue: Providing homes for older people and those with disabilities (110)	79%	13%
Issue: Student accommodation (74)	68%	21%
Issue: Pitches for gypsies, travellers and travelling showpeople		
a) Option 1: Consider allocating site(s) within the urban area (107)	50%	37%
b) Option 2: Consider if exceptional circumstances justify allocating site(s) within the Green Belt (107)	28%	63%
c) Option 3: Rather than allocating sites, include a criteria-based policy against which to assess planning applications for permanent and/or transit sites (105)	27%	47%
d) Option 4: Requiring pitches to be provided as part of larger, strategic sites (105)	27%	50%
e) Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets (105)	18%	68%

3. A prosperous economy

Issues and options	Agree	Disagree
Recommendation: We propose to continue to allocate Bournemouth Airport; Poole Port; Talbot Village; Wessex Fields; and Lansdowne as the key strategic employment sites.		
Bournemouth Airport (91)	72%	18%
Poole Port (89)	74%	10%
Talbot Village (87)	40%	26%
Wessex Fields (88)	55%	14%
Lansdowne (86)	64%	12%
Issue: Protecting existing employment areas		
a) Option 1: Continue to protect all existing employment areas for employment related use only (96)	42%	38%
b) Option 2: Be more flexible and allow a wider range of uses in employment areas, including housing (93)	64%	28%
c) Option 3: Identify specific employment areas that can be re-developed for housing (94)	49%	31%
Issue: Isolated employment sites		
a) Option 1: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur, and exploring other uses that generate employment or health/care related development in the first instance (55)	58%	35%
b) Option 2: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur. (56)	47%	29%
c) Option 3: No longer protect isolated employment sites for employment and encourage redevelopment (55)	41%	42%
Issue: Visitor accommodation		
a) Recommendation - We propose to prioritise central Bournemouth as a location for new hotel development. We would seek to focus new hotel development in this area (73)	49%	27%
b) Option 1 Resist the loss of hotels in specific zones within Bournemouth town centre and potentially within Christchurch and Poole town centres. (79)	53%	28%
c) Option 2 Resist the loss of hotels but support enabling residential development alongside hotel redevelopment. (80)	48%	36%
d) Option 3 Consider a more market driven approach that is more flexible to the loss of hotels (77)	35%	35%
Issue: Visitor attractions		
a) Option 1 Explore if exceptional circumstances exist, which would allow us to allocate some of these sites (112)	37%	54%
b) Option 2 Continue to encourage new visitor attractions to be focused within our existing centres (117)	76%	16%

4. Adapting our high streets and retail areas

Issues and Options	Agree	Disagree
Issue: Our needs for shopping and other town centre uses (187)	56%	12%
Issue: Town centre boundaries and primary shopping areas		
Option 1 Continue to encourage new visitor attractions to be focused within our existing centre (123)	39%	25%
Option 2 We could review the boundaries, with a view to reducing their size, in order to concentrate commercial activity into smaller areas to respond to increasing numbers of vacant units (132)	60%	23%
Issue: Sequential tests and impact assessments		
Option 1 Adopt a threshold of 400 sqm (70)	33%	32%
Option 2 Work with the national threshold of 2,500 sqm (73)	27%	39%
Option 3 Adopt a different approach with a different threshold or different thresholds for different locations (74)	48%	19%
Issue: Vibrant centres		
Option 1 Restrict the loss of existing premises over 1,500 sqm in Class E use (119)	68%	16%
Option 2 Identify the heritage Conservation Areas where changes of use from Class E to residential would likely have a harmful impact on the character and sustainability of the Conservation Area (119)	73%	8%

5. Providing a safe, sustainable, and convenient transport network

Issues and Options	Agree	Disagree
Issue: Our future transport strategy (232)	77%	13%
Issue: Transport infrastructure (227)	72%	14%
Issue: Transport impacts from new development (196)	83%	9%

6. Our natural environment

Issues and Options	Agree	Disagree
Issue: Conserving and enhancing biodiversity and geodiversity (302)	88%	5%
Issue: Protecting Dorset Heathlands and mitigating development impacts (282)	79%	9%
Issue: Provision of strategic Suitable Alternative Natural Greenspaces (SANGs)		
a) Recommendation - to continue the current approach to the provision of strategic SANGs through both public and private SANGs (198)	64%	20%
b) Option 1: Changing the use and/or management of some of our existing open spaces (198)	56%	19%
Issue: Improving the air quality on the Dorset Heathlands (164)	80%	6%
Issue: Dealing with Poole Harbour Recreational Pressures (116)	67%	7%
Issue: Dealing with Poole Harbour Nitrate Pollution (117)	83%	5%
Issue: Supporting green infrastructure and open space		
a) Recommendation - to maintain and expand the Green Infrastructure Network (299)	69%	20%
b) Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements (316)	12%	81%
c) Option 2: Allowing the loss of open space for community uses that outweigh the loss of the open space (310)	14%	69%
d) Option 3: Making new developments pay financial contributions towards enhancing or providing alternative open space if they cannot provide open space on site (322)	53%	38%

7. Our built environment

Issues and Options	Agree	Disagree
Issue: Ensuring good placemaking and urban design (132)	91%	6%
Issue: Planning for urban intensification		
a) Alder Road, Poole (94)	35%	19%
b) Alma Road, Bournemouth (94)	32%	18%
c) Ashley Road, Poole (96)	46%	22%
d) Barrack Road, Christchurch (101)	33%	35%
e) Bournemouth Road area, Poole (93)	36%	24%
f) Charminster Road, Bournemouth (95)	37%	21%
g) Columbia Road, Bournemouth (94)	32%	18%
h) Danecourt Road, Poole (94)	20%	24%
i) Fernside Road, Poole (95)	23%	26%
j) Higher Blandford Road, Broadstone (94)	20%	28%
k) Holdenhurst Road, Bournemouth (94)	48%	13%
l) Lansdowne and surrounding area (94)	51%	15%
m) Longfleet Road, Poole (93)	35%	25%
n) Lymington Road/Highcliffe Centre and surrounds (98)	19%	38%
o) Magna Road, Poole (94)	20%	35%
p) Old Christchurch Road, Bournemouth (93)	38%	19%
q) Parkstone Road, Poole (93)	30%	26%
r) Penn Hill Avenue, Poole (94)	30%	36%
s) Poole Road (92)	31%	20%
t) Ringwood Road, Bournemouth (96)	33%	18%
u) Ringwood Road, Poole (93)	33%	19%
v) Sandbanks Road, Poole (96)	28%	39%
w) Seabourne Road, Bournemouth (92)	24%	24%
x) Talbot Road, Bournemouth (92)	26%	24%
y) Wimborne Road, Bournemouth (94)	30%	20%
z) Wimborne Road, Poole (97)	31%	26%
Issue: Tall Buildings		
Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres (142)	60%	29%
Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate, and local amenity (144)	26%	68%
Issue: Preserving and enhancing our heritage		
Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets (161)	87%	8%
Option 2: Undertake a comprehensive review through Conservation Area Appraisals to ensure the designations remain fit-for-purpose (156)	64%	14%
Issue: Preserving coastal and landscape character		

a) Recommendation - preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this (167)	91%	5%
b) Option 1 We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs. (164)	90%	4%

8. Promoting health and wellbeing

Issues and Options	Agree	Disagree
Issue: Supporting health and wellbeing		
a) Recommendation: Health Impact Assessment (HIA) (198)	76%	7%
b) Option 1- explore introducing a specific financial contribution from new developments towards health infrastructure (194)	75%	6%
Issue: Ensuring a high standard of amenity		
a) Recommendation - support a high standard of amenity for existing residents and future occupiers of new homes (123)	94%	1%
b) Option 1: Setting internal space standards for new residential development in line with nationally described space standards (125)	82%	6%
c) Option 2: Setting standards for external space on residential development for flats (124)	89%	2%

9. Tackling climate change

Issues and Options	Agree	Disagree
Issue: Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions		
a) Option 1 Allow new development to comply with the national building regulation (Part L) requirements (184)	46%	34%
b) Option 2 Set a higher local standard beyond the building regulations (Part L) requirements. (204)	85%	7%
Issue: Maximising the uptake of energy from renewable sources		
a) Option 1 Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure. (203)	75%	9%
b) Option 2 Determine renewable and low carbon energy proposals, subject to policy criteria for example, respecting landscape quality and residential amenity. (204)	75%	7%
Issue: Flood and coastal erosion risk management (159)	71%	22%

10. Providing the infrastructure that supports development.

Issues and Options	Agree	Disagree
Issue: Delivering the infrastructure to support growth (136)	76%	10%
Issue: Balancing the delivery of infrastructure with viable development (122)	64%	24%

Issue: Telecommunications and digital infrastructure provision (100)	65%	15%
Issue: Community facilities and services (132)	77%	15%

Summary – Interactive maps

Respondents were invited to leave comments directly onto eight interactive maps that were available on the council's engagement website to tell us what they thought about the promoted sites and other issues.

602 respondents left 1366 comments on the eight interactive maps during the consultation period.

A summary table of the number of comments and respondents are shown in the table below.

Interactive Map	Number of Comments	Number of Respondents
Promoted Green Belt sites	762	345
Potential residential sites in the urban area	371	208
Potential Areas of Change	63	41
Promoted Leisure sites	31	15
Conservation Areas	21	16
Strategic Employment sites	17	16
Centres of Employment	14	14
Proposed Retail Centre Hierarchy	11	8

Please see [Appendix 2](#) of the main report for a summary of all interactive maps.

4. Introduction and background

4.1. Background

BCP Council is working towards adopting a new Local Plan to replace plans of the three preceding authorities. The new Local Plan will provide a framework of policies and site allocations to guide future development across Bournemouth, Christchurch, and Poole to support our future population and help grow our economy. Our Issues and Options consultation has identified our future needs for new homes, jobs, infrastructure, and other supporting services, whilst respecting and protecting the area's best features including the coast, internationally designated environments, Green Belt, and areas at present and future risk of flooding.

This stage in the development of a Local Plan is where consultees have their say on both the issues and options and promoted sites put forward to help inform the next stage. When adopted, the BCP Local Plan will inform development across Bournemouth Christchurch and Poole until 2038.

The Local Plan Issues and Options consultation covers the following objectives:

1. Regenerating our town centres
2. New market and affordable homes
3. A prosperous economy
4. Adapting our high streets and retail areas
5. Providing a safe, sustainable and convenient transport network
6. Our natural environment
7. Our built environment
8. Promoting health and wellbeing
9. Tackling climate change
10. Providing the infrastructure that supports development.

4.2. The structure of this report

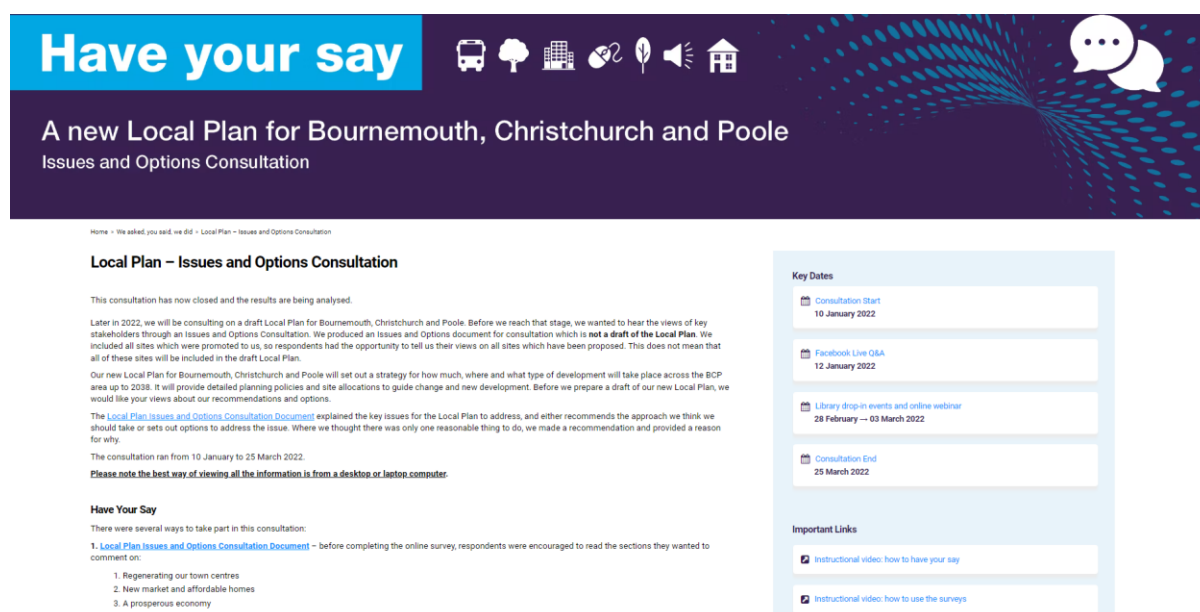
This report is structured into sections for each of the 10 objectives. Each section includes analysis from the various methods we used to gather views from the public and key stakeholders. This includes quantitative and qualitative results of the online and paper surveys, including showing any significant differences in responses by subgroups; comments from the interactive maps; and email/letter written responses, as described in the [Methodology](#) section.

5. Methodology

The consultation was hosted on the council's [Have Your Say engagement website](#) between 10 January and 25 March 2022.

The [main consultation page](#) included a description of the consultation, consultation documents in different formats, the ways to get involved (including online and paper survey forms and digital maps), interactive maps, promotional videos, frequently asked questions and where to get further information.

We also provided information about the consultation events including four drop-in library sessions and an online webinar.



There were several ways respondents could take part in the consultation:

1. **Local Plan Issues and Options Consultation Document** – before completing the online survey, respondents were encouraged to read the sections they wanted to comment on. Respondents could either:
 - view the [interactive consultation document](#) in an easy-to-click through format
 - download a [PDF version](#)
 - view a full printed version in BCP Council libraries.
2. **Online Survey** - we asked respondents to give us their views on the issues and options for any of the 10 sections online:
 - they could choose which sections to complete and can save their responses and return at another time before the deadline
 - respondents were encouraged to have the consultation document open while completing the online survey

A [summary paper survey](#) was available to download for people who wanted to make a general comment on the sections. They could email their completed form, print it and return it to the Planning Policy Team by post, or drop it into a 'Have Your Say' box at any of the BCP Council Libraries.

3. **Interactive Maps** - in addition to completing the survey, respondents could also view and drop pins to add comments directly onto eight maps to tell us what they thought about the proposed sites and other issues. A list of the sites could also be viewed [online](#).
4. **Other written responses** - respondents could also submit written responses to the consultation which could be emailed to bcplocalplan@bcpcouncil.gov.uk, mailed to the Planning Policy Team, or dropped into a 'Have Your Say' box at any of the BCP Council libraries.
5. **Library drop-in events** - We held drop-in sessions and an online webinar where members of the public and other interested parties could ask officers any questions they had about the consultation. They could also get support on how to complete the questionnaires and interactive maps:
 - **Bournemouth Library**: Monday February 28 from 10am-3pm
 - **Christchurch Library**: Tuesday March 1 from 9.30am-2.30pm
 - **Broadstone Library**: Wednesday March 2 from 10am-12pm
 - **Rossmore Library**: Wednesday March 2 from 1pm-4pm
6. **Councillor events** – the following councillor events were advertised in Christchurch Library to provide help and advice to residents in responding to the issues and options consultation:
 - Christchurch Independents Drop-in (Burton Community Centre) Thursday 3 March 6pm-8pm
 - Christchurch Independents Drop-in (St Catherine's Community Centre) Wednesday 2 March 6-8pm
 - Monday Market Day Stall at Christchurch Market Monday 28 February
 - Christchurch Library Drop-in Saturday 5 and 11 March
 - There was also a Christchurch Citizen's Association (CCA) Local Residents Group open day workshop held at Christchurch Library.
7. **Online sessions** - Two online Local Plan specials were held on Wednesday 12 January – 1pm and Thursday 3 March at 6pm. Attendees could ask questions during the event on our Facebook, Twitter and LinkedIn pages or could watch the Live Broadcast on YouTube: [BCP Council - Our Local Plan - LIVE broadcast - YouTube](#)
8. **Young People's online forum** - three online workshops were held with BCP Council's Youth Forum on 19 January, 2 February, and 16 February. The meetings all took place between 5:30 and 6:30pm.

In the first session we set the context for the Local Plan and explored with attendees which objectives they would like to discuss in more detail and give their thoughts on, in sessions 2 and 3.

The second session covered:

- Tackling climate change,
- Providing a safe, sustainable and convenient transport network, and
- Adapting our high street and retail areas

The format for this session was:

- Introduction to explain issues and options.
- Group discussion and discussion on the following questions, with responses captured on a 'jamboard':
 - Are there any issues we haven't thought of?
 - What are your thoughts on reducing car use in our area?
 - How do you think we could save our high streets?
 - How do you think we could tackle climate change locally?

The third session covered:

- New market and affordable homes
- Promoting health & wellbeing

The format for this session was:

- Introduction to explain issues and options.
- Group discussion and discussion on the following questions, with responses captured on a 'jamboard':
 - Are there any issues we haven't thought of?
 - How can we deliver enough new homes?
 - How do you think we could promote health and wellbeing?

5.1. Description of Analysis

Survey Analysis

The online survey was designed in 'Snap' (survey design software). The online responses were downloaded into Snap for analysis. The data was checked and verified in preparation for analysis and held in the BCP Council Insight Team's secure area.

Quantitative analysis was carried out using Snap to identify the frequencies for each question.

Percentages

The figures in this report are presented as a percentage of people who answered the question and included 'don't know.' NB. The percentages in this report will not always

add up to 100%. This can be because of rounding, or because for some questions, respondents are allowed to select more than one response.

Differences in responses

Results are broken down by respondent type, (legacy) council area and equalities groups (where sample sizes are large enough), to show any significant differences. Only differences that are statistically significant are shown in the report.

Qualitative comments

The written (qualitative) responses were exported into Excel and coded into categories. The most common themes/codes are reported on in this report. Anonymised quotes from participants have been used to illustrate the themes identified.

Qualitative research does not seek to quantify data, instead, its purpose is to provide deeper insights into reasoning and impact, and many researchers therefore believe that numbers should not be included in reporting. The numbers of people mentioning the most prevalent codes are provided in this report to give an indication of the magnitude of response. For codes with large numbers of comments, we have created sub-codes to make these easier to interpret.

Importantly, given the nature of the data, this does not however provide an indication of significance or salience in relation to the question asked. In addition, where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

Interactive Maps

Some respondents chose to add comments to one or more of the eight interactive maps that were available on the [council's engagement website](#).

Comments needed to be matched to the sites/features they were left on so that officers could quickly see the site on which the comments referred to. For example, comments on the Winkton conservation area needed to have 'Winkton' added to them.

Comments for each of the eight maps were exported as Excel files. The exported data included the latitude and longitude of comments left by respondents. These were plotted spatially using geographical information systems (QGIS) software for each of the eight maps. Reference layers from the maps were also added to the GIS software and GIS processing techniques were used to add the relevant data (e.g., site name) from the reference layers to the comments.

5.2. Communications Objectives

The communications objectives were to:

Raise the profile and increase the understanding of what a Local Plan is to our residents and businesses, including how the Local Plan is developed and its importance and relevance for people who live, work and visit Bournemouth, Christchurch and Poole.

Provide clear and transparent information on how people can take part, including timescales, deadlines and information about next stages.

Protect and promote BCP Council's reputation, by encouraging participation, assuring participants that the council will listen and that everyone's opinion counts.

Create a positive and ambitious vision for the area, by raising the aspirations of our residents and businesses.

Maximise participation in the Issues and Options consultation, via our specific and general consultation bodies, whilst specifically targeting three main audience groups.

Audiences

The key audiences were identified as:

Specific consultation bodies, consist of BCP Town and Parish Councils, relevant adjoining local planning authorities, relevant adjoining town and parish councils, electronic communication companies, Dorset Health and Wellbeing Board, English Heritage, The Coal Authority, Environment Agency, Homes and Communities Agency, Highways England, Marine Management Organisation, National Grid, Natural England, Network Rail, Scottish & Southern Energy PLC, Bournemouth Water, Wessex Water.

General consultation bodies consist of our current neighbourhood forums, resident and community groups, places of worship and religious groups, energy, environmental and sustainability groups, heritage groups, leisure and recreation groups, culture and arts groups, place of education and children & young people's groups, healthcare and community safety groups, citizen, political and societal groups, business and economy groups.

BCP Local Plan consultation database - comprises 2,800 subscribers (including the specific and general consultation bodies referred to above), together with agents/developers, members of the public and interested parties who have requested to be kept informed of planning policy consultations. Interested parties can subscribe to this database at any time.

Highlighted target groups, as set out in our objectives, include

18-25 year olds (Transient renters)

Families with young children

25-45 year olds

Small business owners

Communications Outputs

Communications outputs included:

- 3 Media releases (on 9 July 2021, 5 October 2021 and 9 February 2022).
- A promotional video was available at <https://www.youtube.com/watch?v=ZV1cF0UbUr0>
- Professionally recorded podcast
- Organic social posts (Facebook /Twitter /LinkedIn /Instagram) #BCPLocalPlan
- 8 stakeholder e-newsletters sent to over 2,900 subscribers between 10 January – 17 March 2022.
- Highlighted in three corporate e-newsletters, sent to over 46,000 subscribers
- Highlighted in Our Week, the internal staff e-newsletter, sent to over 5,000 recipients
- 250 postcards and 100 Posters
- Press coverage included 23 articles in the Bournemouth Echo on:
 - 28 June 2021
 - 12 July 2021
 - 12 July 2021
 - 12 July 2021
 - 13 July 2021
 - 15 July 2021
 - 26 July 2021
 - 3 August 2021
 - 6 October 2021
 - 13 January 2021
 - 4 February 2022
 - 4 February 2022
 - 9 February 2022
 - 10 February 2022
 - 10 February 2022
 - 12 February 2022
 - 13 February 2022
 - 14 February 2022
 - 17 February 2022
 - 18 February 2022
 - 20 February 2022
 - 15 March 2022
 - 24 March 2022

6. Engagement Figures

This section shows the engagement figures for each method used during the consultation.



Unique website visits: 10 January - 25 March 2022

- haveyoursay.bcpCouncil.gov.uk/localplan - 12,923 unique visitors
- bcpcouncil.gov.uk/LocalPlan – 1,271 unique visitors



Four library drop-in events

A total of **90** individuals attended one of the four drop-in information events.

Live Q&As – Local Plan specials



- **Thursday 3 March – 6pm:**
5,963 minutes watched across Facebook, Twitter, LinkedIn and YouTube
Average viewing time: **3mins 58 secs**



- **Wednesday 12 January – 1pm**
8,306 minutes watched across Facebook, Twitter, LinkedIn and YouTube
Average viewing time: **3mins 20 secs**

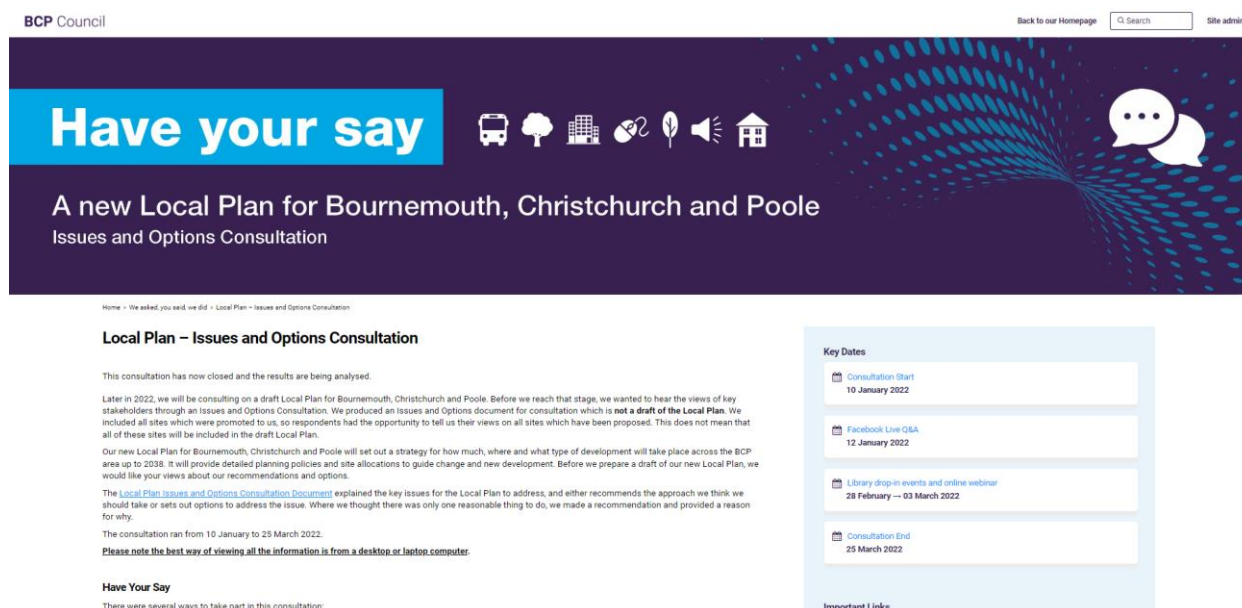


Facebook outcomes

Organic Facebook posts **#BCPLocalPlan**

- **30** posts 6 January – 22 March 2022.
- **1,115** comments
- **149** shares

Engagement HQ analytics



The consultation was hosted on the council's [engagement HQ website](#). There were approximately 20,700 **visits** to the [consultation page](#) during the consultation period. There were 12,923 **aware visitors** (i.e., a visitor who has made at least one single visit to the webpage) and 5,345 **informed visitors** (i.e., a visitor who has taken the 'next step' from being aware and clicked on something). 627 **engaged visitors** contributed to an activity on the website, such as the interactive maps.

Visitors Summary



Highlights

TOTAL VISITS	MAX VISITORS PER DAY	
22.7 k	789	
NEW REGISTRATIONS		
188		
ENGAGED VISITORS	INFORMED VISITORS	AWARE VISITORS
628	5.6 k	13.8 k

Visitors engaged with the content on the main consultation page as follows:

- 2,410 visitors downloaded a document, including:
 - 1,632 downloads of the PDF version of the [consultation document](#)
 - 1,499 downloads of the [Interactive consultation document](#)
 - 433 downloads of the [PDF Summary Survey](#)
- 191 visited the [Frequently Asked Questions](#)

The majority of visits came directly through direct channels namely Facebook, the BCP Council website and Google.

TRAFFIC CHANNEL	AWARE VISITS	INFORMED VISITS(%)	ENGAGED VISITS(%)
 DIRECT	10831	4271 (39.4%)	484 (4.5%)
 SOCIAL	5056	1309 (25.9%)	103 (2%)
 EMAIL	43	25 (58.1%)	8 (18.6%)
 SEARCH ENGINE	1835	1010 (55%)	62 (3.4%)
 .GOV SITES	2084	958 (46%)	24 (1.2%)
 REFERRALS	874	419 (47.9%)	46 (5.3%)

Survey Respondents



957 respondents completed an online or paper form during the consultation period.
831 respondents took part in the online survey and 126 took part in the paper summary survey

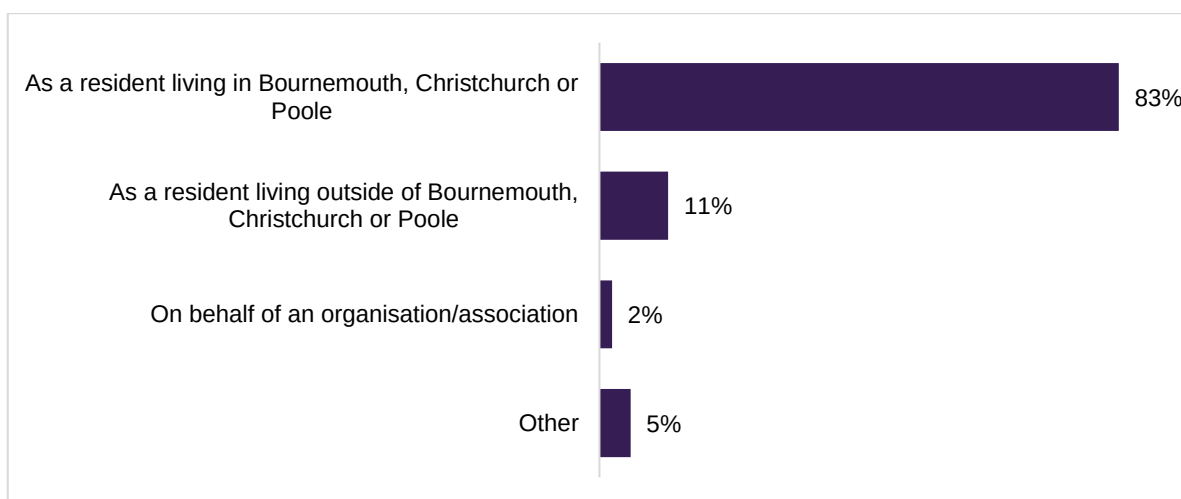
Survey Respondent Profile

The respondent profile and map of postcodes is shown in [here](#).



83% of respondents live in Bournemouth, Christchurch or Poole, with 11% living outside of the BCP Council area. 2% are members of organisations and 5% were 'other', this includes agents, developers and councillors (the numbers are too small to report individually).

Figure 1: Respondent type



Base (956)

Interactive map respondents

Respondents were invited to leave comments directly onto 8 interactive maps to tell us what they thought about the promoted sites, as well as other issues.
602 respondents left 1290 comments on the eight interactive maps during the consultation period. Please note these figures only include comments made through the interactive maps not through text references in the surveys, letters or emails.

The 'promoted Green Belt sites' map had the highest level of interest with 762 comments from 345 respondents³. Next highest was the 'potential residential sites in the urban area' map with 371 comments from 208 respondents. A full breakdown of the interactive map responses can be seen in the table below.

Table 3: Interactive map responses

Interactive Map	Number of Comments	Number of Respondents
Promoted Green Belt sites	762	345
Potential residential sites in the urban area	371	208
Potential Areas of Change	63	41
Promoted Leisure sites	31	15
Conservation Areas	21	16
Strategic Employment sites	17	16
Centres of Employment	14	14
Proposed Retail Centre Hierarchy	11	8

^[1] 73 comments were left in locations where promoted Green Belt sites overlap. These comments have been attributed to each of the overlapping sites.

³ 73 comments were left in locations where promoted green belt sites overlap. These comments have been attributed to each of the overlapping sites.

Survey results

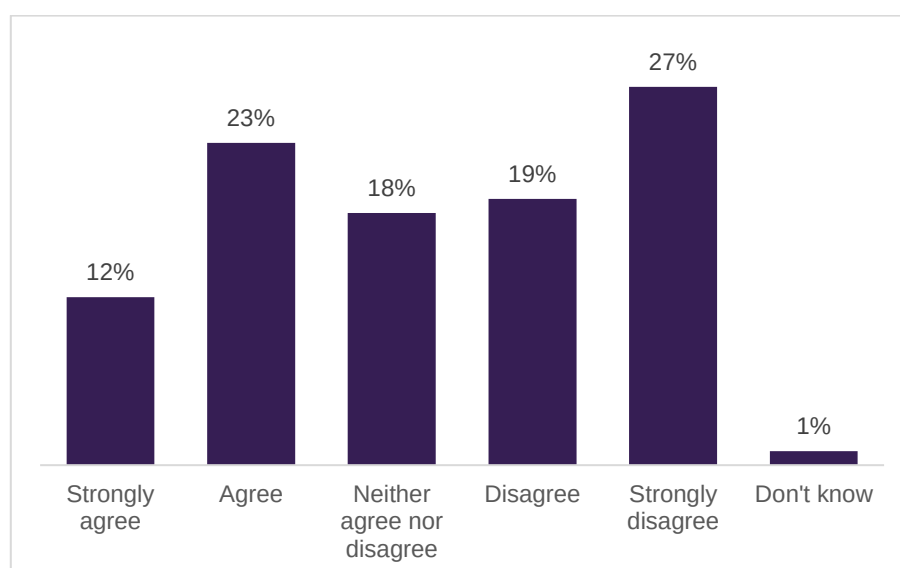
7. Our Vision

Respondents were asked to what extent they agree or disagree that our vision is the right vision for the Local Plan:

Vision: We aim for Bournemouth, Christchurch, and Poole to be the UK's newest city region, brimming with prospects, positivity, and pride.

35% strongly agree or agree with the vision, 18% neither agree nor disagree and 46% strongly disagree or disagree. 1% do not know.

Figure 1: Agreement with our vision



Base (875)

Differences in responses

There are differences in the levels of agreement by [legacy council areas](#), [ethnicity](#) and [religion](#):

- 44% of respondents living in [Bournemouth](#), 16% of those in [Christchurch](#) and 41% of those in [Poole](#) agree with the vision
- 36% of [White British](#) respondents agree with the vision, compared to 56% of those from [other ethnic groups](#)
- 42% of those with [no religion](#), 30% [Christians](#), 29% [other religions](#) agree with the vision.

The results also vary by [ward](#), as shown in the table below, ranging from 8% in Highcliffe & Walkford to 69% in Penn Hill (results are omitted where the number of respondents commenting is less than 10):

Ward	Strongly agree/ Agree (%)
Alderney & Bourne Valley (19)*	53%
Bearwood & Merley (98)*	37%
Boscombe East & Pokesdown (9)	
Boscombe West (2)	
Bournemouth Central (10)	50%
Broadstone (12)*	42%
Burton & Grange (51)*	16%
Canford Cliffs (13)	31%
Canford Heath (10)*	20%
Christchurch Town (34)	24%
Commons (46)*	11%
Creekmoor (16)	31%
East Cliff & Springbourne (14)	50%
East Southbourne & Tuckton (11)*	55%
Hamworthy (12)*	42%
Highcliffe & Walkford (25)	8%
Kinson (11)	36%
Littledown & Iford (10)*	40%
Moordown (16)	43%
Mudford, Stanpit & West Highcliffe (40)	22%
Muscliff & Strouden Park (39)*	34%
Newtown & Heatherlands (19)	26%
Oakdale (17)	56%
Parkstone (20)*	50%
Penn Hill (17)	69%
Poole Town (27)*	42%
Queen's Park (6)	
Redhill & Northbourne (6)	
Talbot & Branksome Woods (37)*	27%
Wallisdown & Winton West (12)	33%
West Southbourne (29)*	62%
Westbourne & West Cliff (17)	65%
Winton East (14)	86%

Comments on vision

Q4. If you disagree or strongly disagree with the vision, please explain why briefly in the box below.

Respondents were only asked to comment if they disagreed with the vision.



477 comments

477 respondents explained the responses they gave about the vision for Bournemouth, Christchurch, and Poole (BCP). The key themes to emerge from these comments are outlined below:

Q4 Key themes	Number of comments
Objection to city status	166
Vision should prioritise environment	55
Infrastructure issues need fixing	51

BCP Residents responses

Below is a selection of comments for these themes.

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection to city status

Please note that Bournemouth's application for City status was rejected in May 2022. You can find more information on the decision [here](#). All the details of the bid can be found [here](#).

These respondents explained why they disagreed with the aim for "BCP to be the UK's newest city region brimming with prospects, positivity and pride":

The key concern expressed by respondents was about 'city status', particularly the perceived impact this would have on the loss of the distinct local history and heritage of Bournemouth, Christchurch and Poole:



"I am concerned that the plans **do not take sufficient care to retain the outlying villages** and that they will result in one huge city conurbation."

"We are not suitable for city status, **Poole, Christchurch and Bournemouth all have completely separate identities with massively differing needs.**"

"Of course we should aspire to be 'brimming with prospects, positivity and pride' but I do not think this is relevant to the Local Plan and there is no need to do this through a city region. **We are a collection of three proud towns and dozens of individual neighbourhoods not a single place.**"

"I moved from the city of London to a town because it's a town. **Keep the three towns** there is a great train line to to London a real city."

"I'm not convinced on the city region / urban stance of this statement. It denies our unique place as a place of tourism on a stretch of beach coastline that is second to none.

Retaining the emphasis on lifestyle must remain strong especially as people move away from London for lifestyle choices. Are we aiming for city status? Is this a strategy that points towards us remaining as one city rather than [Poole, Bournemouth & Christchurch]? Sounds like we need a new overarching name but our brand and name doesn't feature in this plan. That is understandable and may be too controversial to publish, but could be the direction that the new leadership want to take. **Can we retain "beach" so become an "urban beach resort" or a "city beach" as Barcelona has become?"**

"You have sleep walked into creating one of the most congested areas in the developed world. The lack of a bypass north of the River Stour simply ties your hands and prospects are dimmed as a result. Pie in the sky idea is not blue skies thinking. **You should aim to develop the three towns in ways which enhance each town's unique & individual characteristics and strengths.**"

"This area is a coastal area - its why lots of people come here to live. By making it another city we rob it of its difference, charm and unique [coastal] value. **Please can we stop trying to be the same as everywhere else, another bland and dull pretend city? Let it stay small, unpretentious - especially Christchurch which should be allowed to keep its history and quaint character and not be swallowed up by lacklustre Bournemouth.** If people want to live in a city - or the local council want to run a city - why don't they move to one?"

"You need to forget the term "city" . BCP is NOT a city , but a group of coastal towns. **Great to have prospects, positivity and pride, but it needs to be on a scale suitable for the area, taking into account its residents and not just its visitors. By trying to make Bournemouth something it cannot be, will alienate residents and ruin what is the main attraction for visitors.** Visitors don't come here to see a cityscape. If they want that, they will go to London or other metropolitan areas. **They come to see a beautiful town with fabulous beaches and countryside.** Agree that facilities need to be constantly updated and maintained, but building more blocks of unaffordable flats, that will only be occupied for a portion of the year, is not the way forward."

"I wish we wouldn't use the word "CITY". While cities vary widely in their character, for most people the image created is not York, Winchester or Salisbury but Liverpool, Manchester or London. **Most residents move here and remain here for the very reason that it is not a city, and they actively do not want to live in a city.**"

*“The area consists of three towns of very distinct character and history. **Merging them into one city is deeply inappropriate due to the likely impact on these distinctions.** We celebrate, cherish and promote these differences in the three towns. Indeed, this is much more likely to promote positivity and pride than the label of “city”, which carries many negative connotations, which three seaside towns with a economy [dependent] on tourism could really do without. **The more I reflect on the proposal, the worse the idea seems!**”*

Vision should prioritise environment

These respondents disagreed with the aim for “BCP to be the UK’s newest city region brimming with prospects, positivity and pride” because they wanted the vision to place greater emphasis on protecting the environment.

These respondents felt it was vital to ensure the Vision, and Local Plan, prioritises the environment, particularly **the protection of the Green Belt**:



*“This sounds very urban. We live in an area overflowing with natural resource and beauty. I have no problem with supporting development in business and in housing but **would prefer this statement to sound more blended to acknowledge our place in this countryside and our responsibility to environment and climate that is wider than just the human population growth.** City and prospects etc sound like a concrete jungle development as above.”*

*“I strongly disagree with this vision as Christchurch and Poole residents did not wish to become part of the newly formed BCP, nor did they want City status. It would appear that the City status is being forced upon local residents without any regard or consultation. Reading the proposed Local Plan **it also appears that the newly formed BCP have only one vision and that is to destroy the Green Belt that surrounds the newly formed area.** This is also encroaching closer to the New Forest National Park. Given the recent COP26 agreement and current climate crisis the Green Belt should not be an option and should be protected at all costs.*

***The environment is our greatest economic asset, and everyone’s future health and livelihood depends on this. The protection of the environment should be at the very heart of the Local Plan, yet the proposals being made are failing to respect environmental issues, our green spaces, wildlife and heritage.** James Bevan, CEO of the Environment Agency sums up perfectly: “Investing in a healthy environment is about the smartest thing we can do. It makes medical sense, because it will mean better health for all and less strain on the NHS. It makes economic sense, because it will save the NHS billions of pounds: the NHS could save an estimated £2.1 billion every year in treatment costs if everyone in England had access to good quality green space. And it makes socio-political sense, because those who live in poor environments are also those who have the worst health and the lowest incomes: levelling up the environment will also help level up everything else”. I would encourage you to read this article:- <https://www.gov.uk/government/speeches/healthcare-for-planets-and-humans-why-looking-after-nature-is-good-for-mind-body-and-the-nhs> **There is very little Green Belt remaining around the outskirts of the BCP area and the Green Belt and what is left is effectively the lungs of our rapidly expanding conurbation.** Recent world events clearly show that our climate is in serious crisis and urban sprawl is adding significantly to this problem. Building on the Green Belt should not be an option and I would urge BCP for the sake of our children and future*

generations to Please, Please, Please leave the Green Belt alone!! If we look after nature, it will look after us.”

“I think it **should speak to safety and the environmental aspects in terms of cleanliness, 'green' areas, low levels of pollution and 'green' transportation links.** We don't want to be the UK's newest city region if that means compromising on the above.”

“**Our priority is to protect our area for future generations.** We face unprecedented calamity for our species and mass extinction for many plant and animal species if our global temperature reaches the predicted 3.6 degrees by 2100. We must start to reduce our carbon emissions, improve our air quality and enhance our green areas. This will result in many more green jobs and improvement in physical and mental health and wellbeing. You **seem to have ignored the fact that BCP declared a climate emergency 2 years ago.**”

“The document emphasises a number of priorities. Most important among these should be **tackling climate change, reversing the loss of wildlife habitats, and improving the health and wellbeing of BCP.** The Vision needs to be revised, to incorporate these potentially limiting factors to the "city region" concept. There is now a severe shortage of building land in BCP, meaning that attempts to expand the population can only result in worsening living conditions for existing residents and declining environmental quality.”

“What has happened to Sustainability? **What has happened to responding to a Climate Emergency? This should be at the forefront of the Big Plan.**”

“The vision sounds trite and fails to **mention our environment, nature or community.**”

“Well, it's so vague that it's hard to disagree with but I would really like something in the vision about environmental sustainability to ensure this is placed front and centre. Brimming with "prospects" could mean a huge amount of building, new businesses, extra vehicles, population growth - **all well and good but not at the sacrifice of the environment.**”

“I think that the plan is good and ambitious but **aside from a few mentions of the environment is seriously lacking in sustainable commitments.** We are living through a climate and biodiversity disaster and every council and personal decision needs to take full account of this.”

“**Because there is no recognition that we are facing a Climate and Ecological Emergency.** We know that human behaviour can change very quickly, having implemented lockdowns to limit the progress of Covid and the council should work tirelessly towards a green economy. The council should not put profit (e.g. house building) before a sustainable environment. The council must work towards a deadline of 2030.”

Infrastructure issues need fixing

These respondents disagreed with the aim for “BCP to be the UK’s newest city region brimming with prospects, positivity and pride” because they wanted to see crucial infrastructure improvements made before the area could be described as a city.

The key concerns for these respondents were that the **conurbation is already overwhelmed with infrastructure issues** and the situation could become worse if the area were to attract more residents and visitors as a consequence of becoming a city:



“Our infrastructure is failing / non-existent and needs serious investment, before any implementation of ‘corporate vision’. It should be at the top of your list of proposed objectives.”

“Until current infrastructure such as roads and services are of a good standard, there is no point to expansion as it will lower quality of life.”

“We already have a vision of being the best seaside resort in the country. That is what has served the local conurbation well for all these years and should continue to do so. By trying to invite people into our limited town centres, where there is next to no parking, more car parks being knocked down, would be a nightmare. We should focus on what we already do brilliantly and that’s have award winning beaches, and air shows that attract millions.”

“We agree in principle but only on the basis that public services, including local GP surgeries/medical/health clinics, recreational facilities, sports/swimming centres, transport/road/rail/bus infrastructure and local retail outlets are increased in tandem with the building of homes and offices, reducing the need for people to travel.”

“The town cannot handle any further increase in population. The infrastructure needs massive investment. Roads, [GPs], schools are all at capacity. Crime has risen significantly in the last 5 years especially violent crime and drug related crime. [There] are not enough employers and [there] isn’t the available space or infrastructure to support significant development either commercially or residentially.”

“The term “brimming” is what this plans say to me. Brimming with more people and eyesores, brimming doctors rooms and hospitals, brimming classrooms.”

“There are far too many basic problems which need correcting before our region can move on to becoming a region “brimming with prospects, positivity and pride!”

“That’s all well and good, but you need to sort out the mess we’re already in. A lot of people in BCP are suffering in one way or another (poverty, mental health issues, physical health issues, obesity etc.).”

“It is too positive and as such unachievable. The roads are already too congested so all of this would create more problems. We need to ensure people to not have to travel for employment as they do at present.”

“The area is growing to [quickly] for the support infrastructure it needs - road quality, traffic congestion, schools etc. Also the area has always had a good balance of green areas and property, this is unfortunately shifting and too much open green space is being developed. We need to remember why certain areas attracted people in the first place.”

Organisations/associations, agents, developers/landowners, and town/parish councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

9 comments were made on behalf of an organisation/associations. Below are the key points from these responses:

- Proposals/projects outlined in the Big Plan are limited in scope and lack the coherence needed to ensure the Vision can be achieved
- Local Plan needs to have policies which are appropriate to each area and provide a framework which makes it clear to developers what is required
- Local Plan should reflect the views of residents, many of whom do not want a city, nor a centre which mimics cities in other countries
- Concerns that insufficient weight is given to the voice of rural residents in Local Plans and planning decisions
- Concerns over how the Local Plan will deliver "positivity" and "pride" as they are currently unmeasurable and poorly defined
- Include as objectives: actively listen to residents, businesses, and visitors so we can adapt the delivery of our Local Plan to meet changing behaviour and demand over the period to 2038
- Incorporate good technology to help us monitor and optimise the use of built and natural environment assets
- It is really important that BCP medical staff have affordable places to live and can live in a healthy environment for patients and staff with good public transport
- Council should prioritise environmental sustainability
- Support the Vision if it enhances intercity connections and transport transformation that benefits outlying areas of BCP
- There has already been an objection to the term "city region" within the Vision statement and suggestions that it should also respect our character and heritage. A sentence needs to be added so that this can also be included in the emerging Local Plan
- Bournemouth was once prized because of the beneficial effects of so many pine trees, which seems to have been a feature that has been lost and which could be restored as a supplementary aim to 'prospects, positivity and pride'
- Quality of the full range of infrastructure services and facilities will need to improve significantly to deliver the aim for the three towns to be a place where people and businesses want to be
- Investments in the seafront should be made without prejudice to the existing natural assets that have attracted so many visitors for so long
- Affordable homes need to be affordable for local working families on median annual-fulltime pay and readily available to them, in the face of competition from others

Agents

3 comments were made by agents. Below are the key points from these responses:

- Bournemouth, Christchurch & Poole is not a city region. In economic terms, its hinterland is constrained, particularly by the New Forest, to the east
- It is ok as far as it goes but fails to address the heritage and character of the settlements. If it is not careful, BCP Council will irrevocably impact these important considerations to the detriment of the tourism industry on which the towns have relied on for over 100 years

- It is not clear why being “newest” should matter; it smacks of vanity rather than substance and would at best only have fleeting relevance, i.e., until any other new city is designated
- With apparently no appetite for Christchurch and Poole seeking city status, this effectively sets Bournemouth separate to, and above, the other towns which is unhelpful and divisive so soon after the merger of the councils
- If the Local Plan is to include a vision, it should be one with substance and meaning, to which the implementation of the detailed content of the document leads
- It is concerning that “prospects, positivity and pride” has been included within the vision whilst other notions, such as health, prosperity and sustainability, have been overlooked

Developer/Landowner

2 comments were made by developers/landowners. Below are the key points from these responses:

- The key to unlocking this vision is a more fluid planning process with a pro-development ethos. The current efficiency and mentality of planning in BCP needs some significant improvement to achieve this
- BCP Council needs to look at other areas to develop housing instead of the last remaining Green Belt near Bournemouth
- The high street is dying, so convert these areas into housing
- We all need affordable housing, but we also all need fresh air, wildlife, and countryside on our doorstep to enjoy

Town/Parish Councils

3 comments were made by members of Town/Parish Councils. Below are the key points from these responses:

- Disagree that BCP’s seafront is one of the most beautiful and cleanest coasts in the world
- Dolphin centre needs investment
- Doubts that regenerating Poole will attract business to create job security and improve salaries
- No need for more high-end apartments and flats in Poole
- The site at Burley Road, Winkton, Christchurch is of particular concern, lying on the boundary of neighbouring villages without adequate infrastructure for which BCP Council has no jurisdiction over. The site fails to meet the requirement of the National Planning Policy Framework

Residents living outside BCP

32 comments were made by residents living outside BCP. Below are the key points from these responses:

- Dorset is the only county without a city or motorway, and this makes it a rural county with no need for a city status to attract tourists
- The Local Plan should ensure that Poole Speedway should continue to ride at their Wimborne Road location
- Strong objection to the 300 houses proposed next to Bransgore which are contrary to section 13 of the National Planning Policy Framework
- Concerns that the proposed housing development on the edge of Bransgore village will only provide benefit to BCP, whilst putting pressure on Bransgore's infrastructure
- The current infrastructure is not inadequate and all local roads flood and there is no capacity at local doctors or schools
- The green agenda is not valued enough by this plan. Where are your re-wilding projects? SANGs are not a replacement for Green Belt
- The current planning rules enable developers to reduce the amount of affordable housing if it impedes their profits so you will never get enough affordable housing for young people
- I strongly disagree. Why should Christchurch taxpayers use the New Forest District Council amenities?
- BCP should not aim to be the 'UK's newest city region brimming with prospects, positivity, and pride' at the expense of others. Regeneration should be in BCP not other areas
- BCP Council should be carefully planning additional housing with the right data while factoring in the carbon footprint and looking after our environment
- Classifying the area as a "city region", places too much emphasis on the towns and fails to place due emphasis on the rural areas which are represented by BCP. BCP is a mixed area - this gives it its strength and individuality
- The protection of the Green Belt, which is being destroyed by major housing projects, is essential
- Health and wellbeing is being destroyed by projects such as building on Dudsbury and Sturminster Marshall golf courses
- It is very difficult to park anywhere, the shopping is poor, or split over too many areas. The council charge far too much to park. Street parking should be free for first 30 minutes at least, preferably an hour
- Concerns that the plans do not take sufficient care to retain the outlying villages and that they will result in one huge City conurbation
- There is no need to see Bournemouth and Poole as a city. Grand plans are often an expression of local politician aspiration rather than that of residents.
- For BCPC to be able to brim with prospects, positivity and pride, the Big Plan and corporate vision must be bold and forward thinking. It must have local and global context at its heart
- Affordable homes for local people must be a priority - with social housing held in Trust for perpetuity and affordable homes ring-fenced
- Need a radical new system developed to protect local house availability from the price surge of AirBNB and 2nd homes expansion
- Think about 'affordability' in terms of impact on the planet, rather than the financial terms we've been using since the 80s. Put Intergovernmental Panel on Climate Change (IPCC) policies at the centre of planning

- The deadline for mass building must be pushed back - too much is changing in our knowledge and understanding of building sustainably
- Be bold and strong to resist the push for immediacy and choose with integrity to do the right thing for the planet and local people - even if it's a battle. This would be a big plan and a vision to be proud of!

Other respondents

6 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- The vision to destroy a children's playpark where people have children with no access to outdoor spaces in the Beaufort road, is not healthy
- Have you explained to people what the benefits of being a city are?
- Given the state of the planet, the state of global politics and the radical change that will need to happen to cope with both, this vision seems pretty unimaginative, unambitious, superficial and 'business as usual'
- As someone who lives next to BCP, in its commuter belt, I have reservations about a vision to be a city region brimming with prospects. I'm not sure that Dorset people (including BCP) want to be Nottingham or Sheffield, to name two cities I know, nor am I convinced that BCP actually can be like such places. People in Christchurch don't identify themselves readily as BCP. Poole is distinctive too.

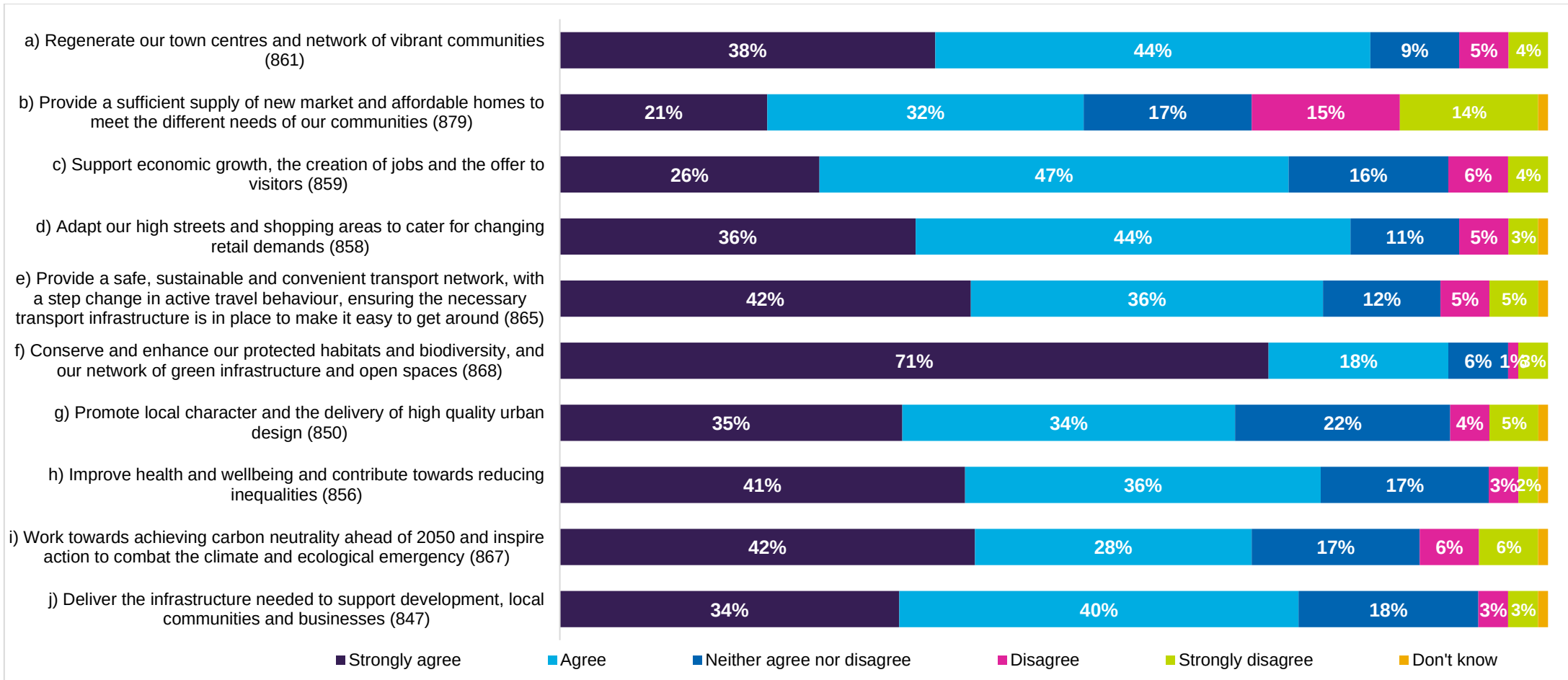
8. Our proposed objectives

Respondents were asked to what extent they agree or disagree with our proposed objectives.

Overall, agreement with the objectives ranges from 53% for '*b) Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities*' to 89% agreement with '*f) Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces*' (71% of respondents strongly agree with this objective).

The results are shown in full in the chart on the next page.

Figure 2: Agreement with our vision



Bases (as shown)

Differences in response

There are differences in the results by respondent type, legacy council area, age, gender and sexual orientation, as shown below:

- **Regenerate our town centres and network of vibrant communities**

Views vary by [respondent type](#), [legacy council area](#) and [age](#).

- 83% of respondents [living in the BCP Council area](#), 81% of respondents [not living in the BCP](#) Council area and 71% of [other respondent types](#) agree with this objective.
- 85% of residents living in [Bournemouth](#), 78% of those in [Christchurch](#) and 86% of those in [Poole](#) agree with this objective.
- There are slight differences in agreement by [age](#); Up to 34 years (76%), 35-44 (81%), 45-54 (87%), 55-64 (90%), 65-74 (81%), 75-84 (76%) and 85 and over (88%)

- **Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities**

Agreement varies by [legacy council areas](#), [age](#) and [ward](#).

- 62% of residents living in [Bournemouth](#), 44% of those in [Christchurch](#) and 50% of those in [Poole](#) agree with this objective.
- There are slight differences in agreement by [age](#); Up to 34 (53%), 35-44 (47%), 45-54 (55%), 55-64 (48%), 65-74 (56%), 75-84 (74%), 85+ (80%)
- There are differences in [ward](#), as shown in the table below, ranging from 31% in Burton & Grange to 90% in East Southbourne & Tuckton.

Ward	Percent
Alderney & Bourne Valley (20)	60%
Bearwood & Merley (101)	37%
Boscombe East & Pokesdown (8)	
Boscombe West (2)	
Bournemouth Central (11)	45%
Broadstone (14)	43%
Burton & Grange (53)	31%
Canford Cliffs (13)	46%
Canford Heath (9)	
Christchurch Town (37)	51%
Commons (40)	54%

Creekmoor (16)	50%
East Cliff & Springbourne (14)	57%
East Southbourne & Tuckton (10)	90%
Hamworthy (12)	75%
Highcliffe & Walkford (24)	46%
Kinson (10)	50%
Littledown & Iford (10)	50%
Moordown (16)	50%
Mudeford, Stanpit & West Highcliffe (40)	43%
Muscliff & Strouden Park (39)	62%
Newtown & Heatherlands (19)	63%
Oakdale (17)	36%
Parkstone (20)	55%
Penn Hill (16)	56%
Poole Town (28)	72%
Queen's Park (5)	
Redhill & Northbourne (7)	
Talbot & Branksome Woods (37)	62%
Wallisdown & Winton West (11)	45%
West Southbourne (28)	61%
Westbourne & West Cliff (18)	72%
Winton East (14)	78%
Not specified (78)	47%

- **Support economic growth, the creation of jobs and the offer to visitors**

Agreement varies by [legacy council areas](#) and [age](#).

- 79% of residents living in [Bournemouth](#), 69% of those in [Christchurch](#) and 74% of those in [Poole](#) agree with this objective.
- There are slight differences in agreement by [age](#), with lower levels of agreement amongst those aged [up to 34](#) (60%) compared to older age groups (71% to 80%).

- **Adapt our high streets and shopping areas to cater for changing retail demands**

Agreement varies by [legacy council area](#):

- 85% of residents living in [Bournemouth](#), 76% of those in [Christchurch](#) and 81% of those in [Poole](#) agree with this objective.

- **Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around**

Agreement varies by [age](#):

- Up to 34 (80%), 35-44 (75%), 45-54 (80%), 55-64 (85%), 65-74 (79%), 75-84 (78%), 85+ (78%)

- **Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces**

- There is a significant difference by [sexual orientation](#), with 91% of straight/heterosexual respondents agreeing, compared to 100% of other sexual orientation respondents.

- **Promote local character and the delivery of high quality urban design**

Agreement varies by [legacy council area](#) and [age](#):

- 69% of residents living in [Bournemouth](#), 73% of those in [Christchurch](#) and 71% of those in [Poole](#) agree with this objective.
- Agreement increases with [age](#), with 55% of those aged up to 34 and 58% of those aged 35-44 agreeing, compared to 71% aged 45-54, 75% aged 55-64, 74% aged 65-74, 82% aged 75-84 and 75% of those aged 85 and over.

- **Improve health and wellbeing and contribute towards reducing inequalities**

Agreement varies by [legacy council area](#) and [gender](#):

- 83% of residents living in [Bournemouth](#), 73% of those in [Christchurch](#) and 78% of those in [Poole](#) agree with this objective.
- 83% of [females](#) agree compared to 75% [males](#).

- **Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency**

Agreement varies by **gender**:

- 77% of **females** agree compared to 68% **males**.

- **Deliver the infrastructure needed to support development, local communities and businesses**

Agreement varies by **age**:

67% of those aged 35-44 agree, compared to 81% of those aged up to 34, 78% aged 45-54, 79% aged 55-64, 76% aged 65-74, 83% aged 75-84 and 88% of those aged 85 and over.

Comments on proposed objectives

Q6. If you disagree or strongly disagree with any of the objectives, please explain why briefly in the box below.



438 comments

438 respondents explained the reasons why they disagreed with the objectives proposed for inclusion in the Local Plan. The key themes to emerge from these comments are outlined below:

Q6 Key themes	Number of comments
Improvements	161
Concerns	116

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Improvements

These respondents explained why they disagreed with the ten objectives we proposed to include in the Local Plan.

Respondents disagreed with the objectives primarily because they felt they could be improved and suggested some improvements for us to consider. The objective with the most suggested improvements was 'Objective b: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities' (97 comments), followed by 'Objective e: Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around' (49 comments), and 'Objective f: Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces' (36 comments).

Below is a selection of the most prevalent comments for these three objectives:

Objective b: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities



*"b. The town and surrounding areas area becoming overcrowded. Far too many flats in the area, no open space for those living in flats. Current infrastructure cannot cope as is it. Not enough schools or doctor surgeries etc. New homes are not affordable to many. Too many people buy second homes to use for a short few weeks a year and add nothing to the local communities. Too many properties are empty for long periods. **Local affordable housing for local people would be good. Local people to buy to live in and not to put on the rental market.**"*

*"**More affordable housing yes but should only be available for those from BCP.** Either born here or have lived within Dorset for the past 10 years."*

*"B - new housing is...by its nature not sustainable. **Effort should be placed to convert brownfield sites for affordable housing with covenants to protect from sale to those living outside the BCP area.** G. Conversion of existing brown field sites is preferable to new homes."*

*"**We should be resisting government house building targets,** which push development towards external investor purchases, small units rather than the building of family homes, which are needed to provide a sustainable population and economy. **We should cease the renewal of [Houses in Multiple Occupation]'s** where family homes have been sacrificed."*

*"**I think the Plan should emphasise the green infrastructure.** In my area of Southbourne there is a clamour by building companies to destroy gardens and build never-ending blocks of flats. **The council need a strong mandate to avoid this pressure,** which ultimately will destroy communities as well as green spaces. The need for green spaces is essential for many, many reasons including biodiversity, climate change and mental wellbeing."*

Objective e: Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around



*"The infrastructure throughout Bournemouth, Christchurch and Poole is already not satisfactory. I am aware that a lot of building work is in progress or being planned. It is really important that the infrastructure is considered and put in place either before or during further development is carried out. **This also touches on providing a safe, sustainable and convenient transport network and working towards achieving carbon neutrality.**"*

*"The climate (and biodiversity) emergency is the biggest issue facing all of us, and our children and grand-children. Every objective should centre around addressing the climate emergency - and 2050 is way too late! **Reduce car domination, improve public transport and cycling and walking routes, promote 20 minute neighbourhoods.**"*

*"**Stop building ridiculous cycle lanes that are hardly used and narrowing roads dangerously. Start repairing roads and increasing the bus service.** Stop building tiny 1 bedroom flats with no parking. Car parks should not be built on. Where will tourists park in the summer?"*

*"**Too much emphasis on cycle lanes which are largely unused. Not enough emphasis on improving roads for vehicles.** Area is severely over-populated so needs to be less housing development until infrastructure is significantly improved."*

*"**For travel all the pavements need to be improved greatly and not giving such prominence to cyclists.** I note that it keeps saying improvements for cyclists and walkers. I think the first group to be helped are walkers. There are far more pedestrians than there are cyclists. Cyclists are taking over the pavements so the pedestrians do not have anywhere safe to walk."*

Objective f: Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces



*"I think it is important to protect the open spaces in the region. **It is important for the council to resist pressure for development in the green rural and coastal areas or else that which is special in the region will be lost.** It is vital to protect the distinct characters of Christchurch and Poole."*

*"(f) **Green spaces should be protected for all to enjoy and encourage wildlife, this may help improve wellbeing and health matters.** (h) Buildings should be in character to the location and not "eyesores" and practical uses for them not just for a chosen few!"*

*"(i) Carbon neutrality ahead of 2050 rather than "by 2050", i.e. set the target as 2030. 2050 is too late (f) **Green open spaces are precious. We should go further and preserve not only the "protected habitats" but all pockets of biodiversity so that wildlife can thrive in our town** (e) A new transport infrastructure is key and should be a top priority. People should also be encouraged to travel less by incentivising workers to [work from home] and "Live where you work. Work where you live".*

"a) regenerate carefully with nature and renewable energy being of highest importance. Not to concrete everywhere. b) BCP is allowing building on Green Belt and flood prone areas- completely unacceptable. Building regulations with renewables/ insulation/ sustainable architecture is far too lax. Services such as schools/doctors/dentists are not being built alongside extra developments. c) Economic growth is fundamentally the reason our planet's

resources have been depleted and causing the next mass extinction. Growth should be made in truly sustainable business such as community growing project, insulating homes and transitioning to a circular economy that supports everyone. d) reduce retail and make shopping areas focus on repairing/ reusing/ community support. e) including a cycle network that is implemented within 3 years not 10 years. **f) all new and existing builds must be retrofitted with insulation and renewables and have wildlife corridors linking to each other. We must become part of the landscape, not take it over.** g) sustainable design h) free sanitary wear for all babies, women and elderly. Promoting and supporting free and sustainable transport. More schools/ doctors/ dentists/ services built in not flood prone areas. i) objective needs to be 2025, anything less is deadly. j) sustainable infrastructure.”

“b) I agree as long as building is not on Green Belt, flood plain or conservation area f) **it is essential that habitats are protected, also biodiversity promoted and open spaces maintained and enhanced** j) not if this means more roads and increased traffic.”

Concerns

These respondents expressed concerns with one or more of the ten objectives we proposed to include in the Local Plan.

The objective respondents were most concerned about was ‘Objective b: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities’ (68 comments).

Below is a selection of comments for objective:



“b - The whole area is gridlocked at certain times of the day - adding more housing particularly flats and student accommodation is going to exacerbate this - **unless public transport improves and becomes more sustainable then there is no point in building more homes.**”

“I believe it is short sighted to build on Green Beltland given that we are in a climate crisis. Green Beltland is intended to be the 'lungs' of the land.

When new houses developments are build there is generally very little social housing. So who are the houses really for? I feel the focus should be on sustainability, community and building a conscious humane economy. An economy that is a benefit to all (including the earth). There is no planet B, once the Green Belt is gone, it's gone.”

“Building houses unaffordable for the locals and letting more and more people from London move to an already struggling community. **Leaving no space for natural environments for biodiversity and destroying the environment** and adding to the already scary outlook of climate change.”

“B) concerned housing will 1: use Green Belts and **destroy natural area** 2: **be low quality flats** which create congestion, pollution and are awful for leaseholders 3: **public services won't keep up (transport, police) etc.** You also risk losing the BCP vibe if the area expands too fast.”

“I agree that we must have affordable and new housing but NOT by using Green Beltland to create it. There are hundreds or even thousands, of empty homes and offices in the BCP area. The empty homes are often second homes. **I am strongly opposed to the use of green**

field sites for new homes whilst there are numerous brown field sites available. Converting offices into homes and encouraging developers to use brown field sites must be encouraged, even if BCP has to provide grants for this to happen. **The number of second and holiday homes in our area is contradictory to the provision of housing. How can someone have a main home and a holiday home whilst another has neither?"**

*"The area has already outgrown the available infrastructure in terms of roads, hospitals, surgeries, etc. Building on greenfield sites should only be considered if there is no impact [either directly or indirectly] on our nature reserves. **Particular concern is for our heathlands which previous administrations have nibbled away at over the years [eg. Canford Heath].** Improving health and wellbeing inequalities surely is the role of central government."*

"Really concerned about where this space for new housing is supposed to be found. It always seems to come at the cost of green space either in terms of the natural environment or in terms of building on existing outdoor space for children in terms of sports fields or play parks."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

6 comments were made on behalf of an organisation/associations. Below are the key points from these responses:

- Include blue infrastructure utilising marine resources sustainably and in-line with the South Marine Plan
- They are worthy objectives but need a detailed cost-benefit analysis to determine a meaningful response
- Need a review of conservation areas and the quality of buildings
- Transport de-carbonisation and transfer away from a car-centric society is key to carbon neutrality
- A people-focused transport system creates vibrant high streets and improves health outcomes
- Need a green infrastructure review
- Planning for future green spaces should target areas to support plant and animal life with future (climate change) conditions in mind, not current environmental conditions
- Need to adapt and be flexible about urban areas
- Build the higher number of homes. Poor housing is the reason why many people are admitted to hospital and responsible for much poor health - physical and mental
- Housing communities should be built on brownfield sites to aid urban regeneration instead of Green Belt which is needed for our health and wellbeing
- Houses should be designed for multigenerational living
- Environmental sustainability should be at the core of the Local Plan including safer walking and cycling, improved public transport links and reduced car ownership

- Important to tackle health and wellbeing inequalities. These lead to increased pressure on our health service and lead to crime. We need to look after our most vulnerable people

Agents

2 comments were made by agents. Below are the key points from these responses:

- Growing the economy and creating jobs are important but Objective c should also express to what end they are being pursued, i.e., to meet the needs of businesses and workers
- Objectives a, b and c could all be improved with more detail
- A further Objective should be added that aims to advance the status of BCP nationally and internationally as a well-connected and ambitious area eager to build relationships and attract growth
- The needs of older people should be adequately planned for through the Local Plan
- Clarify how C2 sites will be identified and allocated for housing for older people (including care homes, extra care, sheltered housing and age restricted housing) in the next stage of the production of the Local Plan
- The provision of Part M4 (1), (2) and (3) of the building regulations is not sufficient to properly account for the already significant need in the BCP Council area

Developers/landowners

3 comments were made by developers/landowners. Below are the key points from these responses:

- Stop wasting public money on high streets and town centres. Retail and shopping habits have irreversibly changed
- Housing delivery and economic growth should be the main priorities
- The significant lack of housing delivery needs to be considered and increasing construction costs
- Too much restriction with trees, green areas, and protected areas
- Large green areas should be out of town while the built environment should be within all of our towns
- Deliver affordable housing for locals without harming wildlife
- Consider local character which is threatened by the proposed plans
- A combination of local housing and more appealing shops for tourists with accommodation above would be a better option
- Limit the amount of housing available for student letting, making more of these property's available for families
- Universities should provide enough built accommodation to cater for all their students

Town/Parish Councils

2 comments were made by members of Town/Parish Councils. Below are the key points from these responses:

- You say that BCP is recognised as the cleanest and beautiful coast - not if you allow gypsies & travellers in the area

- Too many higher end/retirement homes, need homes for local people
- More clarification needed on economic growth and retail demands
- Contradiction between protecting green infrastructure while proposing to build more homes
- Including Green Belt sites will reduce biodiversity and not use natural resources cautiously while conflicting with the aims of the National Planning Policy

Residents living outside BCP

31 comments were made by residents living outside BCP. Below are the key points from these responses:

- There is no explanation of what you mean or how the proposals might be achieved
- The plans do not encourage village life. It will make Bransgore bigger with a massive housing estate of houses that all look the same
- Object to building on Bransgore's green fields as they are needed for flood protection and New Forest wildlife
- New homes are fine but where are the extra surgeries and schools?
- All the proposals have no relevance to a small/medium village in the heart of the new forest. Consider other locations for development
- Object to 4.2 New market and affordable homes listing land between Burley Road and Derritt Lane due to it being an unsustainable isolated development in the Green Belt contrary to Section 13 of the National Planning Policy Framework putting undue pressure on the village of Bransgore which could not cope (service or infrastructure-wise)
- Concerns that New Forest District Council will not see any economic benefit but will be left with the issues the new development will bring to the local community
- The plan does not seem to be showing the correct data for the demand of future housing and thus is forcing greenbelt options into the plan. This would be destroying the environment and is the opposite effect
- Adapting high streets and shopping demands needs to be revisited once the data is revisited. This would also need to be reviewed with the change in how people are now shopping
- Concerns about achieving carbon neutrality by 2050 and is at odds with the aim of providing housing on greenfield sites. The council's objective should be to reduce carbon output
- The council should make plans as though their children will have to live with the results
- Regenerate brownfield sites
- New homes are simply overcrowding and overpowering the existing local communities that are already poorly serviced by schools, doctors, roads, transport, space, and a quality of space in housing
- BCP needs a new transport system, that does not use the roads, ideally an underground system. Existing railways need to be enhanced and old routes re-opened
- Concerns about the towns and surrounding areas merging into one with the loss of green space and local character

- There is a lack of suitable crossing points of the River Stour for bicycles and a distinct lack of cycle paths along very busy roads, e.g., Castlepoint
- Concerns that large scale building now will increase the climate and ecological emergency
- More research needed to ensure that housing and building requirements are climate and ecologically sufficient
- The local area can no longer afford to build over healthy soil and destroy biodiversity in the countryside where there is no infrastructure, work or service facilities
- Dorset councils should be leaders in directing development into renewables and technological businesses helping tackle global and local issues while enhancing the profitability of Dorset

Other respondents

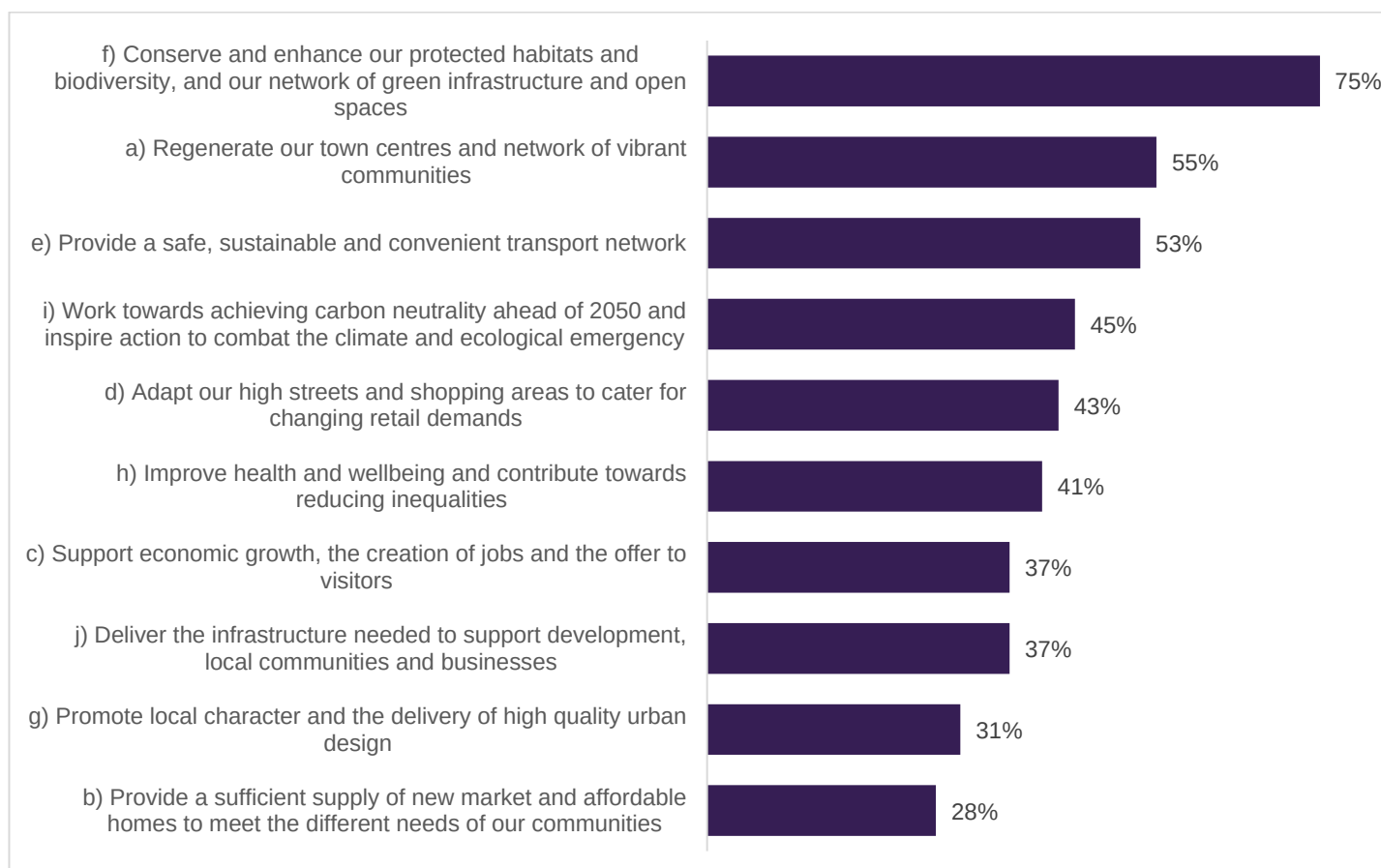
7 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- f) Need to preserve our green spaces and not just have pockets hemmed in between buildings, residential or business
- b) good housing is crucial to people's wellbeing and ability to contribute to their communities
- e) provided this includes improvements to public transport being prioritised over private car use, I think this is essential
- f) vital to our local wellbeing and to attract holiday makers.
- i) 2050 is far too modest ambition for this vital area
- f) Don't permit building on green spaces as they have in Cardiff.
- b) The keys here are to provide "sufficient" housing and meeting the "needs of our communities". The Standard Method government housing targets far exceed any contemporary measure of local need, serving only to meet a national target. BCP's population shrank in 2019. Growth at the expense of local green spaces, traffic congestion and struggling services, to meet the aspirations of people from other areas who would like to move, is unacceptable
- f) Green space in and around BCP matters. Noticeably, many of the allocations being promoted in the BCP Green Belt are adjacent to the Rivers Stour and Avon. These areas are exactly what the Green Belt policy is for: to protect green space from urban sprawl. BCP Council and Dorset C should not, literally, sell their people down the river by allowing the Stour and Avon valleys to be developed for profit, at the expense of all who live at present in the conurbation.
- f) The important Stour Valley Park project should preclude any more development adjacent to the river. Instead, it should be seen as an asset for future generations and enriched as a natural asset in every way possible

8.1. Importance of objectives

Respondents were also asked to tell us which of the objectives are most important to them by selecting their top 5, as shown in the chart below, with *‘Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces’* being the most important objective (75%), followed by *‘Regenerate our town centres and network of vibrant communities’* (55%) and e) Provide a safe, sustainable and convenient transport network (53%).

Figure 3: Importance of objectives



Base (871)

8.2. Agreement and importance of our proposed objectives

The table below shows the percentage of people who agree with each of the objectives, and those who feel it is in their top 5 of importance.

Four of the objectives are in the top 5 for agreement and importance, as shown in the table below.

The top 5 objectives are shaded grey in each column.

Figure 4: Agreement with our vision

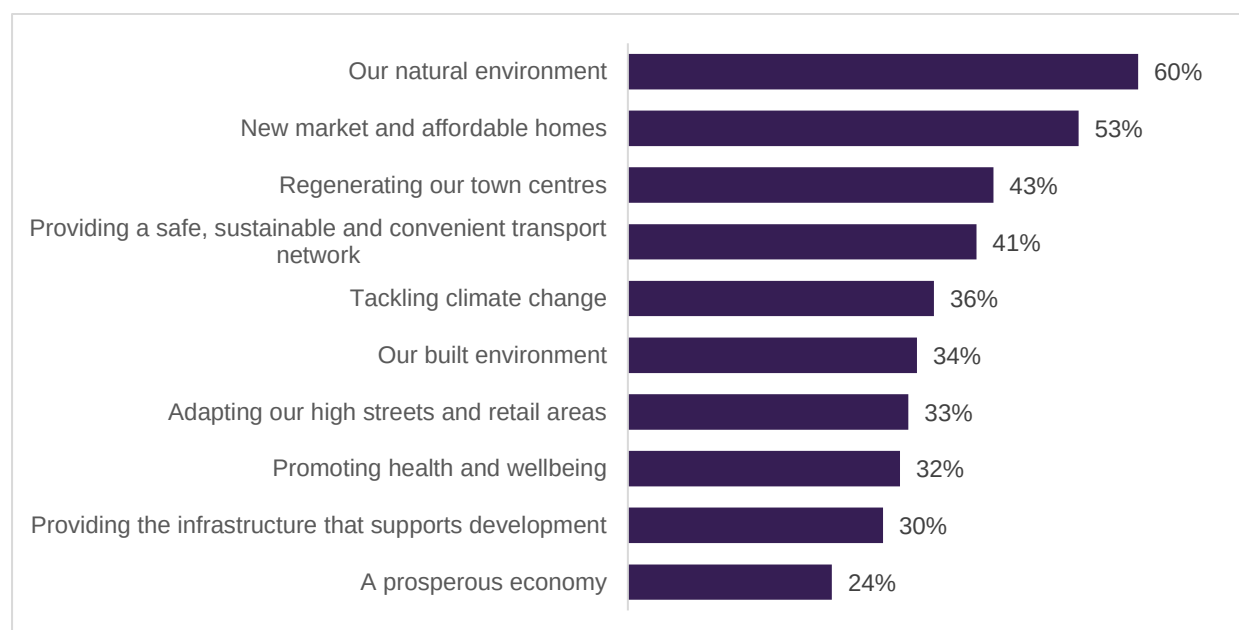
Objectives	% agree	% top 5 importance
a) Regenerate our town centres and network of vibrant communities	82%	55%
b) Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities	53%	28%
c) Support economic growth, the creation of jobs and the offer to visitors	73%	37%
d) Adapt our high streets and shopping areas to cater for changing retail demands	80%	43%
e) Provide a safe, sustainable and convenient transport network...	78%	53%
f) Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces	89%	75%
g) Promote local character and the delivery of high quality urban design	69%	31%
h) Improve health and wellbeing and contribute towards reducing inequalities	77%	41%
i) Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency	70%	45%
j) Deliver the infrastructure needed to support development, local communities and businesses	74%	37%

8.3. Interest in objectives

Respondents were asked which of the topics they were interested in giving their views about.

‘Our natural environment’ (60%) had the highest level of interest, followed by *‘New market and affordable homes’* (53%), *‘Regenerating our town centres’* (43%) and *‘Providing a safe, sustainable and convenient transport network’* (41%), as shown in the chart below.

Figure 5: Which of the following are you interested in giving your views about?



Base (772)

9. Regenerating our town centres

Objective: Regenerate our town centres and network of vibrant communities

Respondents were asked which topic areas they were interested in giving their views about for this objective.

- 95% of respondents were interested in giving their views about [Regenerating our town centres](#).
- Of these, 55% wanted to give their views about [Bournemouth](#), 36% about [Christchurch](#) and 53% about [Poole](#).
- 42% were interested in giving their views about [Vibrant local communities](#).

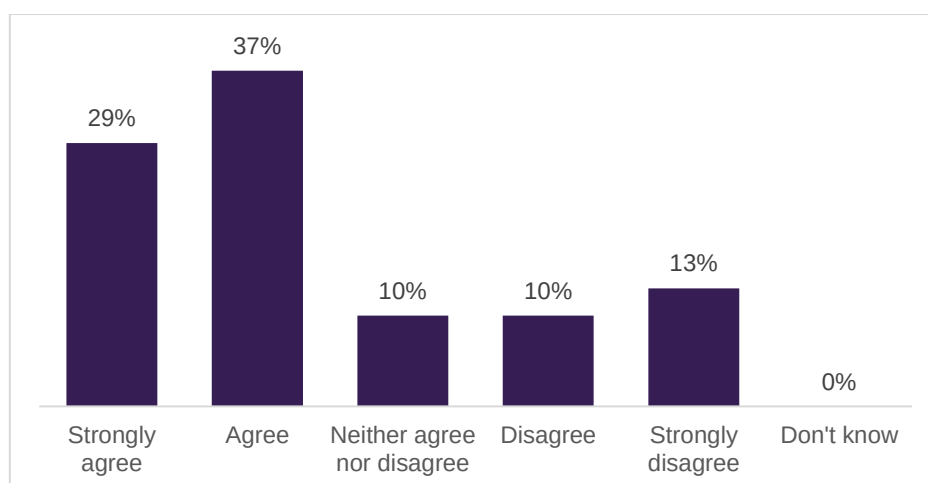
9.1. Issue: Regenerating our town centres

Respondents were asked how strongly they agreed or disagreed with the recommendation, below. Two thirds (66% agreed) and 23% disagreed.

Recommendation: We recognise that Bournemouth and Poole town centres have the most significant scope for regeneration and change. We propose that the vitality of each of these centres is supported through investment in visitor attractions, an increase in new homes and commercial development, with the encouragement of taller buildings in places, and through enhancements to streets and public spaces.

The scale of opportunity in Christchurch is more limited, but there is still scope for improvements to streets and spaces and the development of key sites around Stony Lane, subject to the resolution of flood risk issues.

Figure 6: How strongly do you agree or disagree with our recommendation for regenerating our town centres?



Base (299)

Differences in responses

There are differences by legacy council area:

- 72% of respondents living in [Bournemouth](#), 46% of those in [Christchurch](#) and 72% of those in [Poole](#) agree with the recommendation.

Comments about regenerating our town centres

Q11. Please explain your answers in the box below and let us know if you can you suggest any alternative approaches or have any other comments that we should consider about regenerating our town centres.



205 comments

205 explained their answers, provided further comments and/or alternative suggestions about regenerating our town centres. The key themes to emerge from these comments are outlined below:

Q11 Key theme	Number of comments
Suggestions	123

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions for 'regenerating our town centres'. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Buildings/Houses/Landlords' (50 comments), 'Regeneration' (42 comments), and 'Retail/Hospitality/Entertainment/Activities' (41 comments).

Below is a selection of comments for each of these sub-themes:

Buildings/Houses/Landlords



"Cleanliness is vital - even if an area is more deprived, it doesn't look so bad if it is clean and tidy with no graffiti. Since the Civic Centres are all closing meaning Council services are moved to Bournemouth, why isn't the Town Centre utilised for the needs of the locality? **You could have locally based offices delivering a good service to the community."**

"Please regenerate in a way to encompass family life as well as working opportunities. Taller buildings are not always the way to go."

"The high street is changing and we need to acknowledge that people should be living in the centre of towns so we should zone areas like the central section of Poole High Street and Old Christchurch Road to encourage residential development. We should not be afraid to broaden the areas where taller buildings are enabled as long as they have other benefits such as roof gardens, high quality communal space and are of exceptional design."

"Buildings above 2 storey height should be limited to Bournemouth and Poole areas in keeping with existing developments rather than ruin character of Christchurch."

"It is vital that we reduce the sprawl of retail businesses in favour of making former retail hubs more attractive. This can be done [by] allowing cafes and some former retail sites to become affordable housing, and [allocating] car parks formerly used by shoppers for residents."

"Need people with business know-how to deal with empty shops as they have a negative impact. Deal with the landlords of these properties and provide start-up support for any new businesses or attractions. Run new businesses through tough assessment to ensure they survive. Check validity of new business ideas and research viability."

Regeneration



"Christchurch should be referred to in terms of 'opportunity'. It requires regeneration every bit as much as Bournemouth, indeed more so, as the harm done to its historic core needs far more than tarding up Stony Lane."

"Poole town centre needs regenerating as [too] many shops are going by the wayside. Affordable rents and units are a must to attract business people."

"Both Bournemouth and Poole (especially the latter) town centres would benefit hugely from sensible investment and development. The dolphin centre/bus station, in particular could do with replacement."

"Regeneration with more people living in the town centre will [encourage] service industries (e.g hairdressers) and smaller shops (independants) to the area and make it have more of a community feel - would encourage people to live near to where they work and therefore could walk/cycle there. No problem with taller buildings as long as

plenty of open space around for residents to use - maybe more aimed at first time buyers and very affordable - NOT as second homes to be let/rented."

"I live in Christchurch, the flood plains and flood areas are vital as they are, to protect other areas of the town. Please don't build on them. What would be more useful is to accentuate the unique character of christchurch as an historic town. **The high street needs better support to encourage traders to use it, or convert it to residential if that can't be done.** Too many empty or low value shops do not encourage people to visit, or provide a centre for the community to use, which is a shame as it's such a pretty place. The Monday market and occasional festivals work really well. The pedestrianisation in these is a great benefit. Diverting the buses from the high street and increasing pedestrianisation would enhance this little town."

"Regenerate the town centres of Bournemouth and Poole, that is where the biggest gains are, local industry, shops and local services. They once thrived regenerate that."

Retail/Hospitality/Entertainment/Activities



"With the advent of online shopping, the nature of shopping in the UK has changed significantly in recent years. **We need to ensure that town...centres adapt and are not allowed to become rundown.**"

"Rather than looking towards new homes in these spaces **I would rather put focus on bringing the area into the 21st Century.** The look and feel of Poole is stuck in the 1970s. Contrast with the regeneration of parts of Oxford - **bright sparkly retail with quality restaurants (ie not fast food) at the top.**"

"The trend for making a high proportion of purchases online is unlikely to be reversed and there will be less need for so many physical shops in future. The larger shops that remain are increasingly those sited in retail parks with easy free parking. Yes of course there should be better, more sustainable means for transport, but **present realities of the convenience of car use should be recognised in regenerating the town centres.**"

"The move to online shopping is devastating the centre of towns and **there needs to be a pivot towards residential redevelopment with associated [leisure] and entertainment.**"

"Christchurch should put in an entertainment complex for young families to go to, so they don't have to travel to Bournemouth or Poole."

"Town centres have deteriorated due to shopping habits changing [illegible] but there is not [a] definitive reason to visit a town centre now. There are just coffee shops and charity shops. **To gain [interest] our town centres need identity. This could be achieved easily [by bringing] in smaller shopping outlets at affordable rents.** Like the lanes in Brighton. **More of activity hubs like cinemas, ice rinks, sport facilities. Music venues.**"

"Given the significant change in the overall population to retail and shopping, **it makes sense to review the town centre with a vision to develop [a] more community-focused spaces that incorporate more of a local high street approach** that incorporates new

accommodation alongside outdoor communal space that will foster positive health and wellbeing.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

5 comments were made on behalf of an organisation/associations. Below are the key points from these responses:

- High Streets need to have services/products that attract people to visit. This, in turn, will service coffee shops and charity shops... but people will not visit just solely for these two services
- Need a range of family friendly attractions on BCP's high streets, e.g., boutique shops, soft play provision, play zones, creche facilities, eating areas
- Offer a fun, all year round, activity centre in Bournemouth that is for all ages, e.g. ice rink
- Offer free parking, e.g., for 2 hours to draw people into the high streets
- Remove double yellow lines in, and around, streets leading to high streets and offer these spaces to shop owners in the area
- Liaise with landlords to reduce business rates and/or subsidise rents
- Concern that the encouragement of taller buildings in the town centres could encroach into suburban areas of BCP
- Local Plan should be specific on the geographical placement of taller buildings to prevent developers building them away from town centres
- Covid showed that those living in tall buildings were negatively impacted by a lack of private outdoor space, so this needs to be considered
- New visitor attractions are essential to broaden the offer away from just the beach
- Quality of street space is critical to make these locations an attractive place to come
- Private non-residential parking charges could be critical to a) balancing the demand and b) providing essential funding to really invest in high quality non-car alternatives

Town/Parish Councils

2 comments were made by members of Town/Parish Councils. Below are the key points from these responses:

- Concerns over how new homes will regenerate the town centre when there are no jobs
- No need for visitor attractions when we have such a great coast and seafront
- Essential to enhance Bournemouth and Poole town centres
- Reduce business rates to encourage smaller businesses to thrive along with a mix of residential usage
- Encourage independent businesses to run alongside major chains to attract more people to the area for economic prosperity

- Homelessness and rough sleeping must be addressed by rehousing people and removing them from the streets for their welfare and for the enhancement of the area
- Houses should be built within town centres without sacrificing Green Belt for Suitable Alternative Natural Greenspaces (SANGs)
- SANG development should focus on previously identified sites, e.g., Hicks Farm
- SANG green space should be allocated within walking distance of any new developments

Residents living outside BCP

6 comments were made by residents living outside BCP. Below are the key points from these responses:

- Tall buildings will detract from, and overshadow, the attractive Georgian / Victorian architecture which tourists hope to see
- There needs to be a shift towards residential redevelopment with leisure and entertainment facilities, e.g., cinemas, ice rinks, sport facilities, music venues
- To increase interest in the retail offer, town centres need identity. This could be achieved by encouraging smaller shopping outlets at affordable rents
- It is essential that Bournemouth town centre is cleaned up and redeveloped in a way that allows locals and visitors to enjoy and feel safe in the town centre
- Homes should be built in town centres, not the Green Belt

Other respondents

3 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Concerned about the suggestion of Poole Stadium being changed to residential use. Where will Poole Pirates be relocated to?
- Cardiff has a vibrant town centre, beggars are kept away, drunks are not tolerated and the homeless are catered for. Car drivers are welcomed, and business is booming, there are lessons for Bournemouth here
- The preamble reminds us that the Dolphin Centre is Dorset's only coveted shopping centre in the whole of Dorset, but no further mention is made of this wet-weather asset nor the potential for introducing leisure uses in this highly accessible location. Recent hopes of a town centre cinema failed to materialise. Poole residents continue to be forced into their cars to visit the tired out-of-town leisure facilities at Tower Park

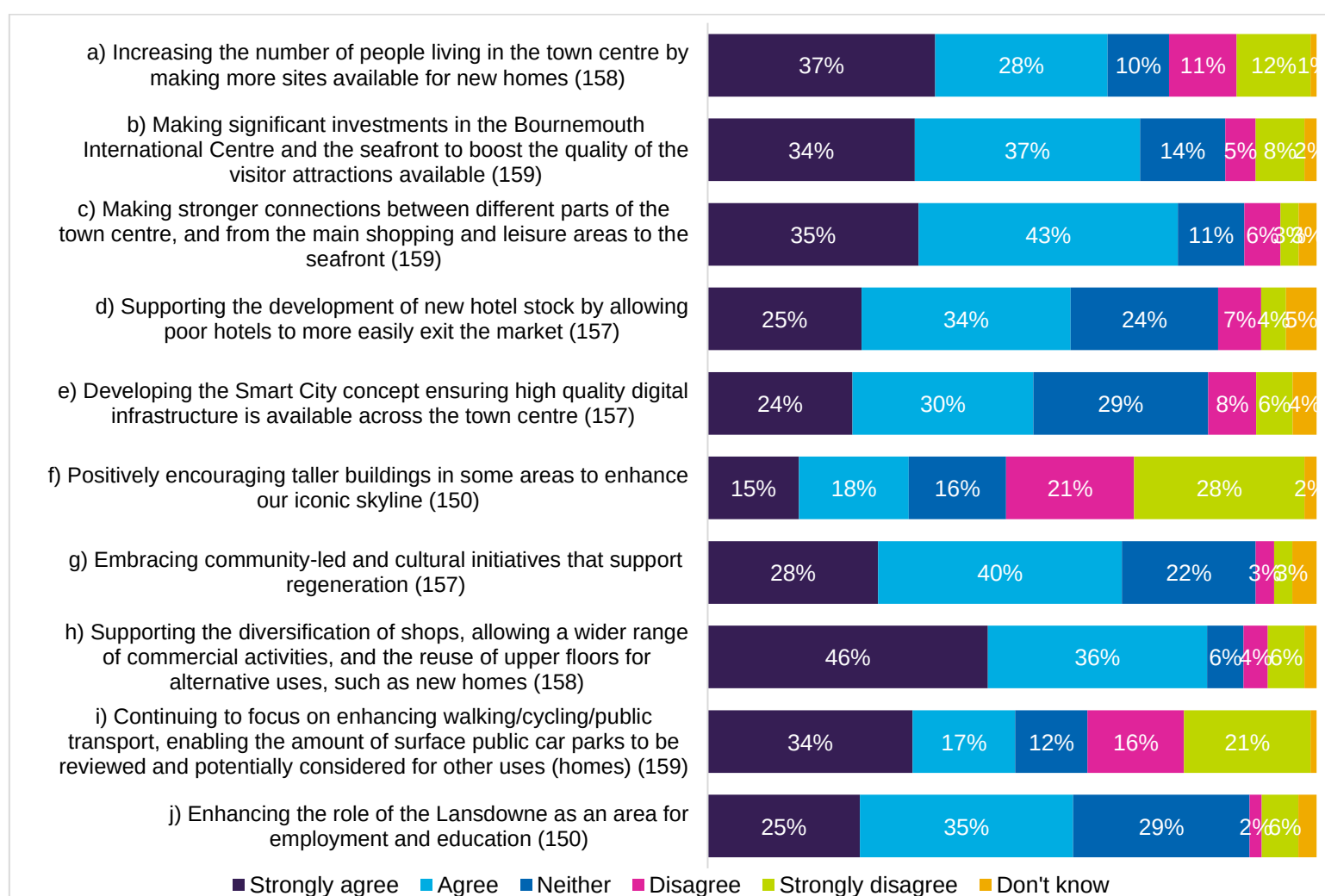
9.2. Our proposed strategy for Bournemouth

Respondents were asked how strongly they agree or disagree with the actions in our proposed strategy for Bournemouth.

- h) 'Supporting the diversification of shops, allowing a wider range of commercial activities, and the reuse of upper floors for alternative uses, such as new homes' had the highest levels of agreement (82%, with 46% strongly agreeing), followed by:
- c) 'Making stronger connections between different parts of the town centre, and from the main shopping and leisure areas to the seafront' (78%) and
- b) 'Making significant investments in the Bournemouth International Centre and the seafront to boost the quality of the visitor attractions available' (71%)

Respondents were asked how strongly they agree or disagree with the actions in our proposed strategy for Bournemouth. The full results are shown in the chart below.

Figure 7: How strongly do you agree or disagree with the following actions in our proposed strategy for Bournemouth?



Bases (as shown)

Differences in responses

There are differences in responses for the following proposals in Bournemouth:

Action	Differences in responses
g) Embracing community-led and cultural initiatives that support regeneration (157)	There are differences by gender , with 84% of females agreeing compared to 59% of males .
h) Supporting the diversification of shops, allowing a wider range of commercial activities, and the reuse of upper floors for alternative uses, such as new homes (158)	There are differences by disability , with 90% of those with no disability agreeing compared to 71% of those with a disability .

Comments about proposed strategy for regenerating Bournemouth

Q14. Please explain your answers in the box below and let us know if you can you suggest any alternative actions or have any other comments that we should consider. Please use the appropriate letter (a to j) to show which action you are referring to.



108 comments

108 respondents explained their answers, provided further comments and/or alternative suggestions about the proposed strategy for regenerating Bournemouth. The key themes to emerge from these comments are outlined below:

Q14 Key themes	Number of comments
Suggestions	61
Criticism	40

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

Respondents made a variety of suggestions for the regeneration of Bournemouth town centre. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were direct 'Suggestions for Proposal i: Continuing to focus on enhancing infrastructure to improve the uptake of walking, cycling and public transport,

enabling the amount of surface public car parks to be reviewed and potentially be considered for other uses, such as new homes' (27 comments), and other comments on the same topic 'Transport/Parking/Roads/Cycling' (25 comments) that were not direct comments on proposal i.

Below is a selection of comments for each of these sub-themes:

Suggestions for proposal i: Continuing to focus on infrastructure to improve the uptake of enhancing walking, cycling and public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses, such as new homes



*"j) **adequate surface level car parking** must be maintained."*

*"(f) Taller buildings are ruining the character of towns. (i) **Removing or reducing car parking would cause further decline; instead use empty commercial properties for housing.**"*

*"Makes complete sense. The days of the town centre and its shops being served predominantly by suburbanites driving in are, and should be, over. i) I'd love to see a way **the various BCP bus services could be unified with a payment system** that cuts out driver interactions and slow on / off boarding. The **number of stops should also be reduced on trunk routes** to further speed up service."*

*"**You cannot possibly improve life in the area without affordable and reliable public transport.** Currently it's cheaper to drive. More people bring more cars so parking, maybe underground and a ring road to remove non-local traffic from local roads is needed alongside some means to extend the M27 deeper into the area."*

*"b. The BIC needs a swimming pool and an ice rink. e We don't need any more digging up of the roads and pavements, that deters shoppers. i. **Stop discriminating against car drivers. They are the shoppers and tourists who add to the local economy.** They are already choosing Castlepoint and further afield as The Square becomes less steadily attractive."*

*"**We need a decent public transport infrastructure.** Surely there are opportunities to link the 3 town centres with a tram or similar system, with a branch to Castlepoint and the two hospitals. Sadly the routes north via New Road and Longham Bridge are outside BCP's control, but these are inadequate to take the volume of traffic for commuting between the surrounding towns and Bournemouth, so **liaison with Dorset Council for improved roads and/or public transport.**"*

*"i. **Removal of surface car parks needs provision of out of town [park and] ride facilities for visitors** - who have to get to the town centre somehow. More hotel stock with no way to access them easily won't work."*

Transport/Parking/Roads/Cycling



*"The railway station is very close to the town centre, but it doesn't feel that way because of the awful environment around it. Walking or cycling from the station into town is not for the faint-hearted - in fact it's a bit of a disgrace how unwelcoming the town is for people stepping off the train. **A complete overhaul of the area around the station, including the "Bear Pit" roundabout, is desperately needed, with a safe, direct and attractive route for people to walk, cycle, scoot or catch a bus down to the beach and town centre.**"*

*"Cyclists are not the priority, **an ageing population needs better reliable public transport provision, this should be the priority.**"*

*"The arterial routes from Somerford through Christchurch, Bournemouth, [and] Poole to Upton **should be clearways for electric buses, cycles and pedestrians in separated lanes. The same for the north / south arterial routes.** Otherwise we are just fiddling at the fringes."*

*"a&h. use redundant department stores for housing i. not all visitors can/want to use public transport, if you want people to come to Bournemouth **you need to provide car parks.**"*

*"e) Smart city concept is fine, but needs to be citizen engaged and empowering, not just opportunities for businesses i) linking enhancing sustainable travel to flogging off car-parks is unfortunate. **Need to create complete cycleway, and to significantly reduce the costs of public transport.** j) Sad that recent work on Lansdowne, whilst creating maximum disruption, has done almost nothing to enhance the area. Muddled shadow of promises."*

*"F) need to specify minimum building heights along key transport corridors and within Town Centres. Actively encourage tall buildings to increase densities and reduce sprawl. This will support A) D) there is too much bed stock and nearly all of it is very poor quality. Allow free market approach with potential hotel clusters designated for new hotel locations. J) Lansdowne has failed as employment centre now is time to de-designate the area and have a more flexible office strategy across BCP rather than limited few locations. Focus on education and housing in Lansdowne. I) **Review of public car parking number and locations required. Need to reduce dramatically number of spaces in line with [South East Dorset Urban Mobility Strategy] Walking and Cycling [policy to] support active modes.** Acceptance needed that visitor parking should not be in town centre/beachfront but intercepted via P&R or similar out of town centre car parks. Where is the arts and leisure strategy? BCP is a cultural desert despite producing thousands of arts student every year. Need to reduce shopping area in town centre and divide into two sections reflecting market trends rather than the very long under occupied current situation. Move ASDA and sort out entrance to Lansdowne/Town from Station."*

Criticism

These respondents criticised the proposals for the regeneration of Bournemouth town centre. These comments have been coded into sub-themes to make them easier to interpret. The most criticised proposals were 'Proposal i: Continuing to focus on enhancing infrastructure to improve uptake of walking, cycling and public transport, enabling the amount of surface public car parks to be reviewed and potentially be considered for other uses, such as new homes' (20 comments), and 'Proposal f: Positively encouraging taller buildings in some areas to enhance our iconic skyline (15 comments).

Below is a selection of comments for each of these sub-themes:

Suggestions for proposal i: Continuing to focus on enhancing infrastructure to improve uptake of walking, cycling and public transport, enabling the amount of surface public car parks to be reviewed and potentially be considered for other uses, such as new homes



*"j) Removing car parks **won't help the tourists.**"*

*i) The first part is commendable, but **the removal of car parks without adequate alternatives is already proving disastrous to the wellbeing of the area.**"*

*"i. **Cycle lanes are a waste of time and money** unless cyclist are made to use them."*

*"j) **Removing car parking will be detrimental to hotels and businesses** in regards to out of town visitors."*

*"**Cars are here to stay provide parking not wretched cycle lanes.** We need a positive approach embracing the real world that generates income."*

*"j) The drive to reduce car use is applauded **but this strategy fails to recognise that this will remain the primary transport method for an aging population and visitors.** Parking availability has been an issue for a number of years and shows no sign of any significant or immediate drop in demand. f) An "iconic skyline" is a meaningless aspiration."*

*"i. The Lansdowne area does not need any more of your concrete block's. **The cycle lane close to Northbourne is a prime example of bad planning,** the pavement hieght is crazy!!! Cramming more people into little boxes in the Town centre is Mad!!!!!"*

*"**Stop discriminating against drivers** because they bring shoppers and tourists to the Square."*

*"i. **surface car parks to homes is a terrible idea.** Visitors drive to BCP and that isn't going to change in the medium term."*

Proposal f: Positively encouraging taller buildings in some areas to enhance our iconic skyline



*"f) **There are enough taller buildings in the area** without adding more to it."*

*"e) Smart City is a "nice to have" but it is the prosperity and vibrancy of the town which need to be addressed first f) It has long been the case that you can tell Bournemouth from Poole when at sea by where the high buildings start. **Eco-building high rise blocks risk creating a highly urbanised "big city" atmosphere.**"*

*"option c) is unclear. If you mean transport links, then these should be based on active travel and public transport. **f) There is clearly a potential for conflict between increasing building height and the quality/ design of urban space. The "plan" does not discuss the issue of housing density, nor of the type of housing most appropriate to central Bournemouth.** Second homes and holiday lets will not solve the affordable housing problems of Bournemouth."*

*"a) I disagree with - increasing the number of people living in the town centre by making more sites available for new homes - if firstly this is not balanced by a reduction in Green Belt development in the surrounding area. There is a risk of this becoming more about expensive new houses and flats (Debenhams site?) encouraging cars and congestion and second homes. c) I disagree with - Making stronger connections between different parts of the town centre, and from the main shopping and leisure areas to the seafront - unless this is by promoting walking, cycling , electric buses and reducing car access. d) I disagree with - Supporting the development of new hotel stock by allowing poor hotels to more easily exit the market - if this means turning the old sites into residential sites whilst allowing tall hotels. **f) I strongly disagree with - Positively encouraging taller buildings in some areas to enhance our iconic skyline - This is vanity. The skyline is not iconic or to the extent it is it is due to genteel lower elevation buildings. If the vision is to turn Bournemouth into Benidorm - it will be counterproductive - people will not know what Bournemouth's character is, is cultural origin will be lost.**"*

"Are you actually joking about building high rise buildings to promote our skyline???? Who wrote this? We have the sea!!!!!"

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/associations. Below are the key points from these responses:

- Much needed apartments need parking facilities and viable shops which Bournemouth town centre currently lacks
- Top priority should be to regenerate Bournemouth High Street making it cleaner and addressing anti-social behaviour issues in the town

- Parking is a huge problem in BCP that needs to be addressed, particularly in summer months
- Need to specify minimum building heights along key transport corridors and within town centres
- Encourage tall buildings to increase area densities and reduce urban sprawl
- Lansdowne has failed as employment centre; repurpose it to focus on education and housing
- Need to reduce number of parking spaces in line with SEDUMS Walking and Cycling Strategy to support active travel
- Need an Arts and Leisure Strategy. BCP is lacking in this respect despite producing thousands of arts students every year
- Need to reduce shopping area in Bournemouth town centre and divide into two sections reflecting market trends
- Seafront investment should continue along the length of the seafront towards Christchurch and Sandbanks to demonstrate commitment to BCP regeneration
- Definition of “unsuccessful hotels” should be clearer so thriving hotels are not unfairly penalised
- Allowance for taller buildings should be specific to certain areas and not approved in already overpopulated areas without community facilities
- Consider using car park sites to create new homes while alleviating problems related to public transport, roads, cyclists and pedestrians
- Regenerate Bournemouth station area to create additional housing and/or commercial space, e.g., hotels
- Need to financially invest in the railway network, especially station facilities which need urgent improvement to match similar large urban train stations, e.g., booking halls, gatelines, bridges, toilets and waiting facilities

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- New homes must be built on brownfield sites within central Bournemouth and meet the National Space Standards for dwellings
- Essential that digital infrastructure incorporates more outlying/rural regions
- To comply with the council’s green strategy and net zero agenda, community-led cultural initiatives need to be within walking distance of town centres
- No further provision for car parking and a clear objective to significantly restrict or reduce traffic movements within outlying areas
- Council should not promote outlying areas as ‘go to’ destinations and seek funding for public transport to these areas

Residents living outside BCP

4 comments were made by residents living outside BCP. Below are the key points from these responses:

- Free and convenient parking would be a better strategy for regenerating Bournemouth (Proposal i)
- Bournemouth needs to be an entertainment hub

- Bournemouth should replace old hotels for the types of hotels people now want

Other respondents

1 comment were made by a respondent from the 'other' category type. Below are the key points from this response:

- i) If you build on car parks, you'll further discourage motorists

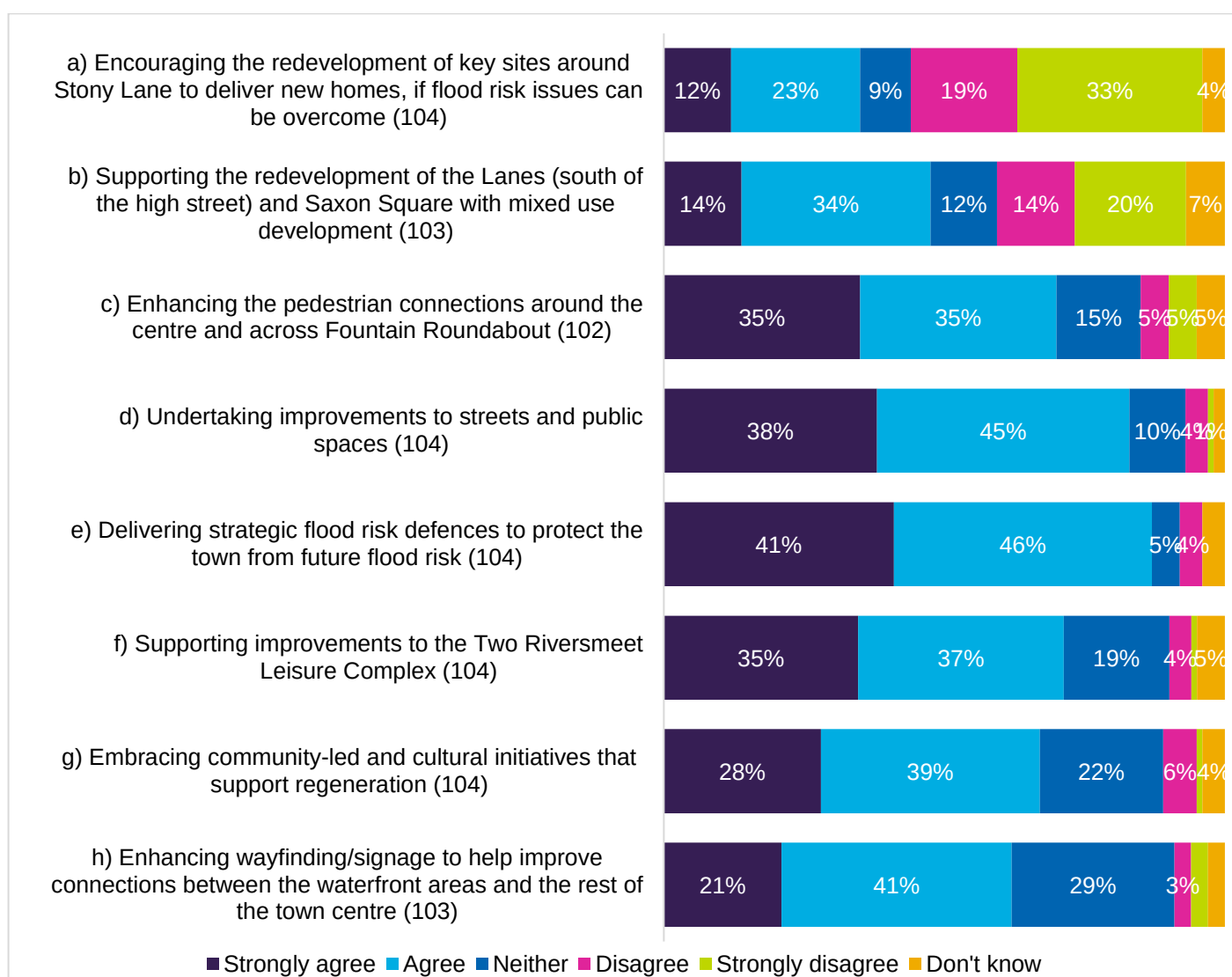
9.3. Our proposed strategy for Christchurch

Respondents were asked how strongly they agree or disagree with the actions in our proposed strategy for Christchurch. The full results are shown in the chart below.

The actions with the highest levels of agreement were:

- e) 'Delivering strategic flood risk defences to protect the town from future flood risk' (87%)
- d) 'Undertaking improvements to streets and public spaces' (83%)
- f) 'Supporting improvements to the Two Riversmeet Leisure Complex' (72%)

Figure 8: How strongly do you agree or disagree with the following actions in our proposed strategy for Christchurch?



Bases (as shown)

Differences in responses

There is a difference in response by disability for 'Supporting improvements to the Two Riversmeet Leisure Complex', as shown in the table below:

Action	Difference in responses
f) Supporting improvements to the Two Riversmeet Leisure Complex (104)	Disabled (45%) no disability (84%)

Comments about proposed strategy for Christchurch

Q18. Please explain your answers in the box below and let us know if you can suggest any alternative actions or have any other comments that we should consider. Please use the appropriate letter (a to h) to show which actions you are referring to.



56 comments

56 respondents explained their answers, provided further comments and/or alternative suggestions about the proposed strategy for regenerating Christchurch. The key themes to emerge from these comments are outlined below:

Q18 Key themes	Number of comments
Suggestions	23
Criticism	20

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are shown at the end of this question.

Suggestions

These respondents made a variety of suggestions for the regeneration of Christchurch town centre. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were direct 'Suggestions for Proposal a: Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome' (11 comments), 'Transport/Roads/Lanes/Active travel/Parking' (10 comments), and 'Green space/Environment/Pollution/Flooding/Sustainability' (10 comments).

Below is a selection of comments for each of these sub-themes:

Proposal a: Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome



the

“a) Acknowledging the need to extra housing and Stony Lane being the area of choice, *all I [ask] is that our inadequate road network is also upgraded.* See my earlier comment for my suggestions, as a local, I use these roads daily, and have listed what would make things better. *Getting [through] traffic out of Christchurch will also improve the cycling in area, and maybe allow better bus routes.*”

“a) you must include social housing, in particular family homes with gardens, children should not be brought up in a concrete block c) we can get across town easily already, no need for further disruption.”

“(a) Stony Lane is not a suitable site as the approaches to it and the [bypass] are already hugely congested. *[A] flyover or underpass [is] needed for through traffic at Stony Lane roundabout...*Also unlikely to be suitable due to flood risk. (d) Christchurch suffers from escalating vandalism and litter issues. More CCTV and better lighting needed in prone areas such as the recreation ground and Druitt Gardens.”

“a and b) The flood risk to central Christchurch is far too likely, however much is spent on flood defense. *Plant more trees where possible and move housing to brownfield sites unlikely to flood.* c is already being dealt with by new development at old police station site.

d, more trees, more greening. e, vital, but impossible to predict the scale of risk at the moment. g, community food production, energy production, retro fitting homes for insulation and damp and sustainable heating (and possibly a need for cooling too) creating sustainable jobs and health and well being enhancement. h, definitely necessary.”

“a) Flood plains should not be messed with, ever. Redevelopment is not always necessary, *refurbishment is a better option.* The bypass split the town, I recall at the time it was built comments saying it would make the town a 2-part environment and it has. Bargates was a thriving area until then, *don’t make the same mistakes. History has a strange way of telling us where others went wrong if we take the bother to listen.* g) Community-led initiatives are good if it is what the community wants, not what you think the community wants, listening again. h) Signage is the most destructive feature of all modern society, useful but must blend in, the signage to Avon beach along Bure Lane is the worst example, large poles with massive signs repeated at every junction and several of them at each junction.”

“a) The Beagle site would be used better if it was more an indoor entertainment centre with a cinema, ten pin bowling alley and a restaurant for young families to visit who live in Christchurch.”

“a) Stony Lane (both north and south) should be the key focus in the Christchurch region. Solutions to the flood risks should be imaginative and future-proofed. We need to admit that this requires bold solutions. Look to Venice and New Orleans for your ideas. The Stony land [north and south] area could be a modern but understated jewel in Christchurch's crown - *but it needs a genuine plan.*”

Transport/Roads/Lanes/Active travel/Parking



“c) Fountain Roundabout needs to be revamped to provide better access through the town instead of the dog leg it is now. The bypass has cut the town in half and sadly Bargates and its good range of shops suffers from this, especially when there are roadworks (again, and again, and again). Our streets need to be cleaner, rubbish needs to be cleared more efficiently and we need to enhance the town with its floral displays during the summer. There are times when we are ashamed of Christchurch and the lack of care that is being taken to keep the town looking good for the tourists that so many of our businesses rely on. It is the poor relation in the BCP council area and that simply is not good enough.”

“Christchurch is very walkable. I strongly support any developments that decrease vehicle use (buses and cars) and encourage walking. It’s not particularly suited for cycling through the high street currently. Perhaps routes could be reviewed to make better use of the lanes mentioned above, for cycle routes.”

“a) Building on the flood plain at Stony Lane does not sound like a sensible idea at all. b) Although I agree that something needs doing with Saxon Square as it is a very unappealing space - how about more greenery than more concrete. I don't know what you have proposed for south of the High Street. As long as the green spaces are unaffected and the parking remains as these are important for the High Street.”

“c) Make Christchurch [have] bus-only access, ban cars from high street.”

“c) Fountains Roundabout is key blocker to improved town centre. Need to prevent through traffic on Bridge Street except [buses] and [bicycles] thereby allowing use of High Street as [a] destination. B) Redevelopment of Saxon Square long overdue [and] should include multi-storey car park and Travel Lodge. Similar scheme needed for Banks car park and M&S, and Wick Lane Car Park.”

“a) don’t believe it’s right to build on flood plains and arrogant to assume that flood risk issues can be overcome b) [the] Lanes area should be preserved as [a] heritage asset.”

Green space/Environment/Pollution/Flooding/Sustainability



“a) you must include social housing, in particular family homes with gardens, children should not be brought up in a concrete block c) we can get across town easily already, no need for further disruption.”

“a) Stony Lane is not a suitable site as the approaches to it and the By Pass are already hugely congested. Flyover or underpass needed for through traffic at Stony Lane roundabout needed. Also unlikely to be suitable due to flood risk. (d) Christchurch suffers from escalating vandalism and litter issues. More CCTV and better lighting needed in prone areas such as the recreation ground and Druitt Gardens

"a and b) **The flood risk to central Christchurch is far too likely, however much is spent on flood defense. Plant more trees where possible and move housing to brownfield sites unlikely to flood.** C) is already being dealt with by new development at old police station site. d) **more trees, more greening.** e) vital, but **impossible to predict the scale of risk at the moment.** g) **community food production, energy production, retro fitting homes for insulation and damp and sustainable heating (and possibly a need for cooling too)** creating sustainable jobs and health and well being enhancement. h) definitely necessary."

"I am concerned that "flood risk" is seen merely as an issue of protection sites and ensuring good drainage. **Plans should also take into account the impact of any hard development on the infiltration capacity/runoff of the flood plains and adjacent areas.** BCP has an existing drainage system already incapable of coping with the increasingly intense rainfall caused by climate change, which will worsen in the plan period. With potential development upstream on the Stour (especially on the Green Belt within both BCP and Dorset) flooding is likely to worsen without major infrastructure investment. **Some of this could conflict with the "Plans" accepted duty to protect important habitats and stated aim to enhance nature conservation.**"

"d) It is disturbing how much litter and graffiti spoil the appearance of Christchurch Town Centre. It has got considerably worse in recent months. We have been unable, despite numerous efforts, to have graffiti removed. **We need more litter bins and during the tourist season for them to be emptied more regularly.**"

"a) Building on the flood plain at Stony Lane does not sound like a sensible idea at all. b) Although I agree that something needs doing with Saxon Square as it is a very unappealing space - **how about more greenery than more concrete?** I don't know what you have proposed for south of the High Street? **As long as the green spaces are unaffected** and the parking remains as these are important for the High Street.

"b) The Lanes development has been resisted time and [again]. [Illegible] It's time to simply forget about that scheme - the public do not want it. A reinstatement of the crazy paving at Creedy Path (removed, outrageously, in 2011) and **more trees for Drutt Gardens would greatly improve the aesthetics of that part of the town.**"

"a) Stony Lane (both North and South) should be the key focus in the Christchurch region. **Solutions to the flood risks should be imaginative and future-proofed. We need to admit that this requires bold solutions.** Look to Venice and New Orleans for your ideas. The Stony Land N & S area could be a modern but understated jewel in Christchurch's crown - but it needs a genuine plan."

"a) the whole of Christchurch is in a flood-prone area and will be under water in the next 25-30 years. **We should be using any empty or green spaces as flood defenses and not building but providing community orchards and growing plots. Need to protect current residents from flooding.** b) more information needed c) nothing needs to be changed d) **sustainable improvement only with wildlife being at the forefront of all decisions and sustainable transport being a close second.** e) agree f) agree, **such as**

renewable energies/ flood protection and a community green space/ orchard/ wildlife nature reserve g) agree h) agree.”

Criticism

These respondents criticised the proposals for the regeneration of Christchurch town centre. These comments have been coded into sub-themes to make them easier to interpret.

‘Proposal a: Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome’ (15 comments) received the most criticism from respondents, followed by ‘Proposal b: Supporting the redevelopment of the Lanes (south of the high street) and Saxon Square with mixed use development’ (6 comments).

Below is a selection of comments for each of these sub-themes:

Proposal a: Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome



*“a) Stony Lane is a commercial strip - newly built in some cases. **Hopelessly suited to residential use, prone to flooding.**”*

*“a) Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome - **I think it will be foolish to build on a flood plain.** c) Enhancing the pedestrian connections around the centre and across Fountain Roundabout - No need in my view. Focus on fixing and cleaning all existing pedestrian connections in the high street.”*

*“a) More development in the flood plain **will increase risk of flooding up-stream/down-stream (will we ever learn?)**”*

*“a) **Historical flood plains should never be developed on** for obvious reasons c) This will just cause more traffic congestion which is bad enough already at peak times.”*

*“a) Whether the council like it or not. Christchurch is a sleepy town. It doesn't suit over generation **especially at the risk of building on flood plains.** There could be more done about the transport links and definitely more to build and develop the centre to make it appealing to all generations. I fear if more houses are built on these areas no one will be able to move about as the roads are already gridlocked most of the time. **I'm really confused as to why BCP seem to over develop the town as its charm will be totally destroyed.**”*

*a) Cramming more houses into [Stony] Lane **will only make...the already bad traffic problems, GP access and schools [availability worse].** The statements "redevelopment of the Lanes... and Saxon Square..." can mean anything. What do you mean? demolition?? **Very worrying.**”*

*a) Flood risk is a real problem especially with sea levels on the rise. **More development would be detrimental to the area!** b) Christchurch is already well overdeveloped, any more would destroy its character further!*

*“a) The idea that apparent flood risk defences would be used as justification for building on areas known to flood or with the potential for future flooding **would be irresponsible.**”*

*“a) Flood risk in Christchurch needs to be taken seriously. **Any new building in the flood plain would reduce overflow area and increase the risk of flooding of existing properties.** b) The proposed Lanes redevelopment should immediately be ruled out as it encroaches on Druitt gardens. h) The connection between the High Street and Bargates certainly needs to be improved but what can be done is very limited all the time the A35 runs through the town.”*

*a) These areas are part of the gateway to Christchurch and **should not be spoilt by housing developments. The gateway to the area is already going to be blighted by the proposed development down the A35.** b)-h) Christchurch is not a town I visit very often and my answers reflect this.”*

Proposal b: Supporting the redevelopment of the Lanes (south of the high street) and Saxon Square with mixed use development



Open

*“b)The Lanes is a long-running issue which was successfully campaigned against for the last Local Plan. Any development here would adversely impact on Druitt Gardens, within the Scheduled Ancient Monument and the Town Centre Conservation Area. Before the last town plan, this area was zoned as a shopping area but this was changed on adoption to be Public Space. It is fragile, a paradise for wildlife (if not treated as a public park) and archaeologically of vital importance, as is the car park called Bank Close which actually sits on the remains of a Victorian brewery and its extensive brick tunnels. b) Furthermore, **we do not need more shops in the town, and we do not want what the original Lanes envisaged**, which was a road link, with the idea of making the High Street pedestrianised, with traffic going down the Lanes and also Millhams Street. **The townspeople successfully fought that and we should not have to do so again.** a) I oppose the loss of the retail park in Stony Lane, which consist of DIY, electrical and building supplies. We should not have to go outside the town for such useful items, in much demand.”*

*“a) and b) Proposed developments in Christchurch around Stony Lane and the lanes south of the High Street **are too dense and intrusive, threatening encroachment on areas such as Druitt Gardens and the vicinity of Two Rivers Meet leisure centre.**”*

*a) Flood risk is a real problem especially with sea levels on the rise. More development would be detrimental to the area! b) **Christchurch is already well overdeveloped, any more would destroy its character further!**”*

a) Flood risk in Christchurch needs to be taken seriously. Any new building in the flood plain would reduce overflow area and increase the risk of flooding of existing properties.

*b) **The proposed Lanes redevelopment should immediately be ruled out as it encroaches on Druitt gardens.** h) The connection between the High Street and Bargates certainly needs to be improved but what can be done is very limited all the time the A35 runs through the town.”*

a) Development of Stony Lane should not be allowed as it would increase the flooding risk in Christchurch town. b) **The Lanes development should not even be entertained as it would steal part of Druitt Gardens which is protected by covenants. It must remain in entirety as a nature reserve in accordance with Charlotte Druitt's wishes.**

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Proposed developments in Christchurch around Stony Lane and the lanes south of the High Street are too dense and intrusive, threatening encroachment on areas such as Druitt Gardens and the vicinity of TwoRiversMeet Leisure Centre

9.4. Our proposed strategy for Poole

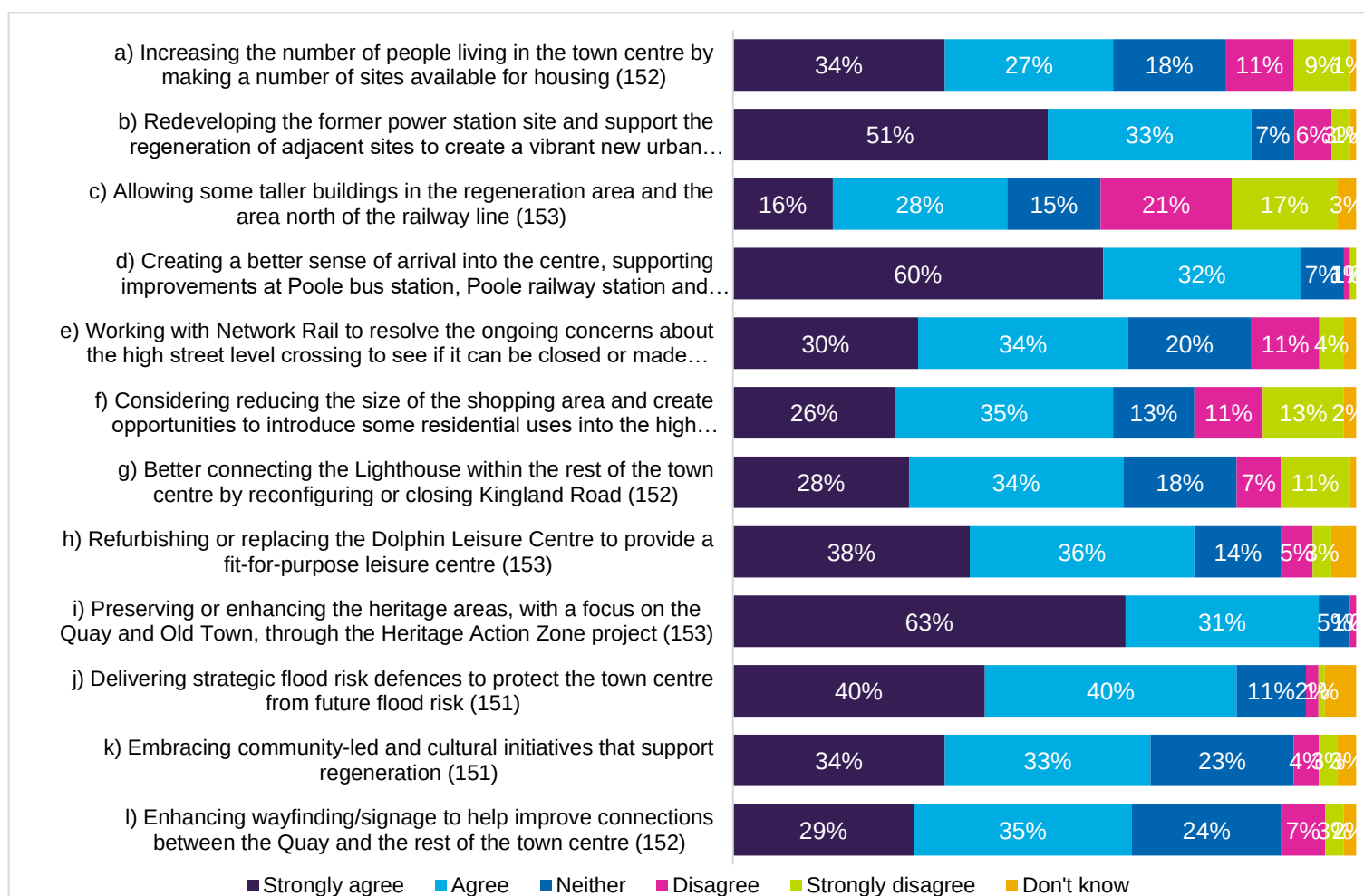
Respondents were asked how strongly they agree or disagree with the actions in our proposed strategy for Poole.

The following actions have the highest levels of agreement:

- i) 'Preserving or enhancing the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project' (94%)
- d) 'Creating a better sense of arrival into the centre, supporting improvements at Poole bus station, Poole railway station and around the Kingland Road area' (92%)
- b) 'Redeveloping the former power station site and support the regeneration of adjacent sites to create a vibrant new urban neighbourhood' (84%)

38% of respondents disagreed with c) 'allowing some taller buildings in the regeneration area and the area north of the railway line'. The full results are shown in the chart below.

Figure 9: How strongly do you agree or disagree with the actions in our proposed strategy for Poole?



Differences in responses

There are **differences** in responses by disability and legacy council area, as the table below shows:

Action	Differences in responses
a) Increasing the number of people living in the town centre by making a number of sites available for housing (152)	Disabled (45%) no disability (68%)
b) Redeveloping the former power station site and support the regeneration of adjacent sites to create a vibrant new urban neighbourhood (153)	Disabled (72%) no disability (91%)
c) Allowing some taller buildings in the regeneration area and the area north of the railway line (153)	Disabled (30%) no disability (51%)
e) Working with Network Rail to resolve the ongoing concerns about the high street level crossing to see if it can be closed or made safer (153)	Disabled (44%) no disability (66%)
f) Considering reducing the size of the shopping area and create opportunities to introduce some residential uses into the high street (152)	Disabled (50%) no disability (70%)
g) Better connecting the Lighthouse within the rest of the town centre by reconfiguring or closing Kingland Road (152)	Disabled (43%) no disability (69%)
i) Preserving or enhancing the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project (153)	Bournemouth (83%), Christchurch (100%), Poole (96%)

Comments about proposed strategy for Poole

Q16. Please explain your answers in the box below and let us know if you can suggest any alternative actions or have any other comments that we should consider. Please use the appropriate letter (a to i) to show which actions you are referring to.



76 comments

76 respondents explained their answers, provided further comments and/or alternative suggestions about the proposed strategy for regenerating Poole. The key themes to emerge from these comments are outlined below:

Q16 Key themes	Number of comments
Suggestions	44
Criticism	22

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, and Town or Parish Councils, are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions for the regeneration of Poole town centre. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were direct 'Retail/Hospitality/Entertainment/Activities' (15 comments) and 'Transport/Rail station/Bus station/Active travel/Bridges' (14 comments).

Below is a selection of comments for each of these sub-themes:

Retail/Hospitality/Entertainment/Activities



"f) Traditional shopping is dead and the area needs a complete rethink."

"Again we are supposed to be a place for people to visit. We need to put in places for visitors to come and enjoy our beautiful area in rain and sun. We need some undercover activity in Poole town area."

"Poole: d) one suggestion is to "improve" Poole bus station. g) At the same time there is a suggestion to "better connect" the Lighthouse to the rest of the town. Many years ago there was a proposal to close Kingland Road, move the bus station next to the train station to create a transportation hub (with a grander entrance to Falkland square created as the entrance to Poole) and pedestrianize the area between the Lighthouse and the front of the Arndale Centre. Shouldn't this proposal be looked at again as it seems to be the ideal solution? The land next to the train station is currently vacant. The council should strike whilst this is still the case. Once this area has been developed into flats the opportunity is lost. Having a plaza in front of the Lighthouse with cafes, bars, pop up stalls etc. would create a much better welcome to the town, create a reason to visit and better link the town to the park. It would also provide a "centre" to the town for celebrations, community activities etc. which is currently lacking. Bournemouth has it's square, it's time Poole had a plaza."

"k) It needs to be made appealing for people who live here year round, not aimed at tourists. If it is nicer, with more shops and entertainment for locals, tourists will come as well. Need to attract more sophisticated crowd than currently but maintain the attraction for all parts of society. More arts initiatives, pop ups etc. c) No big high rises as no one wants to live in them so will be empty most of the time and bring no benefits."

"h) The new Leisure Centre should include a 50m pool (2 x 25m) which can be an exemplar low carbon development, powered from the roof of the local buildings and/or ground source - or even better the poole park lake."

“(a, f) **We definitely need to allow alternative use for the excessive number of shops.** Not sure how you can “reduce” the shopping area. (d, g) **STRONGLY believe that the bus station/Lighthouse area is in desperate need of a rethink** to make it cleaner, more useful and joined up. (h) The sports centre needs (i) **Keep the quay closed to vehicles**, keep the good work going with entertainment. **Encourage the reuse of buildings**, not redevelopment (l) **The recent signage is great** keep it coming (e) The crossing is fine. It adds character, any bridge would cut the town in half.”

“(h) **The Dolphin Centre is an anodyne shopping mall** that would look at home in hundreds of town centres across the UK; there is nothing special about it and nothing that connects it particularly to Poole. The most interesting shopping in Poole is further down the High Street, below the railway line, where there are lots of interesting shops, and characterful buildings that would make interesting shops. c) **If tall buildings are needed, tear down the Dolphin Centre and the Lighthouse to make a brownfield site large enough for a serious town centre with a railway station beneath it.** The massive overdevelopment of the Thistle Hotel site has mercifully been rejected; let's hope plans for massive overdevelopment of land Between-the-Bridges is similarly tossed aside. The tower block proposed for the Miss Dibbens site in the High Street makes a mockery of everything a normal person [understands] by “conservation area”.”

“(A.) large empty commercial spaces in Poole Town Centre **should be used for residential housing.** B.) Definitely do everything within your power **to transform the old power station into a vibrant urban residential community**, close to transport, shops and jobs without need for cars. Build here not on former Green Belt areas far away from town centres”

“(c) Taller buildings should increase the density of the town and create more footfall for the retail units etc but is great in theory but **the units [need] to be a selection of types and not be ghettos of one type of people.** d) The bus station has been mismanaged for years - look at Portsmouth bus station near Gunwharf Quays to see how things could be when properly managed. **The area in front of the Lighthouse should not be an open square this will be desolate.** Our forefathers messed up the entrance to Poole by cutting off the High Street from the George - **look to reopen this with a 24/7 covered access way.** The community is important so **support groups trying to refurb activity centres in Poole.** a) Affordable housing is not being produced as it should, DO NOT use public sites for commercial developments when they could provide affordable homes. **BCP and their development companies should build affordable homes and be a facilitator for the redevelopment of sites but not compete with commercial developers and argue, as commercial developers do, for reduced affordable allocations.** The heritage of Poole is great and needs to be promoted. The town has lost many attractions (Poole Pottery) so tourists have nothing to do on the Quay, **the enlargement of the Museum is great but there is more to do to encourage heritage** - apply for an arm of the British Museum?”

“(f) As already stated: the nature of retail has changed. It is obvious from the number of empty retail outlets in...Poole that demand for physical outlets has diminished. **By changing the use of these retail areas to residential, the demand for more housing can be met with limited demands on existing infrastructure.** Unoccupied premises whether retail or residential do not give a good impression to visitors and potential investors. **Some**

investment in the centre of Poole including brownfield sites will improve the image of Poole and help to raise the morale of the residents of Poole centre."

"f) The high street needs to stay commercial. **You need something to attract people to Poole, the heritage is wonderful but people want to shop also.** The high street is probably the only place in Poole that shouldn't be made residential unless you are talking above the shops."

"There is no night time economy in Poole - a cinema in the Falkland Square area would help enormously."

Transport/Rail station/Bus station/Active travel/Bridges



"B: strongly agree with the power station being turned into houses but there needs to be an improvement on the bridges, if one bridge is out it creates utter chaos, and this seems to be quite often. E: turn the level crossing into a bridged walkway, like an arch going over the line, low enough so it's not a steel gradient but high enough to ensure safety of trains."

"Why is active travel into Poole not on this list? It needs to form the backbone of any future strategy for moving people. [Anti-social behaviour (ASB)] can be combatted through design, but also via investment elsewhere. d) While the Bus station area is a hotspot what it looks like will be an expensive irrelevance. Everything fits together. Combatting ASB through investment in youth space and functions in communities helps the bus station and shopping centres. This in turn helps shops and the evening economy, this then allows more jobs, tax base to rise and allows more spending on youth functions, housing etc. Which raises prospects and reduces [the likelihood] of ASB. Problem here though is central government and the bold non-populist leadership required. Flood risk [management] is only going to get more and more expensive as more and more is required. Better to combat environment and reduce requirement. Alongside some investment in flood defence."

"d) Make it easier to travel between the Quay and the Dolphin Shopping Centre - allow cycling, consider other forms of mobility such as electric buggies/cargo bikes/shuttle e-buses to move people around more easily. Also, sort the George Roundabout out! It's a huge barrier to walking and cycling into town."

"d) Perhaps merging the railway station with the bus terminal would an improvement."

"g) Nothing in here about bus station. The location and configuration are a magnet for [Anti-social behaviour (ASB)], and buses need to pass through the centre of Poole, as they do through centre of Bournemouth, perhaps without a bus station as such at all. Need to serve customers first. Missing Railway and road system creates huge barriers to permeability of walking and cycling, strategic investment in these links is important.

e) Fixing level crossing must be tied to enabling improved frequency of rail through conurbation. Dorset Metro concept."

"d. Suggest use of [attractive] seaside...transport options between Sandbanks, Poole Park and Poole Town Centre to create a sense of cohesiveness between the 3 sites."

Criticism

These respondents criticised the proposals for the regeneration of Poole town centre. These comments have been coded into sub-themes to make them easier to interpret. The most criticised actions were '(a): Increasing the number of people living in the town centre by making a number of sites available for housing' (8 comments), and '(c): Allowing some taller buildings in the regeneration area and the area north of the railway line' (8 comments).

Below is a selection of comments for each of these sub-themes:

Proposal a: Increasing the number of people living in the town centre by making a number of sites available for housing



"b) I am against the redevelopment of Poole Stadium, the speedway has been there for 74 years, and needs to remain, it is viable and has good crowds, particularly last year, and these are growing. The ground was left for sports use, please do not close another speedway stadium. a)

Regeneration and building of new homes can take place on brown field sites, which are no longer in use. The stadium brings in tourists and trade to the town, from visiting fans, eating and staying over night after the speedway or before. Some even stay for longer!"

"a) the town centre is already overpopulated and to redevelop sites in the area would lose the authenticity of the area - to redevelop the stadium would be wrong - modernise it yes and encourage more sports than just speedway to use it but remember it was land given to the borough for sporting use and that must stay as it is."

"a),b),c) - Why on earth would we [want] more people living in Poole? It's already overcrowded without adequate parking or roads. Just more developer greed."

a) NO MORE HOUSES! We are too overcrowded already. Building on greenfield sites is disgraceful, disgusting and should never, ever be allowed."

"a) bringing more people living in town could cause a lot of pressure on doctors, schools, [hospitals]. Also could cause more anti-social behaviour as it would be younger generations that would want to live in towns. [The] elderly prefer nature [and] quiet areas to enjoy the time they have left."

"a) Especially at night the town centre can feel like a ghost town. It is possible that this could improve if more people lived it here. b). The power station site has been an important site for housing for years but nothing happens. Surely it could be used for family housing, places with gardens. c) I think it is totally inappropriate to have any tall buildings down on The Quay. If they are considered appropriate it would be in the area around the Barclays building. There are buildings that have been empty for years which could provide sites. As Barclays has signalled that it is vacating their building maybe this could be considered as part of the mix. f) The High Street unfortunately has changed dramatically over the last 10 years. Along it's length some shops have been empty for over 10 years. The offer has just reduced and reduced which has substantially reduced the reason to visit, and definitely does not encourage anyone to linger. The number of cafe offerings are great on a lovely summers day but don't offer anything in the depths of winter. Maybe it is just time to reduce the commercial space. i) The heritage centre of Poole has been badly neglected over the

years. At times it can look like a glorified rubbish dump. The rebuilding work at the Museum is welcome and may have a ripple effect but it will take a lot of joint working and cooperation to bring about improvements..”

Proposal c: Allowing some taller buildings in the regeneration area and the area north of the railway line



“i. The heritage area around The Quay has already been destroyed. You look across a boat park instead of the natural beauty of Poole Harbour. c. **Taller buildings are inappropriate for Poole.** The unique [landscape] should have been preserved rather than making it look like every other town.”

“c) **Tall buildings are not in keeping with Poole heritage and would detract from amenity** e) The level crossing is a feature of the town and is part of the Poole heritage, why is it deemed/framed as not being safe[?] I am not aware of any incidents or near-misses etc and always [feel] safe when I am using it. If it is closed it will cut-off the upper and lower ends of the town and kill-off what is left of the High Street. It would also act against the intent of item l) and to a certain extent i). h) Dolphin Leisure Centre has always struggled due to its location - leisure centres tend to do better out of town.”

“High rise means denser population, **we do not have the infrastructure for this.**”

“b - Road infrastructure would need to be greatly improved to support this, I am not confident that this site is suitable to become a new urban neighbourhood. It would need to be supported by having it's own amenities such as GP, School etc c - As previously stated I **oppose...taller [buildings] due to the impact they have on our landscape.**”

“(c) **The obsession with taller buildings is only in the document because there is not enough land becoming available for development.** (e) There is no option other than getting rid of the railway crossing. It is safe now just a complete barrier to the High Street. (h) There is no need to move the Dolphin leisure centre it is in a great place, rejuvenate. (i) The Quay /Old Town is an obvious visitor destination but just do something. No cars obviously. (i) The whole BCP area is and has been suffering from poor major policies/implementation and there is a policy for a few [areas] in the document leading up to a new Local Plan. Come on it isn't strategic is it[?]”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/associations. Below are the key points from these responses:

- Need to specify minimum building heights along key transport corridors and within town centres
- Encourage tall buildings to increase densities and reduce urban sprawl

- Merge Poole bus and train stations to create a seamless interchange with a pedestrian-friendly surrounding environment
- Dolphin centre site is the best area for a travel interchange and would enable the level crossing to become a bridge
- Need efficient transport options between Sandbanks, Poole Park and Poole Town Centre to create a sense of cohesiveness between the 3 sites
- Consider building housing on car parks which would make much better use of land, e.g., Sainsbury's car park in Poole
- c) Object to lack of definition of the term "taller buildings". Accept in principle the need to have some tall buildings as defined by the current Plan "over 6 storeys", but not taller than buildings such as the Barclays building or current planning consents in the Poole regeneration area
- d) Need a radical overhaul of Poole's public transport provision with the creation of a new integrated railway and bus station hub between the Dolphin Centre and the Sainsbury's supermarket, creating a first-floor link into the shopping centre over the existing railway line, thereby both removing the dangerous crossing and integrating the public transport provision into the heart of the shopping centre
- f) Whilst the draft proposals for Bournemouth suggest re-using upper floors for alternative uses such as new homes, proposals relating to Poole High Street appear to suggest residential uses at ground floor. This needs to be approached with caution, as it has the potential to exacerbate the already weak link between Dolphin Centre and Poole Quay, isolating remaining retail units between blank frontages
- g) Strongly object to allowing a break in the shopping frontage to develop between the Dolphin Centre and the Quay that would risk the Quay being isolated from the mainstream shopping area. Alternative complementary uses, particularly leisure and food, should be encouraged
- h) The draft proposals for Poole Town Centre North now talks of "replacing or refurbishing" the existing Dolphin Leisure Centre facility, which would be disappointing both in terms of land use and accessibility
- i) More needs to be done to preserve and enhance the heritage of the Quay and Old Town than can be completed by the Heritage Action Zones (HAZ). The suggested focus on "the Quay and Old Town" through HAZ fails to mention that the fund extends to a mere £1.25m, most of which is already allocated, and that the boundary of the HAZ area almost entirely excludes the Quay itself

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Need infrastructure for any housing developed in Poole
- Concerns over affordability of a new urban neighbourhood in Poole
- Not in favour of tall buildings in Poole
- Poole needs a pleasant shopping area
- The Lighthouse is well connected to the town centre but needs more parking

Residents living outside BCP

6 comments were made by residents living outside BCP. Below are the key points from these responses:

- Need a redevelopment that connects the Quay with the centre of the town
- Poole needs to promote its heritage and history more
- Increase housing density so that there is no need to build on adjacent land and Green Belt (Proposal a)
- Houses should increase in the town centre but only in keeping with Poole's history and culture (Proposal a)
- Regeneration at power station site – make this sustainable housing only, specifically for local people at prices affordable to local wages, with urban green areas which provides greenery and food (Proposal b)
- Taller buildings should be built away from the shoreline with creative architecture, not blocking Poole's waterfronts (Proposal c)
- Vital to revitalize the heritage of Poole factoring in eco-friendly regeneration which will help both with climate change and tourism (Proposal f)

9.5. Issue: Vibrant local communities

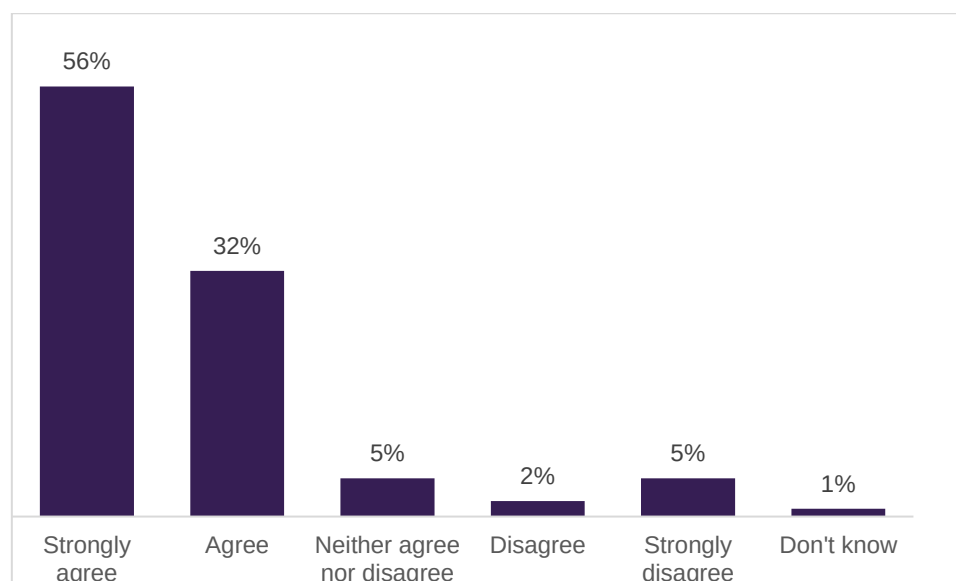
Our recommendation for vibrant local communities

Respondents were asked how strongly they agree or disagree with our recommendation for vibrant local communities:

Recommendation: We propose to support local communities by retaining existing open spaces, shops, services, and facilities, wherever possible. We would also encourage new commercial, health, cultural, educational and leisure facilities, alongside investments in streets and open spaces, within walking distance of people's homes. This would help to reduce the need to travel, encourage walking and cycling, promote health and wellbeing, and support community cohesion.

88% agreed with the recommendation and 7% disagreed with 5% neither agreeing nor disagreeing and 1% did not know.

Figure 10: How strongly do you agree or disagree with the following actions in our proposed strategy for Poole?



Base (127)

Differences in responses

There is a difference in responses by [legacy council area](#) and [disability](#), as shown in the table below:

Proposal	Differences in responses
c) Providing new homes within, or close to, existing centres	Bournemouth (71%), Christchurch (45%), Poole (69%)
i) A continued focus on the regeneration of Boscombe through the Towns Fund proposals	Bournemouth (81%), Christchurch (59%), Poole (49%) and Disabled (87%) no disability (57%)

Comments about vibrant and local communities

Q20. Please explain your answers in the box below and let us know if you can you suggest any alternative approaches or have any other comments that we should consider about vibrant local communities.



61 comments

61 respondents explained their answers, provided further comments and/or alternative suggestions about vibrant local communities. The key themes to emerge from these comments are outlined below:

Q20 Key theme	Number of comments
Suggestions	36

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are shown at the end of this question.

Suggestions

These respondents made a variety of suggestions for the 'vibrant local communities' issue. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Implementation' (15 comments), 'Community/Community Centres/Engagement' (11 comments), and 'Open space/Green space/Climate change' (11 comments).

Below is a selection of comments for each of these sub-themes:

Implementation



*"It is the right thing, but **care needs to be given** as to what the support to commercial shops/services/facilities should or ought to be."*

*"**Actually listen to local communities**, rather than asking for comment and then ignoring it all."*

*"I think listening to and supporting the community is important and **something BCP could do more effectively.**"*

*"**Without allowing or encouraging the creep of towns** into adjoining Green Belt or undeveloped areas."*

*"These aims are desirable but planning applications seldom consider the overall picture and the Local Plan **must ensure that they are always considered and action taken to ensure that planning permissions that enhance a vibrant local community are approved and those that have a negative impact are refused or conditions enforced** to mitigate any negative impact."*

*"**This can only work if local communities are given more power and influence.** The current BCP culture is far too top-down. **Give local people much more of a say, right from the very start** and don't change the local cultures or characteristics **without public consent.** There is no democracy if community engagement is limited to Phil Broadhead making announcements on his Twitter page. Especially since he's notorious for blocking people who offer other opinions."*

*"Strongly agree **subject to transitioning carefully with supporting local residents business, sustainable transport, reduction in harmful toxins with low emission zones, green spaces for wellbeing.** Food growing projects. Circular economy over 'economic growth'. (Not all growth needs to be economic.). Supplying families, elderly and vulnerable communities with reusable sanitary wear plus facilities to encourage health and fitness. Free sports for all. Community meals alongside volunteering opportunities."*

*"Retaining existing open spaces is important - but the quality of that space is too. A great new gym next to a bramble covered wasteland is within the scope of the statement but is not appropriate. **[Interpretation] is everything.**"*

Community/Community Centres/Engagement



*"**All regeneration should be local-led**, and not pushed out for external corporate investment."*

*"**Actually listen to local communities**, rather than asking for comment and then ignoring it all."*

*"All should be done with no risk to our natural open greenspaces, or at risk of the development for more of these natural spaces to be created through habitat restoration of existing greenspaces such as ex farmland. **Relationships within communities needs building up and strengthening before creation of buildings.** Also, these facilities need to be free at point of use (or subsidised) **to encourage local communities to use these facilities and to find value in them.** Encouraging local schools/colleges to use these facilities to highlight their presence and to outline what activities are available as well as encouraging local care/rest homes to use these facilities (all free of charge) **to develop social exposure to these institutions and further develop community relations.** Related to this, **opportunities should be given to upskill local communities** by providing places for this through work experiences, courses, events/activities etc."*

*"As already stated above, vibrant shopping, commercial employment and local services act as a catalyst to renewed neighbourhood vitality. This, in turn, encourages active travel, as services are more accessible. Hence, **localism is a vital component of a climate change strategy.**"*

*"**I think listening to and supporting the community is important** and something BCP could do more effectively."*

*"**Focusing on developing local communities and [the] high street** should come before visitor attractions."*

*"It would be good to **recognise the aging demographic of BCP** and **include more information about developing age friendly communities.**"*

*“Need to concentrate on eliminating barriers to walking and cycling, including fixing pavement parking, removing on-street parking where creates conflict or constriction. **There is a lack of community centre facilities and youth facilities.** In the rural area, every village has a hall. We’ve lost many of those sorts of spaces over time.”*

*“We should not build on any Green Belt, green space or open land. There is enough space in existing developed areas if developers are forced to think...**lazy uncreative and greedy development leads to ugly communities that no-one cares to inhabit.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised the data from these responses.

Organisations/associations

1 comment was made on behalf of an organisation/association:

- The recommendation is contradictory, either you retain existing open spaces, shops, services, and facilities or you support new ones

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points mentioned:

- SANG allocations for new development must be within walking distance of new homes
- No additional car parks within the Green Belt, conservation, and Parish areas
- New infrastructure facilities should be excluded from the Green Belt, conservation, and Parish areas, e.g., commercial, health, cultural, educational, leisure facilities or visitor centres

Other respondents

1 comment was made by a respondent from the ‘other’ category type:

- These aims are desirable but planning applications seldom consider the overall picture and the Local Plan must ensure that they are always considered
- Ensure that planning permissions that enhance a vibrant local community are approved and those that have a negative impact are refused or conditions enforced to mitigate any negative impact

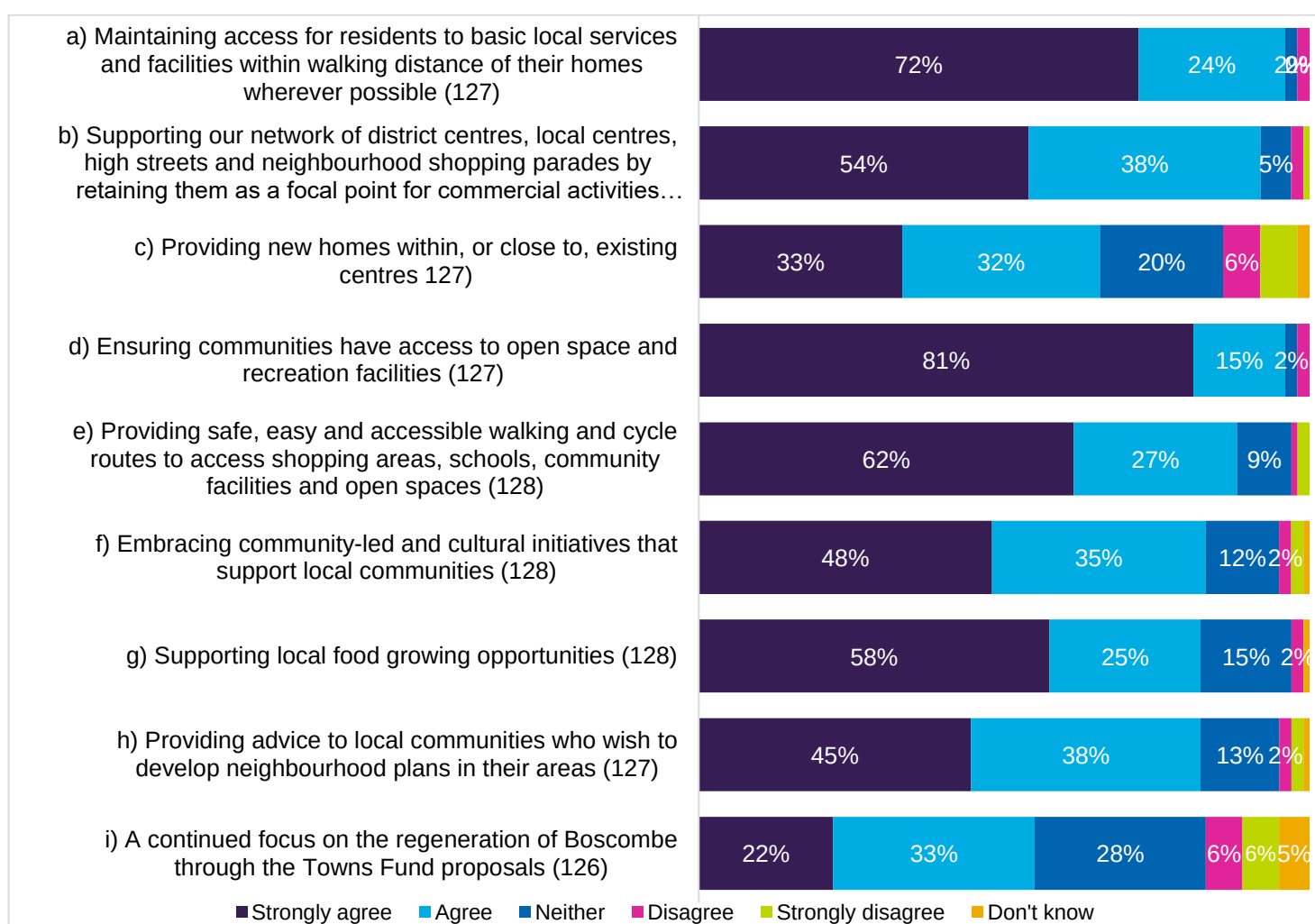
9.6. Our proposed strategy for vibrant local communities

Respondents were asked how strongly they agree or disagree with aspects of our proposed strategy to support vibrant local communities. The results are shown in the chart below.

The following three actions have the highest levels of agreement:

- d) 'Ensuring communities have access to open space and recreation facilities' (96%)
- a) 'Maintaining access for residents to basic local services and facilities within walking distance of their homes wherever possible' (96%)
- b) 'Supporting our network of district centres, local centres, high streets and neighbourhood shopping parades by retaining them as a focal point for commercial activities' (92%)

Figure 11: How strongly do you agree or disagree with the following aspects of our proposed strategy to support vibrant local communities?



Bases (as shown)

Comments about proposed strategy for vibrant local communities

Q22. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about vibrant local communities. Please use the appropriate letter (a to i) to show which aspect you are referring to.



55 comments

55 respondents explained their answers, provided further comments and/or alternative suggestions about vibrant local communities. The key themes to emerge from these comments are outlined below:

Q22 Key themes	Number of comments
Suggestions	31
Criticism	18

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are at the end of this question.

Suggestions

These respondents made a variety of suggestions for the proposed strategy to support vibrant local communities. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Open space/Green space/Climate change' (14 comments), 'Community/Community Centres/Engagement' (12 comments), and 'Suggestions for proposal c: *Providing new homes within, or close to existing centres*' (10 comments).

Below is a selection of comments for each of these sub-themes:

Open space/Green space/Climate change



*"c) New homes should only be provided in places where there is sufficient brownfield space to build. **Green Belt should not be used.**"*

*"c) Please use brownfield for housing development. **New homes on Green Belt and flood plains would be very sad.** g) Community food growing would be amazing! I would love to help with an orchard, or veg growing.*

Please do this. Local community development definitely needs support and advice. You have a great resource, I have lived variously in small communities that set their own

'bylaws and rules' some of which don't seem thought through or for a wider benefit. It would be helpful for these to be guided appropriately please."

*"g) **providing spaces for those to grow healthy, chemical free produce is imperative.** Also, it would be great to encourage local initiatives/businesses to teach about the best ways of doing this and to help them get started. Ensuring all age ranges/ethnicities/backgrounds from local communities are present in these initiatives will encourage cohesion amongst communities. **Providing areas for food growing also creates habitats for wildlife boosting biodiversity,** especially if these are encouraged on brownfield/urban sites. This could also lead to intercommunity relationship building, swapping seeds, produce, skills etc."*

*"a) f) g) This is an excellent concept and thoroughly endorse community-led initiatives. Important that there should be free or low cost activities to avoid exclusion of those who might benefit most. **Neighbourhood gardens and allotments have been proven to improve both mental and physical health.** d) g) **Open spaces essential for good health and when planning town housing consideration should be given to planting trees on the periphery, to protect inhabitants from toxic traffic fumes.** h) Extremely important to share expertise in the complex procedure of developing a Local Plan."*

Community/Community Centres/Engagement



"Give people a sense of belonging in their own community, by having cultural and community activities/hub where all can feel [safe] to come to. There should be no need to drive anywhere in your local community (maybe only if carrying heavy loads, or physically unable to walk) to get what you need etc."

*"c) Please use brownfield for housing development. New homes on Green Belt and flood plains would be very sad. g) **Community food growing would be amazing! I would love to help with an orchard, or veg growing. Please do this. Local community development definitely needs support and advice.** You have a great resource, I have lived variously in small communities that set their own 'bylaws and rules' some of which don't seem thought through or for a wider benefit. **It would be helpful for these to be guided appropriately please."***

*"g) **providing spaces for those to grow healthy, chemical-free produce is imperative.** Also, it would be great to encourage local initiatives/businesses to teach about the best ways of doing this and to help them get started. **Ensuring all age ranges/ethnicities/backgrounds from local communities are present in these initiatives will encourage cohesion amongst communities.** Providing areas for food growing also creates habitats for wildlife boosting biodiversity, especially if these are encouraged on brownfield/urban sites. **This could also lead to intercommunity relationship building,** swapping seeds, produce, skills etc."*

*"(d) **ensure community spaces are not built on especially if they are used.** e) cycling paths should not conflict with walking paths as they do in Tuckton."*

*"In addition to these proposals, **the council could leave space where possible for wild plants, hedgerows and verges. They must commit to keeping open community spaces** eg. libraries and surestart centres (if there are any left)."*

*"It is vital that the council work with residents to enable them to make a meaningful difference in their community. The residents and volunteers in the area **could be the council's greatest asset** in the quest to make changes if the council allow residents to have some control and power to make an impact."*

*"f) **include age-friendly communities** please."*

*"So many great aspects here! b) District centres, local centres, high streets and neighbourhood shopping parades need to become more than just retail/commercial areas. **They need to support connection and community.**"*

*a)f)g) This is an excellent concept and **thoroughly endorse community-led initiatives.** Important that there should **be free or low cost activities to avoid exclusion of those who might benefit most.** Neighbourhood gardens and allotments have been proven to improve both mental and physical health. d)g) Open spaces essential for good health and when planning town housing consideration should be given to planting trees on the periphery, to protect inhabitants from toxic traffic fumes. h) Extremely important to share expertise in the complex procedure of developing a Local Plan."*

*"b) I think that high streets/local centres etc don't have to have a commercial focus - **they could be community focussed.** c) New homes need to be brownfield not green - repurpose all the empty retail units and that will bring life back into the towns too."*

*"g) I would like to see [a] **quick and easy system so communities could adopt open shared land for community food growing opportunities.** Very important with cost of living going up and food insecurity due to Brexit and **global weather changes. A dedicated support officer to help communities** set up and run these food growing systems with templates for how to do this."*

*"Missing - **Community Energy Generation** i) all areas need strong support, not just usual suspects."*

Proposal c: Providing new homes within, or close to existing centres



but

*"a) see 15 minute neighbourhoods b) 15 minute neighbourhoods c) **see 15 minute neighbourhoods** d) again e) again f) funding and guidance- council staff that coach and facilitate these things is crucial (I'd do that job too) g) this is difficult, scale required and dedication doesn't fit with a lot of lifestyles, but as a concept is good. h) yep, coaching and support i) well yes, deal with HMO's, central gov support for addiction, housing crisis are the things that will regen Boscombe beyond building some [nice] towers."*

*"c) Provision of new homes on **brownfield sites or conversion of unused office space only. No Green Belt development.**"*

*“See above. On c), I would comment that some neighbourhoods have a greater capacity to absorb increased residential provision than others. **Policies need to be more specific, on a neighbourhood by neighbourhood basis, but based upon universal design criteria across them all.**”*

*“c) new homes **should not come [at] the expense of green spaces.***

*“c) **Housing should be focussed on brown field sites/ re-developing empty shops/ reducing shopping areas** where appropriate.”*

*b) subject to sustainable activities. clarification is needed on 'commercial activities'. c) **only using empty office blocks not building up or on green spaces.**”*

*c) The provision of new homes **should not increase the existing density of population without the provision of green spaces**, which would lead to the destruction of people's sense of wellbeing.”*

*c) Only if **it does not overwhelm the existing centres and services.** f) Unclear what this means.”*

Criticism

These respondents criticised the proposed strategy to support vibrant local communities. These comments have been coded into sub-themes to make them easier to interpret.

'Proposal i: A continued focus on the regeneration of Boscombe through the Towns Fund proposals' (6 comments) received the most criticism from respondents, followed by 'Proposal c: Providing new homes within, or close to, existing centres' (4 comments) and 'Proposal e: Providing safe, easy and accessible walking and cycle routes to access shopping areas, schools, community facilities and open spaces' (3 comments).

Below is a selection of comments for each of these sub-themes:

Proposal i: A continued focus on the regeneration of Boscombe through the Towns Fund proposals



*“i) **No mention of Boscombe West as a special case, despite the statistics.** Boscombe West needs special regeneration and was included in a previous local plan, then removed. Only the Towns Fund mentioned... peanuts!”*

*“i) I am concerned about the continued focus on the regeneration of Boscombe. **Millions have already been spent in this area to the detriment of others and I now believe the time has come to allow other areas to take a priority.** Poole has had no significant development for years whilst Boscombe has had all of the work on the seafront as well as improvements to the High Street and Sovereign centre. **Even with all of this expenditure there is still an issue with drug addicts, homelessness and rough sleeping** and this won't be resolved until the social care budget is increased - **throwing more money into further regeneration of the area is not going to help.**”*

*"i) The "regeneration" of Boscombe usually means gentrification and pricing people out, **this approach cannot be continued.**"*

*"i) **The current system is not working in Boscombe** and requires a complete re-think."*

*"i) **has investment to date into Boscombe demonstrated any success? Value for money or positive outputs? Are the retail (policy) designations correct and reflect usage on the ground?** ie Southbourne has a section of local facilities which were removed from designation years ago but continues to meet local needs. Equally sections of Ashley Road Poole and Christchurch Road Boscombe are designated but do not function."*

Proposal c: Providing new homes within, or close to, existing centres



*"c) While some opportunities exist for converting some use in centers to residential by way of [apartments], **new homes shouldn't be the focus there.**"*

*"c) **We shouldn't be going straight for new builds.** Winton for example has a large student population residing in what could be brilliant family homes. If the focus was around making student communities in areas, such as the town centre, which is unsuitable for families this would support building strong communities - the students are a nightmare at present, preventing a strong community!"*

*c) Following a global pandemic, I don't think we should underestimate how important nature and open spaces are. **By removing these spaces, we develop [a] sometimes-ugly concrete jungle which will not eradicate the mental health issues we see more and more.** The area is stunning but **we are in danger of losing this** by adding more buildings to the conurbation."*

*"I believe all the above except for C) are important factor for vibrant communities but such facilities are appropriate to the local area. C) **Town centres and homes don't always make a good mix and are some times best left apart. Traffic and noise being a major factor.**"*

Proposal e: Providing safe, easy and accessible walking and cycle routes to access shopping areas, schools, community facilities and open spaces



*"e) Cycle lanes are **a waste of money.**"*

*"e) I feel regarding some of the cycle lanes [that] have recently be made **are not suited for our roads, and have actually made the roads more dangerous for other users and emergency services!** A lot more common sense needs to be used when in the planning stage. **There is no point doing [a] short piece of road cycle lane** and then the rest of your journey is on the open road."*

*"e) Cycle routes done sensibly are good. **Ones like Whitelegg Way are unnecessary and totally ridiculous.** We should not be providing cycling/walking routes **to the detriment of emergency vehicles trying to get down congested routes.**"*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised the responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Concerns over whether investment into Boscombe to date has demonstrated any success, has been value for money or created any positive outputs
- Review needed to determine whether retail policy designations are correct and reflect usage on the ground in Boscombe
- The definition of “basic local services” is important to ensure local communities are not overly supplied with one type of service

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Farms and conservation areas within parishes should not be the focal point of commercial activities or visitor centres, e.g., Hicks Farm in Throop
- Sites for recreational and open spaces should be within walking distance of homes
- No additional car parking within the Green Belt, conservation and Parish areas
- Any future marketing by BCP Council must not promote the Green Belt, conservation and Parish areas as “destinations”
- Conservation area of Muscliff Lane (Homes for Heroes specifically created for market gardens) should be fully restored to support local food growing opportunities
- Poole Quay area is not suitable for local food growing opportunities

Comments about regenerating our town centres

Q23. Please tell us if you have any other comments about regenerating our town centres in the Local Plan, including any other issues or ideas you feel that we should consider.



243 comments

243 respondents made further comments and/or ideas about regenerating our town centres in the Local Plan. The key themes to emerge from these comments are outlined below:

Q23 Key theme	Number of comments
Suggestions	189

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions for the proposed strategy to support vibrant local communities. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Retail/High streets/Town centres/Supermarkets/Shops' (88 comments), 'Regeneration/Maintenance/Facilities' (79 comments), 'Transport/Cars/Parking/Active Travel/Congestion' (75 comments), 'Housing/Buildings/Hotels/Venues/Heritage' (64 comments) and 'Tourism/Leisure/Sport/Hospitality' (41 comments).

Below is a selection of comments for each of these sub-themes:

Retail/High streets/Town centres/Supermarkets/Shops



*"There is little mention of the potential for new employment uses within the town centre. Whilst housing for additional consumers is to be welcomed, **retail shops need weekday trade from the employees of local businesses if Poole is to avoid becoming a dormitory town.** The night-time economy **barely rates a mention yet food & beverage and wider leisure uses will be needed to add vibrancy to regeneration sites and fill the voids left by declining town centre retail.** The concept of increased connectivity. references this holistic approach, networking local community centres, with accessible facilities. However. Reference to any education is scant, beyond accessible schooling. Lifelong learning, community education and the cultural hubs envisaged, need to be an integral element of development planning, with provision made for such. It is essential that existing, safe open spaces be retained. That is to be welcomed in the consultation."*

*"I avoid them because they are drab and depressing. I shop online and **the area has to change from a shopping environment to a leisure experience.**"*

*"It is crucial to decide what proportion of a town centre can provide viable shops. Once this decision has been made, the **changes to these parts of town centres should be made suitable for the modern shopping experience.** Former shops should be transformed into suitable buildings - residential or public use."*

*"**Please turn old [Marks & Spencer] site in Bournemouth into a toddler and younger children friendly play area, like an Oasis.** In the summer months with thousands of visitors, on an inevitable rainy day Oasis being the only indoor play centre is unacceptable. **Where Beales is: turn the circle area outside of it into a European style outdoors bistro area: 'The Food Quarter' or similar.** In mainland Europe in the cities, they are out enjoying food and drink in a bistro style. **We must adopt this.** Turn*

the many empty high rise office blocks into apartments for people. There is an absolute lack of housing with these buildings standing empty year after year. It's so shameful."

"Support businesses with rate cuts to encourage more new shops and trades to come into Christchurch. **Tidy everything up.** Clean road signs, tidy up and repaint public buildings."

"Reduce business rates and landlords need to reduce [their] rents otherwise lots more shop fronts will stay empty which does not look good for the town."

"We need to encourage independent businesses - like Ojo Rojo, Urban Garden etc, and **move away from large scale theme & chain pubs** that are available in every other town in the country. Same with shops - with everyone going to Castlepoint and all the main / chain shops moving over there, **Bournemouth needs to be a destination of unique and independent shops and boutiques** that can't be found elsewhere. Take a leaf out of Bobby's book - using beautiful old buildings for experiences that can't be found in out of town shopping centres."

"Town centres need to be attractive and differentiated to attract footfall. So a balance to include/encourage 'boutique' shops that are different to the normal high street of today could be the way forward. Elements of that can be seen in Christchurch, but the danger is everything becomes a cafe/coffee shop or charity store. **Also 'shared working spaces' within Town Centres could encourage people to 'work in the town' and generate a positive vibe and footfall."**

"As a Bournemouth resident for over 40 years I am embarrassed by the state of the Town Centre compared to the lively and vibrant place that it used to be. We have lost so many of our shops mainly due to them being unable to afford the exorbitant rents that are being charged and the Council has not stepped in to intervene or help them. When you compare Bournemouth to Southbourne or Christchurch High Street it does not have the same attraction to shoppers or visitors anymore. The Council need to focus on bringing well known and recognisable brands like John Lewis to the Town Centre and make it a place where people actually want to shop. The more shops that close the less likely people will choose to shop in Bournemouth. Also, **there should be no charge for parking at weekends to encourage more people to come into the Square and Triangle."**

"Poole in particular needs a lot of [tender loving care] to encourage business and footfall back. There are multiple opportunities to create squares or plazas and improve the layout of town to bring things together. Right now it feels like the railway, bus station, Sainsbury's are a lot further apart by foot than they actually are geographically."

"Christchurch needs a department store not more large food shops or coffee shops which just add to the litter problem. **A butcher, a baker and a greengrocer would be better. Halt the advance of charity shops** as well."

"If the parking requirements in the neighbourhood/local centres is to remain so low there MUST be mobility hubs in all of them to ensure that people can truly live without a car. **We should be designing all 19 district centres as 15 minute neighbourhoods."**

“Poole [needs] to build a massive shopping mall like Southampton but much bigger. Build for the future not the present. Bournemouth [needs] to build taller [buildings] so we can get cheaper apartments and office space and [needs a] proper theatre like [in] London. Christchurch [needs] to build [an] up market mall.

BCP [needs] to think for the future for transport like tube. Not keep going with [buses] and bike lanes. As well, build a massive [leisure] centre for BCP that everyone can use. Try [to] attract a massive theme park company like Universal Parks [as] they don't have one in Europe and they will invest in Europe soon. Don't miss the opportunity.”

“The community still needs High Streets. Central Bournemouth already has a lot of flats; **the area needs a new big supermarket with car park and road connections.** Look at West Quay shops and parking (simple).”

“The high street in Bournemouth is particularly inaccessible for wheelchair users with many shops having steps and no ramp [breaching] the Equality Act. The council should do more to level the access from the street to the shop entrances. There needs to be more on-street disabled parking bays especially in Poole and around the quay area. The whole area is no loading lines making it difficult for disabled people to visit. Shop rents need lowering to entice more independent shops to open.”

“The use of town centres is changing but will continue to be social meeting places and for some people the only place they will visit that day or week to have social interaction. Covid-19 has highlighted the need to reduce loneliness for everyone, not just the elderly community and ensuring that town centres feel safe, secure and places are open at various hours. **Open spaces in the town centre require adequate seating, lighting and be inviting for people to meet one another.** Seating in the open spaces encourages rest when walking up the High Street and can create an opportunity for visitors to embrace local heritage and culture on their visit to improve their overall well-being, reduce loneliness and encourage social interaction with a variety of communities coming together and giving that place character and individuality.”

“Don't forget about the local high streets! These should be made the life and soul of the community. A strong community will have secondary benefits in a whole range of areas such as reduce crime, positive action on the environment and well being!”

“The council needs to work with the police to better control the masses that visit Bournemouth during the summer months and **to make the centre hospitable for locals again and not just tourists.** Alcohol and drug misuse, dangerous driving and inconsiderate parking, anti social behaviour and dirty rubbish filled streets need to be addressed as a priority.”

Regeneration/Maintenance/Facilities



“The [Bournemouth International Centre] should [only] be refurbished if it is really necessary. It would be criminal to close and demolish this outstanding facility.”

“Reusing the domestic accommodation above the shops would bring more people into the town, not just the evening drinkers. Change of use from empty shops to domestic would help too.”

“Agree with the aim of regenerating the town centres but other smaller centres in the town, e.g. Christchurch Road from Boscombe to Pokesdown, can’t be neglected. Also don’t want to see one area gain while others suffer.”

“As there are still parts of the development on the Quay that are not occupied by businesses care needs to be taken when developing the power station site. Public toilets in all developments are a “must”.

“Better facilities to help the homeless and don’t allow Poole to become a stag party destination like has happened to Bournemouth. I’ve friends who have visited with their families and have cut short their stays, due to the scenes they’ve witnessed around Bournemouth.”

“Clean up the Square. Tourists are not attracted by litter, graffiti, beggars, drunks, rats, cyclists and e scooters used in pedestrian areas, cars parked illegally, debris in shop doorways, rough sleepers etc.”

“I strongly believe that we need to do an awful lot to regenerate our town centres, which are currently grotty and not very safe places to wander around in my opinion. Reviving Bournemouth/Poole with modern hotels and facilities is key to future success. We should let go of old hotel stock so that new developers and operators are encouraged to improve the towns. We also need more homes for the elderly, which would provide more jobs too. Brownfield sites could be used as opposed to greenfield sites.”

“Get rid of anything that discourages shoppers like drunks, beggars, shoplifters, litter, homeless debris, rats, graffiti, dangerous e scooters and illegal parking.”

“Encourage the building of University halls and teaching blocks in The Square area.”

“Regeneration needs more strict building regulations to incorporate renewables, green roofs, insulation, building design that uses light to help heat but with through drafts to help cool. All current buildings need adapting and management [companies to] be given new legislation to clarify that better building design is not seen as an improvement but as general wear and tear to avoid them not pushing forward on retrofit design. More grants needed to help the transition. More free education needed to provide the workforce [needed] to build and retrofit. Builds need to be smaller and

have wildlife/ nature as a focus. Making a building sustainable and much lower impact."

*"We cannot stress enough **how essential it is NOT to build on flood plains/fields.** It would be completely unethical and callous to invite people to buy homes in the knowledge that they would/could be flooded."*

*"Town centre regeneration needs people to live there. People who will use the shops and facilities all year round, day and night. A place where the centre is deserted in the evenings is not vibrant. There is a **need to develop central housing at the same time as other facilities. One should not pre-empt the other.**"*

Transport/Cars/Parking/Active Travel/Congestion



*"**I think that a tram system or light rail linking these main population centres is an imperative.** That the retail landscape is spread out in Bournemouth is one of its unique attractions. The construction and prioritisation of [Castlepoint] at a time when we absolutely need to be moving away from car usage is not justifiable. I am not sure what the way back from this is.. but there surely must be one."*

*"Reduce retail rents/rates and increase town centre housing. Convert retail. **Increase no car zones.**"*

*"Slash business rates to encourage investment. **Stop building on car parks - you are destroying the ability of shoppers to park and shop easily.** Remove all rough-sleepers from city and town centres, they are intimidating and stop people shopping in the area."*

*"**Active travel should be a central plank of all travel around the conurbation, combined with improved public transport. 15 minute neighbourhoods.** Better communities by design."*

*"While it's good to improve the amount of quality housing stock in town centres, **you also need to consider where the residents and their visitors (including care workers) will park their cars, and provide sufficient off-road parking.**"*

*"**Cycle and bus routes do need development and financial support.** We have had poor facilities for so long that there is an expectation of failure or cost etc with the buses, and expectation of lack of safety for cycle routes. Not helped by an inconsistent approach to building cycle lanes. **The Danish model for example works really well.** The buses are 100% reliable, and cycle lanes are very obvious and safely separated. I am aware that our roads in existence are narrow etc, but reasonable alternative routing may be possible as previous comment."*

"Bournemouth is attractive because of its leisure spaces for residents and this should be at the heart of any change. Too many recent choices comprise this. Until the roads and public transport can support more people there is little point having other plans. Public transport is expensive and unreliable. New homes should focus on converting existing

building before new homes and the focus should be on flats. **The road congestion needs to be eased with a ring road going underground where necessary** and new local communities build off this with a key employer and support services planned at each new hub. Where multiple large employers and schools already exist [illegible] together BCP should enforce staggered start times, e.g. not allowing [Royal Bournemouth Hospital] have all wards changing over at the same time and schools stagger start times.”

“The Dolphin Centre and attached car parks are highly unattractive and outdated. I do not use the Dolphin centre shopping unless I have no other choice. I avoid the area at all costs because it is so ugly and I do not want to get my car scratched in the cramped parking garages. The whole thing should be knocked down, renovated and joined up in a modern, organic sustainable way that links the Quay. Poole Quay has so much potential. Beautiful architecture and history. BCP needs to attract some better (high-end or independent shops) and restaurants to attract more visitors and improve parking. Get rid of the tatty shops. The Lighthouse, should definitely be better linked with the renovated Dolphin centre and Quay, but don't bother if you are not going to renovate. Include flood risk defences and 100% embrace community-led and cultural initiatives.”

“Facilitate the development of brown field sites, business rate reduction to key High Street stores, better heritage conservation for High Street assets, **better transport across the conurbation**, better key cycle ways connection town centres and key suburban locations, encourage SME's to locate in the centre, [refurbish] the bus station as that in Portsmouth with an aircraft departure lounge that is pleasant, popular and profitable. Open public toilets for tourists, hold more events on the Quay (not just bike nights etc).”

“We support more homes in existing urban environments but it **has to be supported by a green and sufficient public transport system.** Develop existing buildings opposed to building on Green Belt. Once its gone its gone. Using Green Belt is a short term catastrophic answer to a long term progressive problem. Children need to experience nature and non contrived nature parks, so they have a chance to view a deer in the wild, or a bird of prey for example, which many of us adults have been fortunate to experience in this precious local area of Green Belt.”

“There needs to be a Christchurch bypass!”

“A relief road for Christchurch is becoming a priority as the increasing number of houses being built and traffic usage from east and east is causing traffic [jams] on the A35. This road is considered by some Highways officers to be a relief road, but as it virtually ends up in a bottleneck on the Fountain Roundabout makes that a nonsense.”

“Lobbying central government on business rates so that retail units become viable again. **Car parking charges need to be low to attract people into town centres. Keeping the bus routes is also important.** The homelessness and rough sleeping problem in Bournemouth is massive and needs addressing. Those awful wood units/Christmas market need to go they look tatty and make it difficult to walk through Bournemouth town

Christmas trees were lovely. Please build a skate park for the local youths - they have as much right to the space as anyone."

"I don't feel that any car parks that are next to the beach should be built on to allow accessibility for everyone be it residents or visitors. Taking these away will limit people's ability to visit the seaside, e.g. elderly children, disabled or those with walking problems. It would be good if the hotels could be encouraged to re-invest rather than the building pulled down for profit and a soul less boring run of the Mill Hotel put in or more flats. Tall buildings should only be put in at Lansdowne area not in Bournemouth. The ugly Hilton hotel being a prime example. You could put some in Poole where the other ones are but not near the historical quay."

"On-street parking is a great benefit to both users and traders. They allow for a short stop over to buy a paper, drop off dry cleaning etc which may not [be an] option if you had to park and buy a ticket Costly and time consuming."

Housing/Buildings/Hotels/Venues/Heritage



"The [Bournemouth International Centre] needs to be turned into an arena facility that is multi-use - ice hockey, basketball, concerts etc."

"Keep character of historical buildings, re-purpose empty [buildings] before building new."

"Mix of retail and residential, not multi-storey, in keeping with the local environment and providing genuinely affordable homes, not luxury flats."

"Remove mis-placed industrial-type buildings. Make the centres safer."

"Poole and Bournemouth centres need to decide what "identity" they want... Bournemouth used to be a renowned Seaside town with award winning beaches and family orientated atmosphere - it seems to want to be something more cosmopolitan and is rapidly becoming unfriendly to families as it gets overrun by drunk leery people. Poole is Europe's Largest Harbour - it's got heritage and history - **it needs to improve on that** - tourists are fascinated by history. Expand on that - attract the families/nature lovers/history buffs."

"Christchurch is a historical town and any kind of redevelopment should be in keeping with that premise. No "state of the art" developments (either commercial or housing) should be built."

"Remove all modern out of character buildings (example 'Superdrug' store!) and replace with ones of a more traditional sympathetic look. Increase local transport to surrounding areas. Further promote town's history."

"I don't feel that any car parks that are next to the beach should be built on to allow accessibility for everyone be it residents or visitors. Taking these away will limit people's ability to visit the sea side, e.g. elderly children disabled or those with walking problems."

*It would be good if the hotels could be encouraged to re invest rather than the building pulled down for profit and a soul less boring run of the mill hotel put in or more flats. **Tall buildings should only be put in at Lansdowne area not in Bournemouth. The ugly Hilton hotel being a prime example.** You could put some in Poole where the other ones are but not near the historical Quay."*

*"I strongly believe that we need to do an awful lot to regenerate our town centres, which are currently grotty and not very safe places to wander around in my opinion. Reviving Bournemouth/Poole with modern hotels and facilities is key to future success. **We should let go of old hotel stock so that new developers and operators are encouraged to improve the towns.** We also need more homes for the elderly, which would provide more jobs too. Brownfield sites could be used as opposed to greenfield sites."*

Tourism/Leisure/Sport/Hospitality



*"**Encourage [holidaymakers] and cruise ships to the area. It's the only way to save our High Streets.** Where we live is a place of natural beauty the last thing we need is lots of cheap housing, it is already becoming a place of druggies and dealers. It must not happen!!"*

*"**Save Poole Stadium - take the lease back from Gaming International and give it to someone who wants to run it more efficiently and let Speedway and encourage other sports continue to run there indefinitely.**"*

*"Promote **independent shops and cafes/restaurants.**"*

*"Christchurch - clean up the high street. **Rebalance the retail/ leisure/ community mix.** Take a look at Lymington..."*

*"**The town centre needs to be inclusive, with a variety of leisure activities for all the family to enjoy,** [e.g.] swimming pools, ice skating, cookery schools, natural craft workshops etc."*

*"Poole Quay and The Old Town behind it are attracting a lot of new investment in good restaurants bars and nightspots. **The area should be supported in achieving a critical mass of such venues** so that it becomes a destination for people from all over Dorset and the Southwest who are looking for a fun evening out or a weekend away. Support should include policing of anti-social behaviour, which is sorely lacking at present."*

*"The Dolphin Centre and attached car parks are highly unattractive and outdated. I do not use the Dolphin centre shopping unless I have no other choice. I avoid the area at all costs because it is so ugly and I do not want to get my car scratched in the cramped parking garages. The whole thing should be knocked down, renovated and joined up in a modern, organic sustainable way that links the Quay. Poole Quay has so much potential. Beautiful architecture and history. **BCP needs to attract some better (high-end or independent shops) and restaurants to attract more visitors** and improve parking. Get rid of the tatty shops. The Lighthouse, should definitely be better linked with the*

renovated Dolphin centre and Quay, but don't bother if you are not going to renovate. Include flood risk defences and 100% embrace community-led and cultural initiatives.”

*“**Turn the Beagle aerospace unit on Stoney Lane into a indoor entertainment centre for young families to go too.** That would have a cinema, ten pin bowling alley and a restaurant. So young families don't have to drive to Bournemouth or Poole to give their kid's something to do. Christchurch Council do too much for the elderly but don't do anything for younger generations.”*

*“**Encourage tourism and cruise ships to come into port.** Poole Quay could be like Monaco instead its full of chavs and druggies.”*

*“Leave the beachfront as it is, **we just need a few more cafes!!!!**”*

*“**Limit the number of pubs and clubs.**”*

*“**The council needs to work with the police to better control the masses that visit Bournemouth during the summer months and to make the centre hospitable for locals again and not just tourists.** Alcohol and drug misuse , dangerous driving and inconsiderate parking, anti social behaviour and dirty rubbish filled streets need to be addressed as a priority.”*

*“Poole High Street level crossing improvement to pedestrians. **Cinema in the old Argos store.**”*

*““There is little mention of the potential for new employment uses within the town centre. Whilst housing for additional consumers is to be welcomed, retail shops need weekday trade from the employees of local businesses if Poole is to avoid becoming a dormitory town. **The night-time economy barely rates a mention yet food & beverage and wider leisure uses will be needed to add vibrancy to regeneration sites and fill the voids left by declining town centre retail.** The concept of increased connectivity. references this holistic approach, networking local community centres, with accessible facilities. However. Reference to any education is scant, beyond accessible schooling. Lifelong learning, community education and the cultural hubs envisaged, need to be an integral element of development planning, with provision made for such. It is essential that existing, safe open spaces be retained. That is to be welcomed in the consultation.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

7 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Local centres should be supported to become '15 minute destinations' to meet the day-to-day needs of residents
- Object to the redevelopment of the Lanes and Saxon Square in Christchurch

- Suggested change - improvements "to" Two Riversmeet Leisure Centre rather than merely "at" Two Riversmeet
- Public transport is needed to encourage less car use
- Public transport needs to address urban transport deserts created by irrelevant travel timings for users as well as by inadequate routes
- Need a Cross-Country rail service linking the 3 towns with Swanage which could have a significant climate impact by reducing car use, congestion and pollution
- Local planning needs to consider the benefits of Park and Ride systems
- Local Plan should place more emphasis on the seafront possibilities of Poole's beaches which are less commercialised and therefore more attractive to residents and visitors
- Reductions in the variety and quantity of hotels at Sandbanks would not be in the public interest
- Desire for tangible outcomes to the proposed strategy for Poole town centre
- Need to support local communities provided the over-commercialisation of natural spaces does not impair the naturalness of areas
- Enforcement of Green Belt protection will reduce the tendency to hoard derelict, misused and underused urban land, e.g., missed opportunities with Poole Power Station
- Christchurch does not need any regeneration and should retain its car parks for visitors
- Ideas for all three town centres fails to include green infrastructure, yet this is vital for enhancing the quality of the urban realm
- Suggest changing "focus on enhancing walking, cycling and public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses, such as new homes" to "new homes or new areas of green space, tree planting or nature restoration" (Bournemouth)
- Suggest changing "redeveloping the former power station site and supporting the regeneration of adjacent sites to create a vibrant new urban neighbourhood" to "new nature-rich urban neighbourhood" or "new tree-lined urban neighbourhood" (Poole)
- Suggest changing "undertaking improvements to streets and public spaces" to "undertaking improvements, including tree planting and other urban greening, to streets and public spaces" (Christchurch)
- Local Plan should ensure development proposals to protect and support the distinct characters and needs of the 3 towns
- Need a clear objective around movement of people, goods and services around the conurbation with viable and practical alternatives to private car use
- Need a strong evidence base and understanding of retail trends to develop a clear strategy for the future of retail areas
- Proposals for tall buildings that make better use of a limited supply of land need to be better articulated and supported in the Local Plan
- Network of vibrant and diverse communities is important for Pokesdown and Boscombe, but mass retail space is not needed
- Need support from the council with absentee landlords of empty shops
- Boutique shops need more support to thrive in other areas, e.g., Southbourne
- Enhancements to public spaces to be encouraged, e.g., Woodland Walk

Agents

6 comments were made by agents. Below are the key points from this response:

- Local Plan must proactively encourage re-use, development and investment opportunities where they arise in town centres
- High density residential developments within walking distance and within town centres will be increasingly important to sustain footfall to existing and future businesses and services
- Former gas works site can play a vital role in helping to regenerate Christchurch town centre and provide a vibrant community
- Support for proposals to build new affordable homes for an intergenerational community in Christchurch, e.g., around Stony Lane
- Support for proposals to build more homes in Bournemouth
- Lansdowne area should change from an employment designation to a mixed used area including new residential accommodation
- Focus on delivering strategic flood risk defences in Christchurch town centre

Residents living outside BCP

4 comments were made by residents living outside BCP. Below are the key points from these responses:

- Concerns about the future of Poole Speedway and Poole Stadium in the Local Plan. The venue should be exempt from redevelopment for anything other than to improve the current facilities
- The high street in Bournemouth is particularly inaccessible for wheelchair users with many shops having steps and no ramp breaking the Equality Act. The council should do more to level the access from the street to the shop entrances and provide more on-street disabled parking bays especially in Poole and around the Quay area
- Shop rents need lowering to entice more independent shops to open
- The major issue is climate change. Put the Local Plan on hold until sustainable, eco-friendly housing can be delivered.

Other respondents

4 comments were made by a respondent from the 'other' category type:

- Concern over Poole Stadium being changed to residential use. Where will Poole Pirates be relocated to?
- Encourage the building of University halls and teaching blocks in The Square area
- There are major plans to build more homes in the centres, but with the limited sites that can only mean tall blocks of flats. The pandemic has underlined that many people want more personal space than such developments will provide
- Bigger tower blocks need good security to prevent intruders and antisocial behaviour. We have enough problems with rough sleepers, drug takers and prostitutes in small blocks of flats and such issues can only be amplified with size

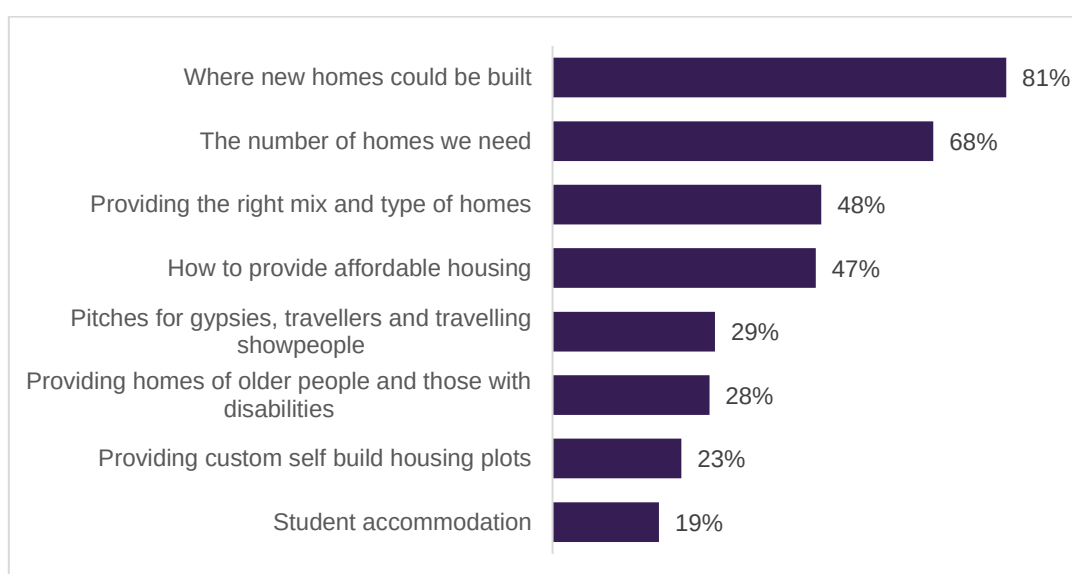
- Mixing commercial premises on the ground with residential units is a good principle, as long as the mix of uses do not clash.
- The Dolphin Swimming Pool is in need of major redevelopment
- The Power Station site is a project that could make a great difference to the demographic of the town
- The Two Riversmeet complex is due a refurbishment
- Developments around Stony Lane and Saxon Square retain the focus on the existing centre
- There is little mention of the potential for new employment uses within the town centre. Whilst housing for additional consumers is to be welcomed, retail shops need weekday trade from the employees of local businesses if Poole is to avoid becoming a dormitory town
- The night-time economy barely rates a mention yet food & beverage and wider leisure uses will be needed to add vibrancy to regeneration sites and fill the voids left by declining town centre retail
- The concept of increased connectivity. references this holistic approach, networking local community centres, with accessible facilities. However, reference to any education is scant, beyond accessible schooling. Lifelong learning, community education and the cultural hubs envisaged, need to be an integral element of development planning, with provision made for such
- It is essential that the Local Plan retains existing, safe open spaces be retained

10. New market and affordable homes

Those respondents who were interested in housing were asked which issues they were interested in giving their views about.

'Where the new homes could be built' (81%) had the highest level of interest, followed by *'the number of homes we need'* (68%), *'Providing the right mix and type of homes'* (48%) and *'How to provide affordable housing'* (47%), as shown in the chart below.

Figure 12: Which of the following issues are you interested in giving your views about?



Base (294)

Objective: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities

Respondents were asked how strongly they agree or disagree with the each of the two options:

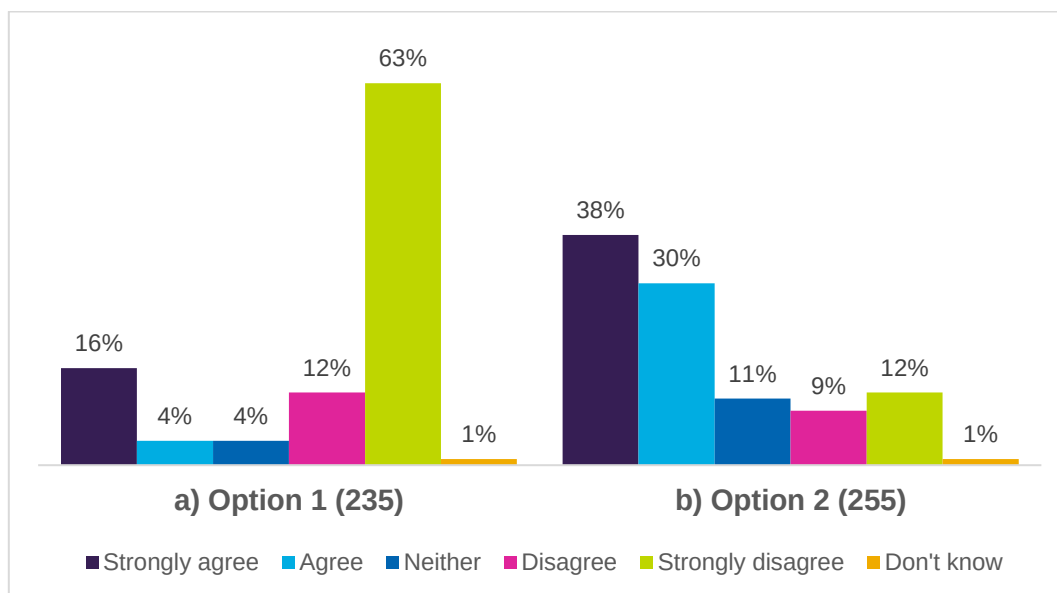
We want to meet housing needs that support our aspirations as a thriving and vibrant urban area. We will need to take forward one of the following options:

Option 1: Try to meet the number of homes identified as needed through the government's standard housing method of a minimum of 2,667 homes a year, or 42,672 homes to 2038.

Option 2: Identify a lower locally derived housing need figure that deviates from the government's standard methodology but still reflects our aspirations for growth. Initial findings indicate this would be a minimum of 1,600 homes a year or 25,600 homes to 2038.

- 75% disagree with **Option 1**, with 20% agreeing. 4% neither agree nor disagree.
- 68% agree with **Option 2**, with 21% disagreeing and 9% neither agree nor disagree.

Figure 13: How strongly do you agree or disagree with the each of the two options?



Bases (as shown)

Differences in responses

There are differences in the levels of agreement for each of the options by [respondent type](#), [legacy council areas](#) and [age](#):

Option 1 - government's standard housing method (235)

- 21% of respondents [living in the BCP Council area](#), 45% of respondents [not living in the BCP Council area](#) and 43% of [other respondent types](#) agree.
- 28% of respondents living in [Bournemouth](#), 7% of those in [Christchurch](#) and 29% of those in [Poole](#) agree with Option 1.
- Levels of agreement decrease with [age](#). Up to 34 years (47%) [35-54](#) (18%), [55-64](#) (13%), [65 and over](#) (13%).

Option 2 - lower locally derived housing figure (255)

- 65% of respondents [living in the BCP Council area](#), 94% of respondents [not living in the BCP Council area](#) and 61% of [other respondent types](#) agree with Option 2.
- 51% of respondents living in [Bournemouth](#), 70% of those in [Christchurch](#) and 67% of those in [Poole](#) agree.
- Levels of agreement increase with [age](#). Up to 34 years (39%) [35-54](#) (61%), [55-64](#) (77%), [65 and over](#) (81%).

Comments on housing needs and requirement

Q26. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our housing needs and housing requirement. Please use the appropriate letter (a to b) to show which aspect you are referring to.



185 comments

185 respondents explained their answers, provided further comments and/or alternative suggestions about our housing needs and housing requirement. The key themes to emerge from these comments are outlined below.

Q26 Key themes	Number of comments
Suggestions	77
Objection	59

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions that we should consider about our housing needs and housing requirement. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Housing design/type/second homes/affordable homes' (50 comments), 'Regeneration/Developers' (24 comments), 'Financial/Economic/Employment/Affordability/Business/Tourism' (22 comments) and 'Planning process/Implementation' (20 comments).

Below is a selection of comments for each of these sub-themes:

Housing design/type/second homes/affordable homes



*“(b) **Build homes that provide for the local residents but are...not park homes or flats. Proper homes of at least two beds with garden spaces. Proper starter homes for young couples or families. (a) no fixed number of homes can be decided by government as no two places are the same or the amount of people living there.**”*

*“**Do not use GREEN BELT land.** Once it is built on it is gone forever. We owe it to the next generation to preserve as much [green] belt as we can, for health and wellbeing. It is also beneficial in conservation of biodiversity, retention of soil moisture, reduction in atmospheric pollution, recharge of ground water, improving aesthetics of local environment and maintaining a green area in a region. **Why not look at brown field sites, old industrial and commercial land[?]**”*

*“**We need more affordable houses utilising existing built up areas.** Do not build any more exclusive houses on open spaces or [countryside].”*

*“Actually, this is up to you, on the one hand we need more housing, on the other I want to help protect my own house and the price I paid for it. **The type, quality and ownership of homes is more [relevant] than how many homes are built.** 1000 homes for lower income families a year is better than 3000 second homes in large flat blocks for example.”*

*“We are very lucky to live in the BCP area. This is the reason many others want to live here and why people will continue to want to move here. Whether that is people from the UK or the EU. **You need to build homes to accomodate all of these people** because it will not stop, ever! **More homes need the right investment in infrastructure too though, whether that be travel, schools, doctors, dentists etc.** More people brings more wealth to the area, more job prospects and many other financial benefits.”*

“Please put family housing first as there is a shortage of these. Plus when building please do consider not making them so small you cannot move. Growing families do need some space inside and outside their homes. As for the disabled and elderly in the community, just because they have more special needs. Please make sure the kitchens are not so small they cannot cook properly for themselves.”

“This is what the Local Plan is for and for reflecting [on] some [of the] government’s direction, which is now to build on brownfield sites not greenfield sites. I hope the council can take advantage of lower housing predictions to it to help deliver this. The world has changed with recent pandemic and the UK has changed with BREXIT. The government needs to recalculate nationally. BCP can lead. Understood it is a constrained district. Then they can see how to build housing on brownfield sites only and protect green land. Dorset, Poole and Canford area is a place to lead by good example.”

“Affordable housing is desperately needed in this area, for the younger generation.”

“We need public homes and lots of them, too often homes are built that are bought as second homes/ holiday lets, this trend has to stop, just look at people on the housing list.”

“Still too many [houses proposed]. [We] need to improve existing housing stock and increase density and popularity of current suburbs.”

“Why do we need all these new homes[?] We seem to just build thousands of 1 bedroom flats. We need properly affordable family homes with parking and outdoor space.”

“Why are we fixated on new homes when there are buildings not being used, abandoned or run down[?] Use what already exists and ensure housing is actually affordable and accessible.”

“These options do not take into account the fact that we are in a Climate Emergency. Yes, new homes are needed but the figures need to be reviewed and reduced to a sustainable level. Homes can be repurposed from existing empty buildings.”

“As explained above, growth in housing will inevitably have negative impacts on natural ecosystems and the health and wellbeing of existing residents. A priority must be reducing greenhouse gas emissions increasing climate change resilience. This means increasing the amount of open space, whilst imposing limits on high-rise development. The Government's target is unrealistic, but even the "low" figure of 1600 homes a year represents an increase in house building. Existing space could be better used (to provide affordable homes to meet local need) - but increased densities must be accompanied by improved infrastructure - mainly cycleways, public transport and drainage, for which developers should bear the costs). We should not be building on any Green Beltland.”

“BCP currently has very inefficient use of its housing stock. Promoting more efficient use with policies and regulations in [Housing of Multiple Occupancy] and letting would support this.”

“b) Option 2 is a more realistic number, but there must be other caveats if you are to solve any sort of local housing need. The government may be more accepting of this lower option if new housing is for local residents or as prime residents, and not second homes or holiday lets. Allowing the number of second homes and holiday let investments has artificially inflated local house prices, making them unaffordable for local people who you need to support the local infrastructure and provide services. **A town with a high reliance on tourism and hospitality needs homes that those workers can afford. Schemes should be in place to make second home owners pay a significantly higher rate of council tax, which can then be used to finance improved services.**”

“I accept that government target[s] have to be met but the number and type of housing planned for each area **must take into consideration the character of the area in question.** Christchurch already has properties that are totally out of keeping with the surrounding area and architecture. **The lowest number possible of new builds has to be the way until and unless the traffic system and infrastructure is in place to support such development. Serious consideration must also be given to the suitability of the land on which any development is proposed, e.g. flood plains/Green Belt.**”

Regeneration/Developers



“In general, I support the provision of homes for those most in need i.e. I support an increase in council housing and some 'affordable' housing. However, I believe that our 'growth-based' economy/society is highly destructive and do not support 'growth for growth's sake'. **Many of the homes that developers will put forward will be at market rate and will not provide for those in real need; rather they will cater for people of wealth who will move from one good home to another.** In the development of its own 'Winter Gardens' scheme, BCP Council has shown itself incapable of providing for the least well-off, but only for the wealthy. Furthermore, I would argue that rather than there being a 'housing' crisis as such, there is more likely an economic crisis which forces people to internally migrate. There are vast areas of abandoned homes across the north of England, but lack of job opportunities. Whilst everyone must have the right to move where they wish, **addressing these economic problems would have a direct impact on the 'need' to supply an ever increasing number of homes in the south of the country, which is arguably overheating economically.** Whilst BCP Council cannot address national level issues alone, **it could seek to do so with other authorities, through the Local Government Association.**”

“a) Think of the environmental impact more homes will have, busier roads, more pollution, less open space. **There are many derelict [buildings] which should be considered first. I also think using town centres for housing is a good idea.**”

“More affordable homes are needed and there are lots of people without homes **but there are other solutions - ie derelict buildings, empty buildings, second homes, empty shops, empty offices, all of which could be used or repurposed for housing.**”

*"Homes for local people to LIVE IN must be the priority. Development of Investment homes / second homes/ commercial rentals / must be excluded until such time as the local homes need is fulfilled. **The normal property developers tactic of first gaining planning permission which includes a solid commitment to delivering 'homes' , only to go back to the planners saying that they can no longer afford the 'homes' must be stopped.** If the developers have put forward a properly costed scheme to the planners, then they know the risks, and as with any business they have to roll with that risk."*

*"Can't imagine its as simple as just using the Government's standing housing method as surely each area has its own needs, now and in the future. I understand the need for housing but don't understand why it always has to be big estates rather than small pockets of houses which would have less impact on the rural villages and infrastructure. Affordable housing for local people is definitely needed but they would like to live in the villages they grew up in, not on a housing estate. **Would like to see the BCP building their own housing and not relying on developers who only have their own interests at heart.**"*

*"**Refurbished housing and brown field sites need to be the first consideration.** Keep the character of the older areas. So many sites are sitting empty."*

*"**And to hold those to account who are simply cashing in on a completely unsustainable approach to housing, namely, developers, some landowners...**"*

*"I believe you should very much seek to lower the target for new house construction. It is a simple truth that **for a given area of land there is ultimately a limit on how much development can take place before it is full. We should not ignore this, but rather actively manage our housing stock to try to introduce a more sustainable and circular system of regeneration. Building quality must be increased, which will allow the design life to be extended, which will yield huge benefits in the fight against environmental destruction.** A number of studies have shown the benefits of converting existing infrastructure, whether it is dwellings, offices, or industrial buildings. **You dismiss the use of brownfield sites as these are not viable for developers.** Many construction companies have the techniques and expertise to build successfully on brownfield sites. **You should change your attitude to one where brownfield sites are the only sites offered to developers.** You can be sure that in such a scenario the sites would be successfully developed. Green Beltland should not be used for the construction of new homes."*

Financial/Economic/Employment/Affordability/Business/Tourism



*"B. Both really. **All housing should be very affordable for everyone. Especially new owners and families.** Most housing are ridiculously expensive which most cannot ever afford to buy."*

*"**I think that if we provided more homes for local people and prohibited the sale of homes to second home buyers, we could use the lower figure.** Migration to the area is one thing but we don't want to be in a position like the one they find themselves in in parts of Cornwall where their young people can't afford a home at*

all but many properties are empty for most of the year. **Given the state of employment (low wages, zero hours contracts,) and the cost of property at the moment we MUST BUILD COUNCIL PROPERTIES!!** This whole "affordable homes" misnomer does not help the majority of people buy their first home. The rents in this area are extortionate and do not allow people to afford appropriate accommodation at all let alone save for a deposit. **The shared ownership properties seem like a good idea until you add up the figures and find the monthly outgoings are more expensive than a straight mortgage. We need decent social housing. The plan talks about high rise buildings, why not make them Council flats?"**

"a) I think you should discourage second home ownership and Air BnB. Many new blocks e.g. Honeycombe Chine are unoccupied for much of the year. **The focus should be on homes for local people especially FAMILY homes which are in short supply, not posh flats."**

"b) Option 2 is a more realistic number, but there must be other caveats if you are to solve any sort of local housing need. The government may be more accepting of this lower option if new housing is for local residents or as prime residents, and not second homes or holiday lets. Allowing the number of second homes and holiday let investments has artificially inflated local house prices, making them unaffordable for local people who you need to support the local infrastructure and provide services. **A town with a high reliance on tourism and hospitality needs homes that those workers can afford.** Schemes should be in place to make second home owners pay a significantly higher rate of council tax, which can then be used to finance improved services."

"There are so many people stuck in rented accommodation that is not suitable or not really affordable. **For the sake of [their] children, they need to have somewhere safe to live and to be able to afford to buy food and cook it, and heat their homes."**

"There is a national and regional housing crisis, and we should be building as many as possible. **The towns can also benefit economically from more density."**

"We should be focusing on building social housing for all new housing, which would **free up expensive private rental housing and bring house prices down."**

Planning process/Implementation



larger

"Option 1 is unrealistic, although it is good for a target to be set. **To base it on government figures is wholly unrealistic as we need to look at the environmental factors of being able to provide those homes in BCP.** Option 2 is far more realistic and would motivate developers more so than an unrealistic target. The local [government] could also be swayed by the target to approve more homes in a short space of time, potentially overlooking certain factors of proposals."

"b) Adjusting the figure based on changes to migration seems a reasonable approach however does this risk the plan being thrown out by an inspector? **Should the approach be to request an amended figure based on the migration predictions and if it is turned down then plan for the higher figure.** I can understand that there is pressure to ultimately

reduce the figure but if this leaves the council in a weak policy position the process would be pointless.”

“A decline in birth rates require these figures to appraised.”

“I don't agree with either option [because the] BCP area is full. We need to find a way around government housing targets, not comply with them, e.g. can we push the [Community Infrastructure Levy] to a level where building is uneconomic, or use the issue of sewage/nitrate pollution of the sea to reduce or not comply with government targets? Our housing target should be negative, get rid of some of the low grade hmo type accomodation.”

“The Option 1 target is too large for our area, where the population has in recent years been stable or falling. The proposal in Option 1 to possibly build on Green Belt[which] fills me with horror and despondency. No, no, no! BPC must negotiate an agreed more appropriate lower figure.”

“These options do not take into account the fact that we are in a Climate Emergency.

Yes new homes are needed but the figures need to be reviewed and reduced to a sustainable level. Homes can be repurposed from existing empty buildings.”

“(a) Strategic Policy has since 1980 sought to constrain growth. The former Dorset County Council openly admitted that demand was virtually limitless and implemented policy to restrain growth in order to protect the environment of Dorset. It created the Green Belt. The result is that growth in housing and population was constrained. Population forecasts use the results of that constrained growth and that is reflected in current forecasts. A self fulfilling forecast. Even the Government's Standard Methodology is underestimating the need. If the authority is genuine in its objectives then it must adopt as a minimum the figures derived from the Standard Methodology. (b) The authority's own forecast is derived not from a need but from a desire to continue a policy of restraint. Previous authorities drew Green Beltboundaries far too tight. After 50 years those boundaries need to be reviewed. I cannot understand why an 'all or nothing approach' is advocated. There must surely be a middle ground.”

“The BCP area has very little land available for new building compared with many other authorities, and we should not be aiming just to meet possible demand, as the region will become saturated and hard to move about in. Moreover, many of the flats being built in Christchurch are being sold to become second homes - a feature not mentioned in the calculations of need for new dwellings. And unless infrastructure is improved as new homes are built (road junctions, surgeries, schools etc.) it will become very unpleasant to live here, and very hard to move around. A policy to manage second homes, and to take into account the increasing proportion of dwellings being sold as such or for AirB&B, is essential.”

“Option 2 is preferred. Local knowledge and expertise should provide a more accurate demand figure than Central Government dictate. However, the numbers should be subject to continual review over the period (15 years). In general, it is sensible to allow higher densities, but this must be balanced across the whole conurbation. Currently, the very high densities and tall buildings have been mostly been allocated to the Poole regeneration

area, adjacent to the Poole Old Town area, which is already an area of high density living and high levels of deprivation. Planning applications approved and potential developments for the Poole regeneration sites have very high densities, **which are unrealistic and need to be revised downwards**. West Quay Marina site has a density of 350 dwellings per hectare(dph), Sydenham's – 187dph and Between the Bridges – 241dph. These very high densities, which compare with other urban town densities of between 100/150 dph. London Borough guidance is 275dph maximum. Poole does not have the infrastructure, facilities, workplaces, shops and most importantly a cheap and efficient public transport system, such as exists in London. In addition, **consideration must be given to the negative impact these massive developments will have on the Heritage Zone of Poole Quay and Poole Old Town Conservation area**. The guidance and requirements of the [National Planning Policy Framework], the Poole Local Plan and the Poole Quays Forum Neighbourhood Plan states; "Any development must preserve or enhance the character or appearance of the Conservation area." In addition to the propensity of high density and tall buildings proposed for the Poole regeneration area, this location has a zero rated [Community Infrastructure Levy], which will result in a lack of investment and provision of public realm and quality public facilities. High density developments and tall buildings will result in a need for vehicle parking, but BCP guides developers to provide zero vehicle parking. There is a drastic imbalance in how the community of [the Poole Quays Forum] area and the rest of the BCP conurbation satisfies future housing needs. The need for high density development and taller buildings is recognised, **but this must not be concentrated in a few small areas. There is a need for a balanced approach across the conurbation**. Not all sites will be suitable, but an over concentration within the Poole Regeneration area, along existing high density transport corridors and the waterside **must be reviewed and other sites should be considered**. The need for tall buildings is recognised, but **a formal definition of "tall buildings" is needed to guide potential developers**. Tall buildings should not be permitted within or adjacent to heritage sites and the Poole Old Town Conservation area. There is a stated BCP objective to preserve or enhance Poole's heritage. **There must be a balanced approach taken to where new homes are built**. Brown field sites must be redeveloped, but they are more expensive and are unlikely to provide much, affordable housing."

"Bio diversity is only half of what it was and also affects the supply chain, this causes food shortages and natural material shortages. Also all migratory aspects of birds, animals and insects etc are affected as the four seasons are eroding into one season of a mixed bag of weather, this all has a knock on affect, **The [government] want all these houses built but are living in denial over climate change, how can we fight climate change but end up having to build houses on Green Beltland by bulldozing it all[?]** Also from a mental wellbeing and physical well being aspect we need open spaces and parks for people to unwind and express themselves. The trees create a breeze, help reduce carbon dioxide in the air hence this helps prevent serious air quality issues for asthma sufferers and also helps with other respiratory issues. The central [government] housing figures are unrealistic and we cannot sustain building the level of houses they want, the UK will become a concrete ghetto as will the BCP conurbation. **We should look at the demographics, our own local families and their expansion into needing homes and then look at the outsiders, new people moving to the area and put a yearly cap on it with a waiting list for outsiders to be on as this would control the amount of homes in the area, locals**

would get priority on new homes for their families that expand and then each year the waiting list is checked and people from outside the area are consulted over moving into the area. We need people management to control the amount of new homes and people moving to the area not just build new homes here there and everywhere.”

“Proceeding with Option 2 is not precluded, however the [Planning Policy Guidance] confirms authorities can expect a departure from the standard method to be scrutinised more closely at examination. There is an expectation that the standard method will be used and that any other method will be used only in exceptional circumstances. Paragraph 4.33 accepts it is possible that the lower population trends have been driven by a lack of housebuilding in the area, essentially a lack of homes limits the ability of people to move to (or remain in) the area and **therefore the reduction in migration/population growth should be seen as being influenced by housing delivery, rather than being a trend that should be reflected in demographic projections.** Paragraphs 4.34 and 4.35 set out a position why the author believes this “demonstrably not the case” for BCP... The evidence in Table 4.30 must be understood in context: • The chosen period of 2009-2014 to argue for lower completions and high migration coincided with the Green Recession of 2008. The 2007-08 recession brought building levels to their lowest since the 1920's and lead to the loss of 250,000 jobs. As a result, housebuilding became concentrated in fewer hands and there was a significant hollowing out of the construction workforce. The effect of the Great Recession can clearly be observed in net housebuilding data: whereas the net increase in additional dwellings in England had risen to a high of 223,534 in 2007/08 at the end of the so-called “NICE” era of economic growth (economists’ shorthand for “Non-Inflationary Continuous Expansion”), the year before the crisis broke, it fell off dramatically to just 182,767 the following year. In total, the increase had fallen by 44% five years after the Recession’s beginning, reaching a nadir of 124,722 in 2012/13 . • **Transparency is required in Table 4.30 to disaggregate the data to the former local authority areas because there is no overall BCP growth strategy (as confirmed in paragraph 6.12) with delivery managed by predecessor local authority development plans. • Further transparency is required in Table 4.30 to justify the claim in 4.35 that “completions have been notably stronger”.** This is plainly not the case given the failures of the authorities in respect of five year housing land supply and the [Housing Delivery Test]. Delivery in the former Bournemouth Borough Council highlights the inconsistent supply since 2006/07 leading to a shortfall of delivery and worsening affordability (without any buffer being applied). **Completions are not “notably stronger” when assessed against actual needs.** In the case of Bournemouth Council, reduced housing stock and affordable homes creates the conditions for a ‘brain drain’ of graduates from the universities, contributing to UK and international net migration from the area.”

Objection

These respondents expressed disagreement with our proposals relating to our housing needs and housing requirement. The most objections were made in reference to ‘Option 1: Try to meet the number of homes identified as needed through the government’s standard housing method of a minimum of 2,667 homes a year, or 42,672 homes to 2038’ (27 comments).

Below is a selection of comments for this theme:

Option 1: Try to meet the number of homes identified as needed through the government's standard housing method of a minimum of 2,667 homes a year, or 42,672 homes to 2038



"I think a national Government overall method is ridiculous. Every area is different and it should be down to each local Council to investigate their own requirements. Building an unnecessary quantity of homes is non-excusable if not required. I think residents should be surveyed to look ahead and their own thoughts of what themselves and their families may need ahead is more appropriate. I know things in life may not run as planned but it would give a far better idea of what current residents are thinking about ahead."

"a) The figure of providing nearly 43000 new homes by 2038 is clearly a fantasy in the restricted BCP circumstances, unless there is going to be a complete destruction of the Green Belt and use of public open space. This is not a sustainable proposal, and neither the local infrastructure nor the environment could cope with the corresponding projected population growth. The estimated population growth is clearly derived from a formula that bears no relation to reality. b) Should aspirations for growth be the same as actual growth?. This seems the lesser of two evils, but it still depends on an unprovable estimated future growth in population. The proposal for the redevelopment of the Dolphin Centre and Seldown Site seem aspirational and wishful thinking rather than achievable. The proposal for development at Turlin Moor means the wholesale loss of Public Open Space which should be protected as a green lung. This is why there needs to be an Open Space Strategy for BCP Council encompassing and evaluating all the remaining green space in the area (including the Green Belt) Without this you cannot prioritize development sites. There is too much development suggested as achievable in the Green Belt. Yet without this the figure of 43000 new homes cannot be met."

"We simply do [not] have enough suitable sites to comply with the government calculation without impinging on Green Belt and destroying wildlife habitats. We need to conserve the characteristic which make this area such a lovely place to live and visit."

"With all the development already done, and in-flight, I'm sure we must already be close to hitting the figures in option 1 already. I see family homes being torn down, and flats going up in their place. And usually, second home owners occupying those, or buy-to-let investors."

"Highcliffe is being used as a profit making area for developers who build small, expensive, densely built housing and put nothing into the infrastructure or community. New developments are sold off plan as second homes and investment opportunities. Unless this stops how is affordable housing going to be available to our children and the community? Why do councils, and in turn the government, not look at who is buying in the area and prevent prices being pushed up by buyers who are not contributing [to] the community but just want an investment or second home? We don't want to be another Cornwall where there is a massive wealth gap between the haves who come from

more wealthy areas and the have nots who actually live there. How can you guarantee that these new affordable homes will go to the right people? If they do then we would then not need such a large amount of new homes built as the government suggests.”

“a) Option 1. Is this realistic? **Until there is control of developers banking land the target will never be achieved. Also, no mention is made of controlling empty properties and the number of second homes.** b) Option 2. This is more realistic but as stated in a) there needs priority to get empty properties occupied as soon as possible and a policy in limiting second home ownership.”

(a) The whole of the BCP area has suffered considerably for very many years due to the severe lack of useable housing land. **A review/ release of much of the Green Belt is an absolute necessity.** BCP does not need to "Try to meet the number of homes identified as needed through the government's standard housing method of a minimum of 2,667 homes a year, or 42,672 homes to 2038". It is capable of doing so. There is no justification to destroy the BCP area with more flat development schemes to a higher density. This does not provide a mix of housing types required just small 1 or 2 bed flats. **There is no logic to try and challenge the numbers as proposed as an option, if there is any negative migration it is because there has not been any provision for suitable development for many years.** (b) Inadequate growth, too much forced in to a small area to the detriment of the BCP area and housing type.”

“By ignoring the guidance **you will leave yourself open to appeals that could exceed the option 1 guidance.**”

“Although new homes are required to replace older properties which cannot be renovated and to cater for the increase in the population of the town, the suggested figures are too high in both options. The need for so many new homes nationally is based on national trends in immigration and the way people [live] their lives today (the demise of the nuclear family - adults nowadays want houses as individuals rather than as a couple), so these can't really be addressed at a local level. If national action was taken on these issues then the need for new homes would be reduced.”

“The government assessment is outdated and should not be used to plan overall building numbers. it is politically driven and statistically flawed.”

“There seems very little point in ploughing forward on the **basis of a housing need which was calculated using a more outdated model.**”

“Both numbers are too high. Across the country there is a deficit of housing but that is because we don't know how many units are lost through second home ownership. **This needs to be tackled before we build more blocks of empty flats.**”

“a) Option 1 is completely inappropriate for an area that has such a diverse amount of nature, with vast areas within the Green Belt. We are also a coastal city that is vulnerable to flooding and coastal damage. b) Option 2 is mildly better but ultimately the figures still being too high going by how properties are currently being built. As we need to balance building with the natural world and repair the damage we have caused to our ecosystems, this 'growth' needs to be dealt with more sustainably. We need to go back to

multigenerational homes, perhaps in the way of subsidies and grants to allow home owners to make improvements to fit more people in current stock. Our western culture of having big houses and spare rooms has had the knock on effect of causing housing shortages. 100,000 people in the last week have offered a spare room for Ukrainian refugees, so there is absolutely solutions to housing more people. Families who also look after elderly relatives release pressure on both the housing market and health care services. We as communities can help each other if the grants are there to stop poverty and help support families willing to do this."

*"I welcome the Council's decision to challenge to the Government's Standard Housing Method calculations. However, **I would argue that the proposed housing target of 25,600 is still too high. I feel that there needs to be a more strategic recognition of the limits to growth in housing and employment space, including the scale and nature of tourism consistent with meeting climate and biodiversity goals.**"*

*"**Option 1 fails to acknowledge the special population bias in BCP compared with many urban authorities.** Our population is atypical in that it homes a high proportion of elderly people, (like my wife and I at 76) and generally do not need "affordable" homes, leaving such affordable homes for our children and grandchildren, as well as our own homes when we die. At the other end of the scale, the continual discouragement of incoming students, particularly from overseas, by increasing government fees, leaves more property available for those who do visit. My conversations with many elderly people in BCP and Dorset show that they have retired here because of the beauty of the Green Belt, the vast woodlands and open heaths, available to us all. UK and overseas students appreciate the same benefits. **The persistent, and consequent permanent erosion of our countryside, the very reason Green Belts were established to prevent, is being accelerated by a flawed belief in a universal algorithm.**"*

*"With [176,000] households, a further [42,000] homes **would dramatically change our community, is disproportionate and would degrade our shared spaces and environment.** 25,600 is still over 15% of current housing and a large change so more than enough to provide for local homes."*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

6 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Much higher densities can be supported within town centres and main transport corridors than currently delivered, provided minimum height and design guidance is included as part of the Local Plan, e.g., Dutch/French densities
- Wrong to base housing calculations on out of date data which the Government's standard formula does

- Lack of sufficient brownfield sites would make development on Green Belt land inevitable causing significant harm to green areas
- Lower housing figure is more realistic and would not have a detrimental impact on the Green Belt
- Need stricter enforcement to ensure developers complete their permissions within three years
- Retain all Green Belt for agriculture to enable the UK to feed itself and effectively deal with climate change
- Need sufficient housing as there are too many people in the streets and children are living in poverty
- Support Option 2. Local knowledge and expertise should provide a more accurate demand figure than Central Government dictate. However, the numbers should be subject to continual review over the period (every 15 years)
- Planning applications and potential developments for the Poole regeneration sites have very high densities, which are unrealistic and need to be revised downwards
- Poole does not have the infrastructure, facilities, workplaces, shops and most importantly a cheap and efficient public transport system to support higher densities
- Consideration must be given to the negative impact these massive developments will have on the Heritage Zone of Poole Quay and Poole Old Town Conservation area
- High density developments and tall buildings will result in a need for vehicle parking, but BCP Council encourages developers to provide zero vehicle parking. There is a drastic imbalance in how the community of the Poole Quays Forum area and the rest of the BCP conurbation satisfies future housing needs
- An over concentration of high density developments and tall buildings within the Poole regeneration area, along existing high density transport corridors and the waterside must be reviewed, and other sites should be considered
- A formal definition of “tall buildings” is needed to guide potential developers
- Tall buildings should not be permitted within, or adjacent to, heritage sites and the Poole Old Town conservation area
- There is a stated BCP objective to ‘preserve or enhance Poole’s heritage’. There must be a balanced approach taken to where new homes are built. Brownfield sites must be redeveloped, but they are more expensive and are unlikely to provide much, affordable Consideration must be given to the negative impact these massive developments will have on the Heritage Zone of Poole Quay and Poole Old Town Conservation area
- Tall buildings should not be permitted within, or adjacent to, heritage sites and the Poole Old Town conservation area
- High density developments and tall buildings will result in a need for vehicle parking, but BCP Council encourages developers to provide zero vehicle parking
- There is a drastic imbalance in how the community of the Poole Quays Forum area and the rest of the BCP conurbation meets future housing needs
- An over concentration of high density developments and tall buildings within the Poole regeneration area, along existing high density transport corridors and the waterside must be reviewed, and other sites should be considered
- A formal definition of “tall buildings” is needed to guide potential developers

- Regarding the objective to ‘preserve or enhance Poole’s heritage’; there must be a balanced approach taken to where new homes are built. Brownfield sites must be redeveloped, but they are more expensive and are unlikely to provide much, affordable housing

Agents

4 comments were made by agents. Below are the key points from this response:

- Request an amended housing figure based on migration predictions and if it is rejected then plan for the higher figure
- If the council is genuine in its objectives, then it must adopt, as a minimum, the figures derived from the standard methodology. Growth has been too constrained over recent years
- The government’s housing figure should be pursued rather than the lower figure, which will require robust evidence to demonstrate that it is based on realistic assumptions of demographic growth and justifies deviating from the standard methodology
- Transparency is required in Table 4.30 to disaggregate the data to the former local authority areas because there is no overall BCP growth strategy
- Transparency is required in Table 4.30 to justify the claim that “completions have been notably stronger”

Developers/landowners

2 comments were made by developers/landowners. Below are the key points from this response:

- Opposed to a lower housing figure
- Housing figures issue does not acknowledge the pressures and constraints for development in wider areas, specifically Dorset Council and New Forest District Council areas. These need to be taken into consideration as well

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Support challenging the government’s proposed housing figure

Residents living outside BCP

22 comments were made by residents living outside BCP. Below are the key points from these responses:

- Strong support for Option 2
- Strong disagreement with Option 1 due to outdated housing figures

- Concerns that more houses will make traffic congestion worse and be counterproductive to local infrastructure
- A fixed number of homes cannot be decided by government as no two places are the same or have the same number of residents (Option 1)
- Build homes that provide for the local residents but ensure they are starter homes with at least two beds and garden spaces for young couples and families (Option 2)
- Concentrate on using all brownfield sites before any more building in the Green Belt
- All the evidence suggests that with falling birth rates the area needs far fewer new homes than currently proposed
- Option 1 is flawed as the calculation is based on erroneous data concerning migration patterns
- Option 2 provides for an increase in population in the years to come which will allow economic growth in BCP without necessitating the destruction of the surrounding environment which many people choosing to relocate here would value
- A decent home for more will alleviate many of the social problems currently experienced
- Need should always be identified locally to prevent over development of local areas
- Dorset population growth will primarily be in retired/older age groups. Suitable elderly housing needs to be built to allow the existing population to move into more suitable housing, releasing larger houses for families

Other respondents

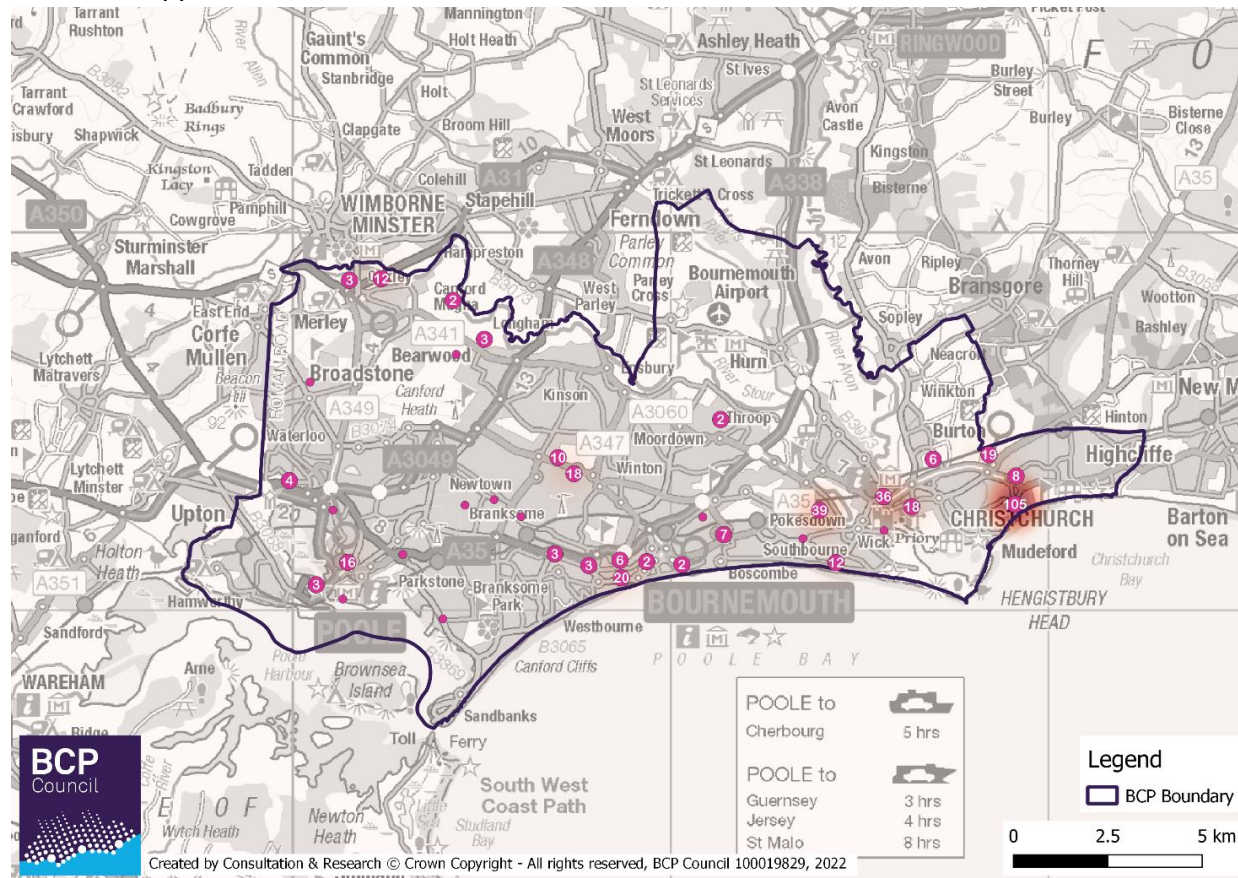
2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- hold those to account who are simply cashing in on a completely unsustainable approach to housing namely, developers and some landowners
- Some political parties are far too close to developers to be able to make objective decisions
- The government's methodology is clearly not objective and if the proportion of second homes is not taken into account, alongside the actual average salary of local people, decisions around housing numbers and housing affordability are fundamentally flawed
- Whilst I would prefer Option 2, 25,600 is still an excessive amount of new homes. My main opposition to this vast number of new homes is the building on Green Beltland together with an increase to the levels of pollution

Issue: Where new homes could be built

Interactive map comments on Potential Residential Sites in the Urban Area

Please note this map shows the approximate location of comments.



Respondents were invited to leave comments on 122 potential residential sites in the urban area.

208 respondents left 371 comments on the potential residential sites in the urban area interactive map^[1]. These comments were spread across 85 of the sites meaning that 37 of the sites received no comments.

The site at Southcliffe Road Car Park had the most interest, with 105 comments pinned by 98 respondents, followed by the Beaufort Road/Cranleigh Road Play Area site which received 38 comments by 35 respondents.

The numbers of comments and respondents per site are shown in the table below.

Table 1: Number of respondents and comments on Potential Residential Sites in the Urban Area

Site Name	Number of Respondents	Number of Comments ^[2]
MSWH002 Southcliffe Road car park	98	105
WS001 Beaufort Road / Cranleigh Road play area	35	38
CT002 The Lanes	12	12
MB003 Land north of Merley	11	12
CT025 Magistrates Court and surrounds	10	10
EST003 St Catherine's Road car park	10	10
8/16/2932/OUT Land at Roeshot Hill (North of A35) B23 4SG	9	12
CT005 Two Riversmeet car park	9	10
MSWH003 CN1 Roeshot Hill (allotments)	9	9
CT009 Saxon Square	9	9
PT020 Stadium	9	9
TBW001 Talbot Village	7	9
MSWH006 Hoburne Park	6	6
WW006 Land at Talbot Village (north Wallisdown Road)	4	10
BC040 BIC	4	4
CT007 Land at Stony Lane south	4	4
APP/18/00780/F 49 Merley Ways BH21 1QN	3	3
CR003 Creekmoor Local Centre	3	3
CT024 Knapp Mill, Mill Road	3	3
WW011 Land east of allotments (plot B)	3	3
MB004 Land north of Bearwood	3	3
BG007 Land south of Burton	3	3
APP/17/00008/F Land north and south of Magna Road BH11 9NB	2	3
WCW008 Westbourne car parks	2	3
BW017 11 Shelley Road	2	2
EST002 143 Belle Vue Road	2	2
MSWH007 BAE Systems, Grange Road	2	2
PT009 Barclays house	2	2
BC013 Bath Road South	2	2

7-2018-643-W Car Park at Former Punshon Memorial Church, Exeter	2	2
CT006 Civic Offices, Christchurch	2	2
BC025 Commercial Road/Avenue Road	2	2
PT016 Dolphin Centre, Dolphin Pool and Seldown	2	2
BC034 Eden Glen and adjoining properties	2	2
PT021 Goods Yard	2	2
BW004 Hawkward Road car park	2	2
MSP010 Industrial estate land south of Yeomans Way	2	2
WW012 Land east of 28 Wallisdown Road (plot K)	2	2
BW006 Sovereign Centre and Boscombe bus station	2	2
7-2020-23214-D White Farm Talbot Village Bournemouth BH10 4JA	1	3
7-2020-5197-B 112 Cranleigh Road, Bournemouth, BH6 5JL	1	1
WCW005 135-137 West Hill Road	1	1
7-2019-3160-E 188-194 Spring Road, Bournemouth, BH1 4PX	1	1
7-2019-2533-Y 21 Hinton Road	1	1
APP/18/00684/P 27-31 West Quay Road BH15 1HX	1	1
APP/15/01491/F 302-304 Sandbanks Road BH14 8HX	1	1
PT012 3-23 Parkstone Road	1	1
APP/20/00994/F 51-53 Victoria Crescent BH12 2JQ	1	1
7-2018-4871-M 653 Christchurch Road	1	1
7-2018-3073-P 67-71 St Michael's Road	1	1
7-2019-11507-AA 7 East Overcliff Drive, Bournemouth, BH1 3AD	1	1
CT018 7 Stony Lane	1	1
7-2019-2515-J 8 Carbery Avenue, Bournemouth, BH6 3LE	1	1
7-2017-14107-Z 8-10 Madeira Road	1	1
WW014 Allotments (plot A) Alton Road	1	1
CT022 Avon Trading Park (Phase 2)	1	1
BC012 Bath Road North	1	1
APP/19/01444/F Bourne Valley Community Centre 56 Herbert Avenue B	1	1
EST001 Broadwaters	1	1
BC031 Central car park	1	1
8/13/0028 – HYBRID Christchurch Hospital Fairmile Road BH23 2JX	1	1
P002 Civic Centre and Surrounds	1	1
BC033 Court Royal	1	1
7-2018-25651-A Durley Road Car Park, Hahnemann Road	1	1
ABV037 Former Gas Works	1	1
H003 Former Power Station	1	1
BC049 Former Whitehall, Lampeter and Arlington Hotels	1	1

7-2020-1273-BB Former Winter Gardens site, Keystone House and 20, 20a and 20b Exeter Road Bournemouth BH2 5AR	1	1
BC037 Former Winterbourne Hotel	1	1
BC035 Glen Fern Road	1	1
WCW003 Hannah Levy House, 15 Poole Road	1	1
TBW007 Laguna hotel	1	1
CT023 Land at Stour Road	1	1
WCW006 Marriott Hotel, 105 St Michaels Road	1	1
APP/17/01144/F Pergins 21 Christopher Crescent BH15 3HW	1	1
PT017 Quay Thistle	1	1
APP/15/01833/F Quay West Marina 23 West Quay Road BH15 1HX	1	1
7-2019-12459-Q Radcliffe Court, 51 Manor Road	1	1
7-2018-1179-BE Richmond Gardens Multi-storey Car Park Richmond Gardens	1	1
BC036 Richmond Hill car park	1	1
7-2020-10546-Q Richmond House, 23-31 Richmond Hill and Yelverton	1	1
CR004 Roberts Lane, Creekmoor	1	1
BG008 Roeshot Hill nursery site	1	1
B015 Tennis courts, Wentworth Drive	1	1
7-2020-21563-F Wingfield Court, Manor Road, Bournemouth, BH1 3HE	1	1

Key Themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Car park should be preserved	139
Concerned about potential loss of green space/open space/countryside	78
Site is not suitable for development	74
Concerned about potential impact development could have on vitality/economy of area	55
Concerned about potential impact on health/wellbeing/quality of life	54
Concerned about potential impacts on highway safety/congestion/parking/access	50
Concerned about potential impact on wildlife/biodiversity	48
Site is not suitable for residential development	48
Concerned about potential loss of community facilities	46

The most prevalent themes raised is also provided for the sites (by number of respondents) in the table below.

10.1. Key themes raised through interactive map comments on Potential Residential Sites in the Urban Area

Site	Number of respondents (and pins dropped)	Key themes (and number of comments)
MSWH002 Southcliffe Road car park	98 (105)	• Car park should be preserved (102) • Concerned about potential impact development could have on vitality/economy of area (34) • Site is not suitable for residential development (16) • Concerned about potential impact on wildlife/biodiversity (8) • Concerned development could remove air ambulance landing site (5) • Site is not suitable for development (5)
WS001 Beaufort Road / Cranleigh Road play area	35 (40)	• Concerned about potential impact on health/wellbeing/quality of life (36) • Concerned about potential loss of community facilities (35) • Site is not suitable for development (32) • Concerned about potential loss of green space/open space/countryside (30) • Concerned would remove ability to grow food (9) • Concerned about potential impact on wildlife/biodiversity (5) • Alternative sites should be developed (5)
CT002 The Lanes	12 (12)	• Site is not suitable for development (11) • Concerned about potential loss of green space/open space/countryside (8) • Car park should be preserved (8) • Concerned about potential impact on wildlife/biodiversity (6) • Concerned about potential impact development could have on vitality/economy of area (4) • Concerned about potential impact on health/wellbeing/quality of life (3)
MB003 Land north of Merley	11 (12)	• Concerned about potential impacts on highway safety/congestion/parking/access (9) • Site is not suitable for development (7) • Concerned about potential impact on wildlife/biodiversity (5) • Concerned about potential loss of green space/open space/countryside (4) • Site is not suitable for residential development (4) • Concerned about potential flood risk (3) • Concerned about potential loss of separation between built up areas (3) • There is a lack of community facilities in the area (3)

CT025 Magistrates Court and surrounds	10 (10)	• Development on site must be well designed/planned (6) • Regeneration would be beneficial (5) • Concerned about character of development (4) • Concerned about proposed density of development (4) • Concerned about potential impacts on highway safety/congestion/parking/access (3) • Development should incorporate green space (3) • Housing on site should be affordable or wouldn't be affordable (3)
EST003 St Catherine's Road car park	10 (10)	• Car park should be preserved (10) • Concerned about potential impacts on highway safety/congestion/parking/access (6) • Concerned about potential loss of green space/open space/countryside (5) • Concerned about potential impact on wildlife/biodiversity (3)
8/16/2932/O UT Land at Roeshot Hill (North of A35)	9 (12)	• Concerned about potential impacts on highway safety/congestion/parking/access (4) • Concerns about potential impact on heritage/archaeological assets (3) • Concerned about potential flood risk (3) • Suggests new community facilities should be provided on site (3)
CT005 Two Riversmeet car park	9 (10)	• Concerned about potential flood risk (6) • Concerned about potential impacts on air quality (5) • Concerned about potential impact on character of area/landscape (4) • Existing use is valuable/should be preserved/should be enhanced (4) • Concerned about potential scale of development (3) • Concerned about proposed density of development (3)
CT009 Saxon Square	9 (9)	• Car park should be preserved (9) • Concerned about potential impact development could have on vitality/economy of area (7)
MSWH003 CN1 Roeshot Hill (allotments)	9 (9)	• Concerned would remove ability to grow food (7) • Site is not suitable for development (6) • Concerned about potential loss of green space/open space/countryside (4) • Concerned about potential impact on health/wellbeing/quality of life (4)
PT020 Stadium	9 (9)	• Existing use is valuable/should be preserved/should be enhanced (8)
TBW001 Talbot Village	7 (9)	• Concerned about potential loss of green space/open space/countryside (5) • Concerned about potential impact development could have on vitality/economy of area (4) • Concerned about potential impact on wildlife/biodiversity (4) • Concerned about potential impact on health/wellbeing/quality of life (3)
MSWH006 Hoburne Park	6 (6)	• Concerned about potential impact development could have on vitality/economy of area (5)

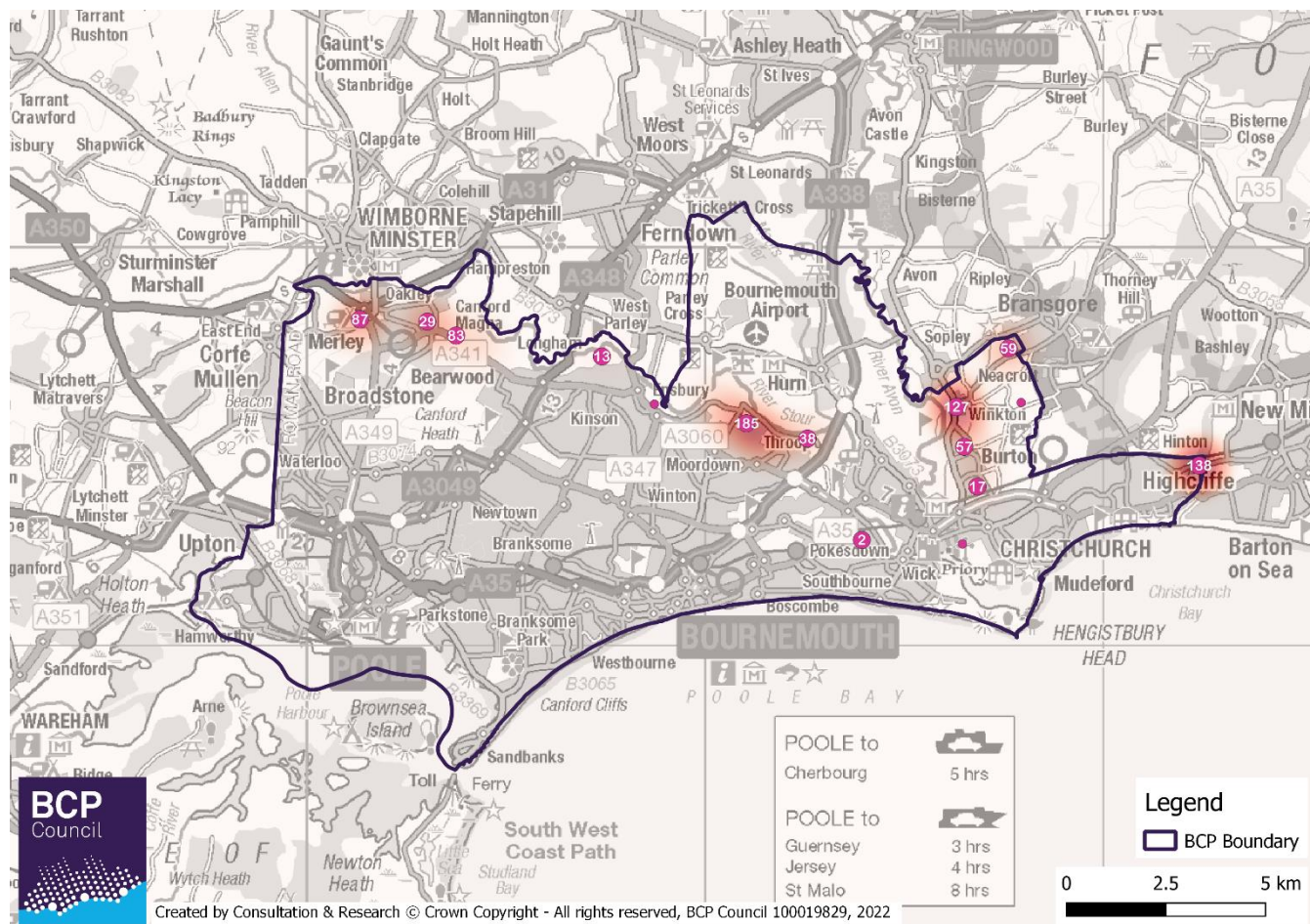
		- Existing use is valuable/should be preserved/should be enhanced (4) - Car park should be preserved (3)
Potential residential sites in the urban area with less than 6 respondents	(109 in total)	Below are the themes raised most regularly regarding potential residential sites in the urban area with less than 6 respondents taken together: - Concerned about potential impacts on highway safety/congestion/parking/access (17) - Existing use is valuable/should be preserved/should be enhanced (17) - Site is suitable for residential development (16) - Suggests use of site for alternative uses to housing (open space, allotments, leisure, retail etc.) (14) - Concerned about potential impact on wildlife/biodiversity (13) - Site is not suitable for residential development (13)

^[1] Some respondents commented on more than one site and/or on sites multiple times. Please also note that this section only addresses comments made in relation to potential residential sites in the urban area that have been submitted through the interactive map. Comments made in relation to these sites that were submitted through other systems, including by emails and letters, will be considered alongside these comments, and are addressed in other sections of this report.

^[2] Some respondents commented on sites multiple times

Interactive map comments on Promoted Green Belt sites

Please note this map shows the approximate location of comments and some were left outside of the promoted Green Belt site boundaries



Respondents were given the opportunity to comment on 55 Green Belt sites promoted to us for residential use.

345 respondents left 762 comments on the promoted Green Belt sites interactive map⁴.

Chewton Glen Farm had the most interest, with 98 comments pinned within its boundaries by 80 respondents. 56 comments pinned within Land at Higher Clockhouse Farm by 42 respondents and 46 comments pinned within Land at north west junction of Canford Magna and Queen Anne Drive by 38 respondents.

22 promoted Green Belt sites overlap with at least one other site and have been highlighted for reference in the overlaps with other sites column in the below table. 73 comments were left in locations where sites overlap. These comments have been attributed to each of the overlapping sites and are included as such in the number of comments column of the below table.

62 comments were left outside of the promoted Green Belt site boundaries as shown in the Site Name column of the below table. These comments will be considered. In addition, wherever it was clear that specific promoted Green Belt sites were being referred to in these comments, any themes raised were attributed to the relevant sites.

The total comments and respondents per site are shown in the table below.

Table 14: Number of respondents and comments on Promoted Green Belt Sites

Site Name	Overlaps with other sites	Number of Respondents	Number of Comments within site boundary ⁵
16_03 Chewton Glen Farm, 9 Chewton Farm Road, Walkford, Christchurch	No	80	98
Comments left outside of the promoted Green Belt site boundaries	No	47	62
07_01 Land at Higher Clockhouse Farm, Burley Road, Christchurch	No	42	56
02_06 Land at north west junction of Canford Magna and Queen Anne Drive, Wimborne	No	38	46

⁴ Some respondents commented on more than one site and/or on sites multiple times. Please also note that this section only addresses comments made in relation to promoted Green Belt sites that have been submitted through the interactive map. Comments made in relation to promoted Green Belt sites that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report.

⁵ The number of comments within site boundaries can be higher than the number of respondents; this occurred when respondents pinned more than one comment within a site (sometimes due to the desire to comment on multiple sites that overlap).

02_04 Land at Higher Merley Farm, Merley Park Road, Ashington, Broadstone, Wimborne	No	33	35
07_11 Land adjoining Salisbury Road, Burton, Christchurch	No	32	46
21_05 Land at Throop, Bournemouth	Yes (21_06 to 21_15 and 21_18)	30	82
16_02 Coda Music Centre, Chewton Farm Road, Walkford, Christchurch	No	30	32
02_10 Land west of Knighton Lane, Wimborne	No	24	29
21_01 Land north of Muscliffe Lane, Bournemouth	No	17	21
07_08 Settlement boundary at Winkton	Yes (07_02 to 07_06)	16	42
21_20 Land south of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	No	16	18
02_07 Land corner of Magna Road and Arrowsmith Road, Wimborne	No	15	16
02_08 The Hamworthy Club, Magna Road, Canford Magna	No	13	13
02_14 Land north of Merley Park Road	No	12	13
07_05 Land at Shaw Park, Burley Road, Christchurch	Yes (07_08)	11	18
17_01 Land at Kinson Manor Farm, Bournemouth	No	11	12
21_19 Land north of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	No	10	11
02_02 9 Oakley Hill and land adjoining, Wimborne	No	10	10
07_15 Land east of Salisbury Road & south of Preston Lane, Burton, Christchurch	Yes (07_14)	9	14
07_03 Land at Burley Road, Winkton, Christchurch	Yes (07_08)	8	12
02_01 Land at Willett Road, Wimborne	No	8	8
07_18 Land west of Salisbury Road, Burton, Christchurch	No	8	8
21_03 Land south of Muscliffe Lane and west of Broadway Lane, Bournemouth	Yes (21_04)	7	11
21_06 Land south of Careys Road, Bournemouth	Yes (21_05 and 21_07)	7	9
02_12 Land at Canford Park Arena, Magna Road	No	7	7
21_08 Land east of junction between Yeomans Road and Throop Road, Bournemouth	Yes (21_05)	6	8
07_02 Sidestream, Salisbury Road, Winkton, Christchurch	Yes (07_08)	6	8
11_15 Knapp Mill, Mill Road and Marsh Lane, Christchurch	No	5	6

07_13 Land at Preston Lane, Burton Christchurch	No	5	5
21_04 Land west of Broadway Lane, Bournemouth	Yes (21_03)	5	5
02_03 Merley Court Holiday Park, Merley House Lane, Wimborne	No	4	8
21_21 Land east of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	No	4	5
21_13 Land east of Valley Road, Bournemouth	Yes (21_05)	4	5
21_09 Former Stockwell Nurseries, Throop Road, Bournemouth	Yes (21_05)	4	4
07_12 Land at 178 Salisbury Road, Burton, Christchurch	No	4	4
07_06 Land rear of West Hayes, Burley Road, Winkton, Christchurch	Yes (07_08)	4	4
07_07 Land west of Salisbury Road, Winkton, Christchurch	No	4	4
07_04 Upper Weir, 256 Salisbury Road, Winkton, Christchurch	Yes (07_08)	4	4
07_17 2 Martins Hill Lane, Burton	No	3	3
21_02 210 Muscliff Lane, Bournemouth	No	3	3
07_19 29 Salisbury Road, Burton, Christchurch	No	3	3
07_16 Land at Summers Lane, Burton, Christchurch	No	3	3
07_21 Land at the Manor Arms, Salisbury Road, Burton, Christchurch	No	3	3
21_11 Land at Yeomans Road, Bournemouth	Yes (21_05)	3	3
21_07 Land corner of Mill Road and Careys Road, Bournemouth	Yes (21_05 and 21_06)	3	3
21_12 Land west of Valley Road, Bournemouth	Yes (21_05)	3	3
02_05 The Oaks, Queen Anne Drive, Wimborne	No	3	3
21_10 33 Yeomans Road, Bournemouth	Yes (21_05)	2	2
07_14 Land at Vicarage Way, Burton, Christchurch	Yes (07_15)	2	2
21_14 Land east of Valley Road (opposite The Dell), Bournemouth	Yes (21_05)	2	2
07_20 The Manor, 15-17 Salisbury Road, Burton	No	2	2
07_10 Hawthorn Dairy and Hawthorn Farm Buildings (Parcel 1), Lyndhurst Road, Bockhampton, Christchurch	No	1	1
07_09 Hawthorn Dairy and Hawthorn Farm Buildings (Parcel 2), Lyndhurst Road, Bockhampton, Christchurch	No	1	1
21_15 Land adjacent Haunchwood, Valley Road, Bournemouth	Yes (21_05)	1	1

21_18 Westfield, Throop Road, Holdenhurst, Bournemouth	Yes (21_05)	1	1

Key Themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Concerned about potential impact on Green Belt/impact of loss	392
Site is not suitable for development	355
Concerned about potential impacts on highway safety/congestion/parking/access	272
Concerned about potential impact on character/landscape	211
Concerned about potential loss of green space/open space/countryside	185
Concerned about potential impact on heritage	171
Concerned about potential for overdevelopment of area	165

The most prevalent themes raised is also provided for the sites (by number of respondents) in the table on the next page.

10.2. Key themes raised through interactive map comments on Promoted Green Belt sites

Site	Number of respondents (and pins dropped)	Key themes (and number of comments)
16_03 Chewton Glen Farm, 9 Chewton Farm Road, Walkford, Christchurch	80 (98)	• Site is not suitable for development (64) • Concerned about potential impact on wildlife/biodiversity (56) • Concerned about potential impact on Green Belt/impact of loss (50) • Concerned about loss of green spaces/open space/countryside (33) • Concerned about potential impact on character/landscape (30) • Concerned about potential impacts on highway safety/congestion/parking/access (23) • Concerned about potential loss of separation between built up areas (22)
07_01 Land at Higher Clockhouse Farm, Burley Road, Christchurch	42 (56)	• Concerned about potential impacts on highway safety/congestion/parking/access (30) • Concerned about potential impact on Green Belt/impact of loss (29) • Concerned about potential increased pressure on community facilities (29) • Concerned about potential risk of flooding (25) • Unreasonable to develop area on periphery of BCP (due to location/lack of funding for infrastructure improvements) (22) • Concerned about lack of infrastructure/infrastructure capacity to serve development (20) • Concerned about potential amount of development on site (20)
02_06 Land at north west junction of Canford Magna and Queen Anne Drive	38 (46)	• Concerned about potential impact on wildlife/biodiversity (30) • Concerned about potential impact on Green Belt/impact of loss (28) • Views site is not suitable for development (26) • Concerned about potential risk of flooding (25) • Concerned about potential impacts on highway safety/congestion/parking/access (23) • Concerned about potential impact on heritage (22) • Concerned about potential impact on trees (17)
02_04 Land at Higher Merley Farm, Merley Park Road, Ashington,	35 (33)	• Concerned about potential impacts on highway safety/congestion/parking/access (34) • Concerned about potential impact on wildlife/biodiversity (31) • Concerned about potential impact on Green Belt/impact of loss (27) • Site is not suitable for development (25) • Site is not suitable for residential development (15) • Concerned that there appears to be a lack of suitable access for the site (15)

Broadstone, Wimborne		Concerned about potential loss of green space/open space/countryside (12)
07_11 Land adjoining Salisbury Road, Burton, Christchurch	32 (47)	- Existing use is valuable/should be preserved (28) - Concerned about potential loss of green space/open space/countryside (27) - Concerned about potential impact on health/wellbeing/quality of life (27) - Site is not suitable for development (27) - Concerned about potential loss of separation between built up areas (10) - Concerned about potential impact on character/landscape (7) - Concerned about potential impact on Green Belt/impact of loss (6)
21_05 Land at Throop, Bournemouth	30 (93)	- Concerned about potential impact on Green Belt/impact of loss (29) - Concerned about potential impact on wildlife/biodiversity (23) - Site is not suitable for development (22) - Concerned about potential for overdevelopment of area (16) - Concerned about potential impacts on highway safety/congestion/parking/access (16) - Concerned about potential impact on heritage (15) - Concerned about potential impact on health/wellbeing/quality of life (14)
16_02 Coda Music Centre, Chewton Farm Road, Walkford, Christchurch	30 (32)	- Concerned about potential impact on Green Belt/impact of loss (21) - Site is not suitable for development (21) - Concerned about potential impact on wildlife/biodiversity (18) - Concerned about potential impact on health/wellbeing/quality of life (14) - Concerned about potential loss of green space/open space/countryside (13) - Concerned about potential impact on character/landscape (12) - Existing use is valuable/should be preserved (11)
02_10 Land west of Knighton Lane, Wimborne	24 (29)	- Concerned about potential impact on Green Belt/impact of loss (19) - Site is not suitable for development (18) - Concerned about potential impacts on highway safety/congestion/parking/access (13) - Concerned about potential loss of green space/open space/countryside (11) - Concerned about potential impact on wildlife/biodiversity (10) - Concerned that future occupiers would rely on unsustainable transport modes (10) - Concerned about potential impact on health/wellbeing/quality of life (8)
21_01 Land north of Muscliffe Lane, Bournemouth	17 (21)	- Concerned about potential impact on Green Belt/impact of loss (12) - Site is not suitable for development (10) - Concerned about potential impact on wildlife/biodiversity (9) - Concerned about potential impact on agricultural land availability (8) - Concerned about potential impact on heritage (8)

		- Concerned about potential impacts on highway safety/congestion/parking/access (7) - Concerned about potential impact on health/wellbeing/quality of life (6)
07_08 Settlement boundary at Winkton	16 (42)	- Concerned about potential impacts on highway safety/congestion/parking/access (28) - Concerned about potential loss of green space/open space/countryside (27) - Concerned about potential impact on health/wellbeing/quality of life (27) - Site is not suitable for development (27) - Concerned about potential loss of separation between built up areas (10) - Concerned about potential impact on character/landscape (10) - Concerned about potential impact on heritage (10)
21_20 Land south of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	16 (18)	- Concerned about potential impact on Green Belt/impact of loss (15) - Site is not suitable for development (9) - Concerned about potential impact on heritage (8) - Concerned about potential loss of green space/open space/countryside (7) - Concerned about potential impact on character/landscape (6) - Concerned about potential risk of flooding (4) - Views alternative sites should be developed (4)
02_07 Land corner of Magna Road and Arrowsmith Road, Wimborne	15 (16)	- Concerned about potential impact on Green Belt/impact of loss (14) - Concerned about potential impact on wildlife/biodiversity (12) - Concerned about potential impacts on highway safety/congestion/parking/access (10) - Concerned about potential risk of flooding (8) - Concerned about potential for overdevelopment of area (7) - Site is not suitable for development (6) - Site is not suitable for residential development (6)
02_08 The Hamworthy Club, Magna Road, Canford Magna	13 (13)	- Concerned about potential impact on Green Belt/impact of loss (10) - Concerned about potential impacts on highway safety/congestion/parking/access (9) - Concerned that future occupiers would rely on unsustainable transport modes (9) - Views existing use is valuable/should be preserved (8) - Site is not suitable for development (8) - Concerned about potential impact on wildlife/biodiversity (7) - Concerned about lack of infrastructure/infrastructure capacity to serve development (6)
02_14 Land north of Merley Park Road	12 (13)	- Concerned about potential impacts on highway safety/congestion/parking/access (12) - Site is not suitable for development (12) - Concerned about potential impact on wildlife/biodiversity (11) - Concerned about potential impact on Green Belt/impact of loss (10) - Concerned about potential impact on health/wellbeing/quality of life (7)

		- Concerned about potential loss of green space/open space/countryside (6) - Concerned about lack of infrastructure/infrastructure capacity to serve development (5)
07_05 Land at Shaw Park, Burley Road, Christchurch	11 (18)	- Concerned about lack of infrastructure/infrastructure capacity to serve development (8) - Concerned about potential impact on character/landscape (7) - Concerned about potential impact on heritage (7) - Concerned about potential risk of flooding (7) - Concerned about potential impacts on highway safety/congestion/parking/access (6) - Concerned about potential amount of development on site (6) - Concerned about potential impact on wildlife/biodiversity (5)
17_01 Land at Kinson Manor Farm, Bournemouth	11 (12)	- Concerned about potential impact on Green Belt/impact of loss (8) - Site is not suitable for development (6) - Concerned about potential for overdevelopment of area (4) - Concerned about potential risk of flooding (4) - Alternative sites should be developed (4) - Site is not suitable for residential development (3)
21_19 Land north of Holdenhurst Village Road, Holdenhurst Village, Bournemouth	10 (11)	- Concerned about potential risk of flooding (9) - Site is not suitable for development (9) - Concerned about potential impact on Green Belt/impact of loss (6) - Concerned about potential impact on heritage (4)
02_02 9 Oakley Hill and land adjoining, Wimborne	10 (10)	- Concerned about potential impacts on highway safety/congestion/parking/access (7) - Concerned about potential impact on Green Belt/impact of loss (5) - Concerned that there appears to be a lack of suitable access for the site (5) - Site is not suitable for development (5) - Site is not suitable for residential development (3)
Promoted Green Belt sites with less than 10 respondents	(178 in total)	Below are the themes raised most regularly regarding promoted Green Belt sites with less than 10 respondents taken together: - Concerned about potential impact on Green Belt/impact of loss (total of 91) - Concerned about potential impact on character/landscape (total of 72) - Concerned about potential impact on wildlife/biodiversity (total of 70) - Site is not suitable for development (total of 69) - Concerned about potential impact on heritage (total of 64) - Concerned about potential impacts on highway safety/congestion/parking/access (total of 54)

		• Concerned about potential amount of development on site (total of 36)

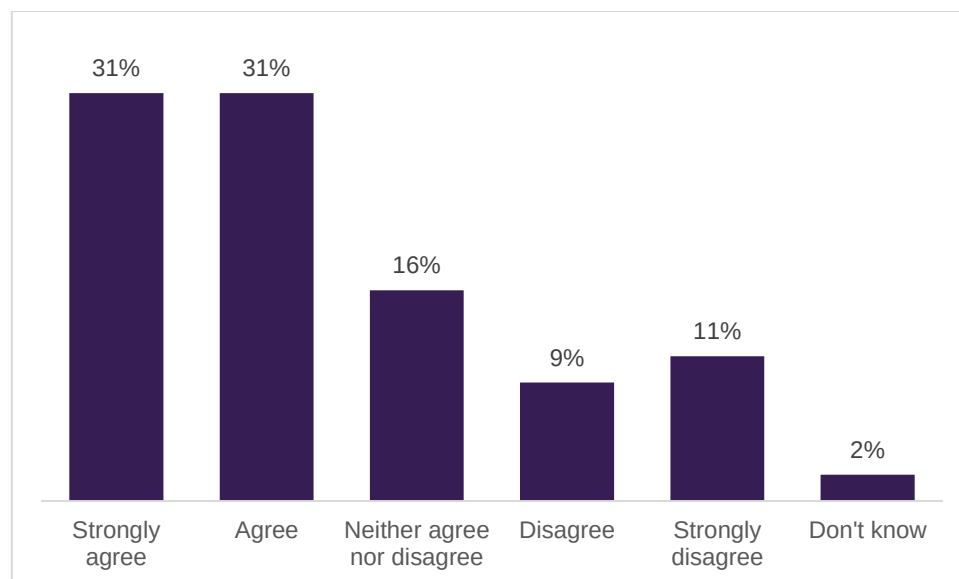
10.3. Issue: How to provide affordable housing

Respondents were asked how strongly they agree or disagree with our recommendation for providing affordable housing:

Recommendation: To meet our demand for affordable housing, we will require a proportion of new homes on major sites to be affordable. This proportion may vary across the BCP area. We will set out the type or tenure of affordable housing and the circumstances where this should be provided on site, and where a payment towards affordable housing on major sites would be accepted.

- 62% strongly agree or agree with our recommendation for how to provide affordable housing, 20% disagree or strongly disagree. 16% neither agree nor disagree and 2% do not know.

Figure 15: How strongly they agree or disagree with our recommendation for providing affordable housing



Base (179)

Differences in responses

There are differences in levels of agreement by [gender](#).

- 70% of [females](#) agree with this recommendation, compared to 51% of [males](#).

Comments about providing affordable housing

Q28. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing affordable housing.



127 comments

127 respondents explained their answers, provided further comments and/or alternative suggestions about providing affordable housing. The key themes to emerge from these comments are outlined below:

Q28 Key theme	Number of comments
Suggestions	74

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions that we should consider for providing affordable housing. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Detailed comments/suggestions on affordable housing, e.g., location, type, tenure, design' (29 comments), 'Comments on affordability of affordable housing/Should be linked to local wage/social housing' (20 comments), and 'Comments on developer abuse/greed/ensure robust regulation of developers' (19 comments).

Below is a selection of comments for each of these sub-themes:

Detailed comments/suggestions on affordable housing, e.g., location, type, tenure, design



"Housing needs to meet all types not just those with access to large funds, there needs to be a choice of type of accommodation meeting everyone's needs."

"Affordable housing should be just that..... and not so small to be affordable either. There are elderly people who are still very active and would like housing they could afford. Many homes are just too expensive as are places which are residential homes."

*“Not only affordable, but **can we make some kind of local residency requirement, so that properties don’t just get bought for profit by those outside the area.** Strong need for more social housing.”*

*“**You need high quality 'buyable' starter homes to let people onto the housing ladder.** This realistically means small apartments from which families can grow out of. Affordable is related to a concept of rentable values that is unhelpful as it prevents standing on the bottom of the property ladder. Stand [alone] houses like this end up [too] expensive. Furthering the problem.”*

*“All new and affordable housing **must be built to exceed proposed new part L, F and O regulations** to be meaningful / worthwhile.”*

*“It has to be **guaranteed that those marked as affordable are quality, family homes, and that they go to local people.** And **there has to be a precedent that they cannot be sublet.**”*

*“The BCP area has a lack of council housing which should be a priority in any building projects. All new homes built **need to be properly insulated to reduce energy needs.**”*

*“**Affordable housing should be in areas where there is easy access to transport and should also include small gardens for families.** Flats and apartments are not always suitable for families, unless there are play areas easily accessible and safe. Also **it is not wise to build properties in areas that may be liable to flood,** now and in the future.”*

*“**Let’s not push [all] the housing into Poole’s area, have a gradual sliding scheme for affordable housing on developments such as tax where there is a % on [sites] not 40% on everything over 10,** in this case nobody in their right mind would build 11 units. **Make BCP land be used primarily for affordable housing or work with organisations that can** but selling off our “silver” for pure commercial developments is crazy.”*

*“Roads, water and sewerage systems are overworked and need investing in before more demand [placed] on them. The amount of raw sewerage allowed into rivers and the sea needs better management before housing projects are encouraged. Some of the coastal areas on your potential development sites, would be counter intuitive to your vision of open beach, open community spaces, links to a green agenda and so on. Else it just become a sprawling mass, which future generations have to deal with. Also, with global warming, coastal erosion and energy crisis sites such as Steamer Point are not sustainable. **Affordable housing needs to be defined as also being sustainable housing,** not merely a stop gap measure to make developers rich, as once the nature of the community changes it gone forever.”*

The main issue is what is affordable! I agree we need some affordable housing but more importantly I feel we need to look closer at social housing or houses for renting at affordable rents. Also need to look at how to help younger people get on the property ladder thus keeping them in the area.

By limiting the availability of new homes to residents for whom the home would be their primary dwelling, and not allowing any new homes to be bought as second homes or for investment, will make more homes "affordable"

Affordable housing should be available for all new homes but also affordable housing needs to be available for younger people who cannot access the property ladder

Recent developments have proved that although they get planning permission based on the amount of affordable housing included, half the time that part does not get built until they have sold all the expensive houses first, or not at all! IF planning is being given, then affordable housing should be built and sold first before the expensive ones, not the other way round to ensure they are provided as specified.

Where possible avoid Green Belt, even though this the cheaper option. Also avoid flood risk and as there possibility of sea levels rising. Crucial focusing on brown field sites. There is no review of historical sites.

*"Some of the new houses could be of the pre-fabricated variety **for cheaper and quicker construction. They should be as eco-friendly as possible.**"*

*"I believe ongoing costs should be a part of this, not only for affordable housing, but all housing, i.e., **ensuring the highest standards of insulation in order to create warm homes with lower ongoing heating costs and emissions. Renewable energy as standard** etc."*

*"Areas that are currently not built on need to be either flood plains / rewilded areas/ community growing plots or at the very worst, services for existing residents such as schools/ doctors/ dentists. **Any new developments need to be reduced in size by 50% at the very least and have climate mitigation in the form of nature and flood defense.** There are many empty office buildings and retail units that could be retrofitted for a younger workforce/ students and those more able to get around busy towns. **There are also half empty hotels across the borough which again could have a change of use. These could become affordable housing opportunities.** A step onto the housing ladder but yet close to work to allow them to save up and move further out as they increase in age."*

Comments on affordability of affordable housing/Should be linked to local wage/social housing



*"When the plans are released **you should be [releasing] the price of these "[affordable] houses" as they are not affordable for local people that have grown up in the area and want to stay local! Take the proposed build in Christchurch.**"*

*More affordable housing is needed, far too many [applications] say they will build affordable [homes] and then retract due to the builders not making enough money. Even when built, **affordable housing is still not affordable for those on minimum or low wages. I would like to see more part rent/buy properties available.** Those that buy affordable housing must not be allowed to sell on quickly to potential private landlords."*

"You need to make sure affordable really means affordable. Rents and house prices in Poole are becoming ridiculously high. £1,500 [per calendar month] for a basic 3 bed house! You also **need to consider rent stabilisation schemes and working to provide more social housing** as private landlords are taking the mickey now."

"Need a high proportion of affordable housing, e.g., **80% GENUINELY affordable**, not just help to buy of slightly below market rent. Need actual social housing."

"Affordable housing is **desperately needed**."

"But **they need to be properly affordable!** Although the median wage is £29,000 I know no one who is earning anything like that! Increased social [housing], particularly council housing would be of more benefit."

"Bournemouth is an [expensive] area. **The [younger] people or those on lower incomes [should] have the right [to] buy their property too.**"

"We need [a] change in central government - **Help to Buy should not just be for new builds as this ties young people into buying expensive over-priced new build homes when they could buy the same sized exiting home in a cheaper area for >25% less.** Crazy system. **Puts housebuilder profits above the needs of young people/ those attempting to get on the property ladder.**"

Comments on developer abuse/greed/ensure robust regulation of developers



"Do not let developers off the hook, **engage and extract the cash and utilise it [appropriately].**"

"More affordable housing is needed, **far too many [applications] say they will build affordable [homes] and then retract due to the builders not making enough money.** Even when built, affordable housing is still not affordable for those on minimum or low wages. I would like to see more part rent/buy properties available. Those that buy affordable housing must not be allowed to sell on quickly to potential private landlords."

"By saying they are affordable, they need to actually be affordable. **Too many properties are being built and and sold to greedy landlords who hike the price of rent to a full months wage.** The deposits are too high for people to get on the housing ladder, more help should be given to first time buyers."

"A fair approach should be taken where all developments over 10 are required to provide affordable housing. **The current approach seems to allow some developers particularly in the town centre to get away with no affordable housing.**"

"Recent developments have proved that although they get planning permission based on the amount of affordable housing included, **half the time that part does not get built until they have sold all the expensive houses first, or not at all!** If planning is being given, then affordable housing should be built and sold first before the expensive ones, not the other way round to ensure they are provided as specified."

*“Too many developments have gone ahead without the inclusion of affordable homes.
Rules need to be tougher.”*

*“**A payment in lieu of affordable housing should not be accepted** as this always implies the value of the payment is less than the value of the affordable [housing].*

*“The requirement for affordable housing should be as extensive as possible, and **should not offer developers a chance to escape their obligations.**”*

*“Proportion of affordable homes on all new sites. **Don't allow developers to bribe the Council with a "contribution" for affordable homes.** Convert redundant shops in Pokesdown, Moordown etc. into affordable housing for old people.”*

*“A bit vague. Affordability is the number 1 issue with housing. As much housing as possible needs to be affordable. Developments with ~20% affordable and the rest not won't cut it. **If developers attempt [to] claim anything higher (or even a smaller percentage) wouldn't be 'viable', then someone else can use the site.** The council/government wherever possible.”*

*“**Developers should always be held to an agreement to provide a level of affordable homes and prevented from dropping the agreed provision once planning applications have been approved on the spurious grounds that this provision is uneconomic.** If it is uneconomic post approval it must have been uneconomic prior to approval too and **should result in planning approval being withdrawn.**”*

*“Affordable housing never gets built. The developer states that they can't afford it and it gets dropped. **Should be more legislation to force them to do as planning permission or they lose the contract.**”*

*“The use of the normal developers model for affordable housing on major sites is an unnecessary constraint. Small areas could support affordable housing, and this could even be combined with a self build opportunities – possibly with some charitable input. **Major UK housing developers have a very poor record on actually delivering the number of affordable house types in any given development compared to what was approved at the planning stage.** On the other hand, there have been some small developments used as pilot schemes which entirely comprise of affordable dwellings, amongst these are the garage space conversions that have featured widely in the construction press.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Lack of vacant property rates (circa 0.5% of stock or less instead of 5%), building more will lower prices and rents to better match local wages than artificially priced housing could

- Strongly encourage continued investment towards affordable housing

Agents

2 comments were made by agents. Below are the key points from this response:

- The house building problem lies in viability and viability assessment as the burden is still falling on housebuilders rather than landowners
- Urban area sites are too valuable to achieve the level of affordable housing required
- New safety regulations will make tall buildings even more expensive to build
- Affordable housing is more viable on green field sites
- Due to viability differences, the percentage of affordable homes required on major sites will vary across different parts of the BCP area
- The type, tenure, and proportion of affordable homes on new developments should comply with the requirements of the 2021 National Planning Policy Framework

Developers/landowners

1 comment was made by developers/landowners. Below are the key points from this response:

- Delivery of new and affordable homes must be informed by viability considerations

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- All new homes on major sites should be affordable

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- Affordable homes are needed but should not be mixed with higher value homes creating a social division in a small area
- Concerns that developers will reduce affordable housing once planning is granted
- Affordable housing needs to be linked to the local wage, with a condition within the Land Registry title that the property can only ever be sold at four times the local wage to a local person
- Local people need to be able to afford homes, priority should be given to local people

Other respondents

3 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- The bar should be set low as too many developers are snapping up small sites and avoiding their responsibilities
- Some areas of Green Belt must be released to satisfy housing needs. Build costs are likely to be lower, which should result in the provision of affordable and first time housing

- Consideration should be given to building homes on low rise development areas, such as out of town retail parks, i.e., build residential dwellings, 3-4 stories high, on top of the large single storey retail uses. This could be a step towards creating higher density local centres and the “20-minute neighbourhood”
- Affordable housing must be created, but experience of the Poole regeneration sites, results in “viability” being given as a reason for zero or very small numbers of affordable housing. In such cases, payments towards affordable housing must be mandatory and strictly enforced
- Strongly disagree because the term 'affordability' has not been defined here, and the 'affordable' housing going up in the area has all been over £300,000. This is affordable to very few. Affordability should take into account local salaries, should be ring-fenced for local workers with key workers prioritised, and it should also take into account the affordability of running a home
- Poole changed from a relatively nice town in an incredibly beautiful natural setting into a playground for the mega-rich on the one hand, an awful poverty trap in horrid social housing on the other (not a mile away), and a wholesale disregard for community, community pride and culture, local environment, and the total gift of a natural setting. The result is a big mess

10.4. Issue: Providing custom self-build housing plots

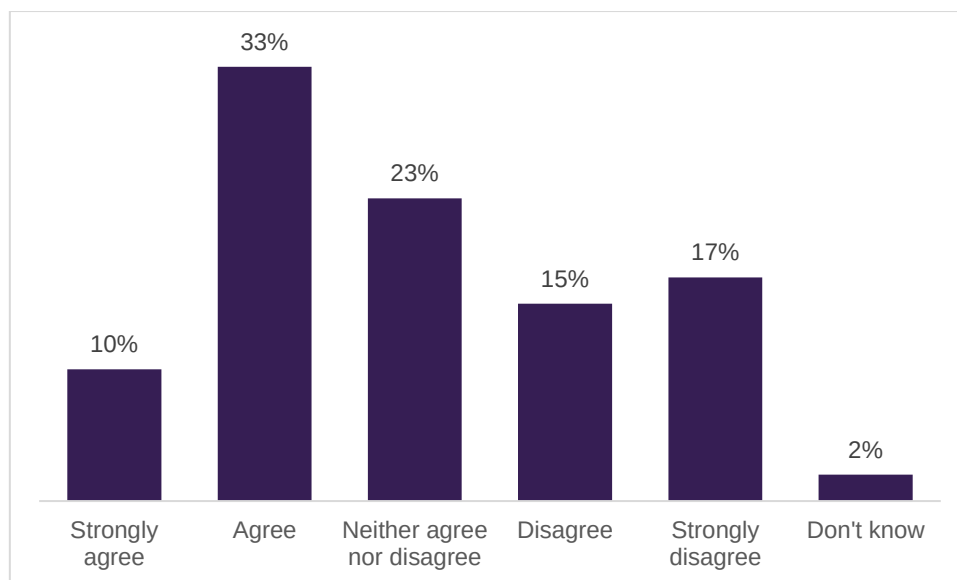
Respondents were asked how strongly they agree or disagree with our recommendation for providing custom self-build housing plots:

Recommendation: To make plots available for self-build housing we could require a proportion of plots on large, strategic housing sites to provide an area of self-build.

- 43% agree or strongly agree with the recommendation for providing custom self-build housing plots and 32% disagree. 23% neither agreed nor disagreed and 2% did not know.

Figure 16: How strongly do you agree or disagree with our recommendation for providing custom self-

build housing plots?



Base (88)

Differences in responses

There are differences in levels of agreement by [legacy council area](#):

- 43% of residents living in [Bournemouth](#), 55% of those in [Christchurch](#) and 38% of those in [Poole](#) agree with this recommendation.

Comments about providing custom self-build housing plots

Q30. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing custom self-build housing plots.



57 comments

57 respondents explained their answers, provided further comments and/or alternative suggestions about providing custom self-build housing plots. The key themes to emerge from these comments are outlined below:

Q30 Key themes	Number of comments
Objection	11
Suggestions	10

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents objected to the recommendation for providing custom self-build housing plots.

Below are all the comments for this theme:



"[Self]-build is almost exclusively for those with lots of cash. They can fend for themselves [in my honest opinion]. Why should it be effectively subsidised?"

"I would imagine most self-builders would hate to have to build their dream home on "housing sites". I couldn't think of anything worse! I have been on the self-build registers for Bournemouth and Poole for several years now, but I have never been contacted at all. I was born in Boscombe hospital in 1973, so I consider myself a born and bred local in this area, having always lived and worked in BCP. I own a plot of land suitable to self-build my own four bedroom house for my family, **but because of the [ridiculous] 400 metre heathland policy [I] am not allowed to. I believe this planning policy should be scrapped as it is denying local people from living in certain areas. If the council and Natural England really wanted to protect our Dorset heathland then there should be a policy in place to keep people (and dogs) off them! Most people who visit**

heathlands travel to them in their cars. **One look at the maps highlights the potential housing gains that could be made if the heathland policy was scrapped. We need this urban land for homes, especially family homes. Many "eco friendly" residents would say "protect the heathland environment" but happily go walking their dogs all over them.** I have witnessed this and have first hand evidence of it. I believe its similar to the Green Belt. It is inevitable it will need to be built on to provide the number of homes that are going to be needed for the future. **Urban sprawl is going to have to happen, regardless of what targets the government set for housing in our area, the fact that so many people want to come and live here in BCP shows how much housing will be needed.** We are restricted by the sea to the south so we can only really expand one way! There are a great number of "Not In My Back Yard" residents in this area who are lucky to have a comfortable expensive home in this area, but want to prevent building to let anyone else have the same!! Yes, [I`m] ok and comfortable financially, but my young children who are 7 and 3 years old will have no hope in years to come."

"Don't bother with self-build plots, not necessary, just build some affordable family houses with gardens for social housing and private mortgage."

"Large sites are generally owned by wealthy landowners who have the desire to cram as many homes in as possible, to create maximum profit. This is perfectly normal as they are trying to succeed in business, and provide as many homes as possible by maximising their site. I believe **most people who have a desire to self-build their own home would not want to be located on a large strategic housing site**, they would most likely want an individual plot which could have some unique features or character."

"Completely disagree. **Those who are fortunate enough to be able to self-build their own home, in my opinion would not want to be located on a large strategic housing site.** I would suggest they would want a unique and individual plot to create something special, like you see on Grand designs. One of my sons wants to self-build his own home."

"I think people should approach us with land and a request to build if that's what they want, **allocating land which may or may not come to fruition and may not make best use of land in terms of design and density seems a bit short sighted to me.**"

"Sounds like **plots for the rich.**"

"Most of these seem to be used by small builders who then sell if for profit a couple of years later. **Better to prioritise more affordable housing under share ownership schemes.**"

Suggestions

These respondents made a variety of suggestions that we should consider for providing custom self-build housing plots.

Below are all the comments for this theme:



*"We do not need any more exclusive and extravagant houses that do not make the best use of space. Having two people live in a huge self-build [house] is no good to us. **We need affordable [houses] for our children to be able to afford to settle locally.** There are already [too] many big expensive houses that waste space."*

*"I would like to see **unused land further out of town to be offered for self-build projects.** As this would help maintain the green space in towns."*

*"**High standards and appropriate designs** to fit with the community must be applied."*

*"**A range of accommodation plots should [be] available for those more affluent [builds]** and contribute to the economy."*

*"Lavender Road in Throop won a national civic award for excellent house building in 1999. **Let's up the game and aspiration of all future new housing to gain national recognition of the quality of BCP housing provision. This includes self-build plots.**"*

"In order to support the climate change objective self-build and all other new build development needs to be required to build in better energy efficiency - new houses should be aiming for passive house quality."

*"The priority needs to be on providing the most affordable good-quality housing for the most people. **Planning for large, strategic housing sites should focus on that. Allocating plots in key areas for individuals would likely undermine that.**"*

"I think it would [be] better to have self-builds [within] a specific area and provide help, advice and training for those wishing to build their own. [If] you [remove] had a plot for 50 self-builds, [you] could liaise with [manufacturers] to lower costs of all [materials and] use similar building framework then customised."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Large strategic sites could be allocated only for self-build rather than poorly positioning self-build plots within unwanted parts of a site, e.g., Graven Hill self-build site
- More information needed to make a judgement on this, including the council's thoughts on self-build opportunities in existing suburban areas

Agents

2 comments were made by agents. Below are the key points from this response:

- Custom self-builds are elitist and discriminatory
- Disagreement with recommendation for providing custom self-build housing plots as there is no legislative or national policy basis for imposing an obligation on landowners or developers of large strategic housing sites to set aside plots for self & custom build housing
- Demand for custom self-build housing is minimal in BCP with only an average of 55 people applying to the Council's Register every year
- Providing custom self-build housing plots on large strategic housing sites adds to the complexity and logistics of development due to practical and health and safety concerns
- Unsold plots should not be left empty to the detriment of neighbouring dwellings or the whole development

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from this response:

- Support Recommendation but this will only be viable on larger, out of town sites or parts of the Green Belt. Again, it would need to be strictly enforced

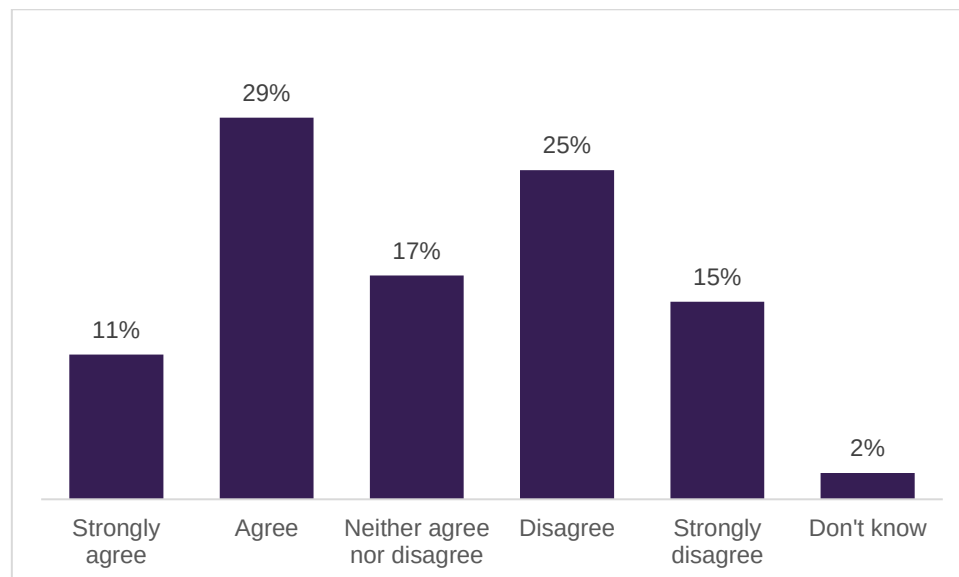
10.5. Issue: Providing the right mix and type of homes

Respondents were asked how strongly they agree or disagree with our recommendation for providing the right mix and type of homes:

Recommendation: A mix of all housing types and sizes are needed across Bournemouth, Christchurch and Poole. In order to provide flexibility, we would not propose to prescribe a set housing mix, apart from on large, strategic development sites over 40 homes.

- 40% strongly agree or agree with our recommendation for providing the right mix and type of homes, 40% disagree or strongly disagree. 17% neither agree nor disagree and 2% do not know.

Figure 17: How strongly do you agree or disagree with our recommendation for providing the right mix and type of homes?



Base (185)

Differences in responses

There are differences in levels of agreement by [legacy council area](#):

- 40% of residents living in [Bournemouth](#), 31% of those in [Christchurch](#) and 42% of those in [Poole](#) agree with this recommendation.

Comments about providing the right mix and type of homes

Q32. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing the right mix and type of homes.



125 comments

125 respondents explained their answers, provided further comments and/or alternative suggestions about providing the right mix and type of homes. The key themes to emerge from these comments are outlined below:

Q32 Key theme	Number of comments
Suggestions	74

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions that we should consider for providing affordable housing. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Need for proper regulation and implementation/Concern over developers' (23 comments), 'Affordable housing a priority' (19 comments), and 'Criticism/Concerns over development of small flats' (18 comments).

Below is a selection of comments for each of these sub-themes:

Need for proper regulation and implementation/Concern over developers



"I do not think that you can leave this to developers. There has to be leadership, direction and challenge in order that BCP's objectives are observed."

"Again, a fair approach should be taken which is consistent across the BCP area."

"All developers will simply want to squeeze in as many flats as they can. I'd expect our council to always ensure the right mix of family homes, and flats are considered."

"It follows from my previous comments that all development should be subject to a set proportion of affordable homes, not just large sites. Past failures to prioritise affordable

housing has led to growth in retirement and second homes. These both exclude younger families, and also push up house prices which further undermines attempts to add affordable homes. The alternative would be a local capital gains tax on the betterment of house prices at sale, or increased Council Tax - used to fund council housing."

"The sites for housing developments in the BCP area are getting smaller. **This gives the developer the ability not to provide affordable housing.** Regardless of the number of proposed houses to be built **there should always be a provision for a mix with affordable housing.**"

"Social housing should apply to all sites not just the largest schemes. It can be via financial contribution. It's illogical that a developer can build 50 individual houses in Canford Cliffs but a single scheme of 50 on Canford Heath attracts social units. **The mix of units should be determined by the Housing Association working with the developer. You should also consider that if private schemes have social units then social sites should have private units.** Left to an [Housing Association] design goes out of the window, just look at the army barracks being built off Sopers Lane, truly appalling design."

"The right mix would not be achieved unless there was a lower level for affordable housing. **Developers would always prefer to build higher value properties.**"

"I propose that the approach **should be applied to schemes smaller than 40 houses. How about 20? Developers need to be stood up to.**"

"It should apply to all new building plots. **It should be implemented and ensured that it is complied with by the local authority members on the BCP,** i.e. Christchurch councillors for the Christchurch area etc."

"I believe it's leader's (councils and councillors) [jobs] to make decisions and **BCP should certainly be having a strong view about what housing goes where.** Let's be honest **most developers are going to look to build 'executive' houses in rural locations...** which is not what the majority of BCP residents need."

"Any developments built in and around the Christchurch area need to be in keeping with the Town's feel. No more blocks of flats that no-one can afford - the roads into Christchurch need to be of houses NOT FLATS - we are not Bournemouth or Poole - and **you severely run the risk of ruining a beautiful place by pandering to the wants of greedy developers** who do not live in this wonderful part of the country."

"**You need to set what is needed and prioritise this otherwise house builders will build what maximises their profit** not necessarily what is required in the local area."

"Recently, property developments appear to be crammed in to small plots not necessarily supporting quality of life and without greenery. Also, they are not designed in a way which enhances the surrounding area and stand out like a sore thumb. **Property developers**

should be told to design buildings which fit in with existing architecture, no matter what the age."

Affordable housing a priority



*"All housing developments **should either contain 50% affordable options** or contribute funds to improve infrastructure, public transport & community services*

*"We only need more affordable housing. There is already more...than enough big, [expensive], exclusive houses. **We do not need a mix, we simply need more affordable places.**"*

*"We already have too many flats and too many expensive properties, we don't need more rich pensioners coming here or more second homes for the rich, **concentrate on providing homes for local families on low incomes.**"*

*"**Too many flats for older people and not enough affordable starter homes for local people** to be able to continue to live in the area. Too many properties being squashed into too little room."*

*"Forget flexibility. **We need family homes, not rabbit hutches. And flats for single people**, everyone can be flexible around those two types of home."*

*"See above. **All developers should pay a contribution toward affordable housing and any development of more than 20 homes should include an affordable element of 25%.**"*

*"The **focus should be on providing family homes with outside space**, not 1 bedroom flats as seems to be the case currently."*

*"**Affordable housing is vital for the next generation**, I think this should be set for all development."*

*"The need is greater for houses for the younger generation as they cannot even get on the housing market and **for more bungalows so older people can downsize and release larger properties.** All sites should be considered."*

Affordable housing on all new sites, even in Sandbanks.

Criticism/Concerns over development of small flats



group

*"I can understand why you would allow the building of high rise flats in the town centre of Bournemouth, it makes sense and also makes a massive income not just from Council tax revenue but many other ways too. **The main issue I believe is we need family homes! 3 or 4 bedroom homes for families to live comfortably.** When the twenty or thirty something age meet and want to settle down, get married and have a family they need to move out of their one / two bedroom flats in the town centre to a decent family home. **These are becoming harder to find, not helped by the fact that larger homes are knocked***

down to provide for the building of more blocks of flats! Families also provide a valuable source of income for the BCP area. **Retirement flat and care homes are all great, but eye watering expensive! I believe one answer is to house the older / elderly people in purpose built granny flats on existing family homes.** This would have so many positive benefits on healthcare costs, family living, home ownership, community feel and many more. Maybe something in terms of permitted development rights could enable this?"

"Too many flats for older people and not enough affordable starter homes for local people to be able to continue to live in the area. Too many properties being squashed into too little room."

"Forget flexibility. We need family homes, not rabbit hutches. And flats for single people, everyone can be flexible around those two types of home."

"Please stop the horrific building of flats and more flats, decent sized family homes are needed. How can you promote health and wellbeing when families with children are being forced into small overcrowded flats with no gardens due to the ridiculous cost of housing here?"

"There is a glut of flats and apartments across BCP, and whilst I realise that these provide more homes per square metre, **what we need more are small houses and family homes."**

"Bungalows are wanted and are in high demand yet more and more shoebox flats are all we get. Give builders the incentive needed to build what local people want to live in."

"All developers will simply want to squeeze in as many flats as they can. I'd expect our council to always ensure the right mix of family homes, and flats are considered."

"I can only comment on Highcliffe and the surrounding area and, again as space is so valuable, any quantity of new housing should be assessed with its suitability for that area. Flats more than 3 storeys high are not suitable for the area and are flats always the answer?

My first home was a 3 bed semi-detached so why should someone's first home be an overpriced flat? **BCP should be looking at building for a better future not squeezing in as many as possible for cover numbers set by government."**

"We require far more reasonably sized family homes. To maximize profits developers are building multiple smaller properties for the holiday market. **Over development is underlying most of the infrastructure issues the area is currently experiencing."**

"Suggest a lower limit of 10 homes. This would bring replacement of a detached house by a small block of flats into the regulations. **Not convinced that a flat is the desired housing for a family unit with growing children -** a (small) house with a garden is preferable to encourage outdoor play and contact with the natural environment / growing things."

"Developers will only provide the most profitable mix. Most of the large developments will be flats. The only hope of getting some family houses is in the smaller developments and this should be a requirement."

*“Any developments built in and around the Christchurch area need to be in keeping with the Town's feel. **No more blocks of flats that no-one can afford - the roads into Christchurch need to be of houses NOT FLATS** - we are not Bournemouth or Poole - and you severely run the risk of ruining a beautiful place by pandering to the wants of greedy developers who do not live in this wonderful part of the country.”*

*“Recently, **property developments appear to be crammed in to small plots not necessarily supporting quality of life and without greenery**. Also, they are not designed in a way which enhances the surrounding area and stand out like a sore thumb. **Property developers should be told to design buildings which fit in with existing architecture, no matter what the age.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Town centre living for families is possible within flats if designed through well-crafted policies, i.e., Three beds as percentage mix with balconies etc
- Previous free-market approach has encouraged mono-developments, typically 1 bed flats which fail wider needs
- Housing should be suitable for everyone, families and older people included
- Different types of homes should be close to one another creating intergenerational communities for mutual benefit
- Local Plan should acknowledge that balancing housing stock across the whole conurbation is not the only priority, it is also important to balance it within local communities and simultaneously address the needs of each community
- Building properties not suitable for the demographics of an area has negative impacts on schools, local businesses, congestion and pollution

Agents

2 comments were made by agents. Below are the key points from this response:

- A mix is required but the authority's choice of location appears biased towards high density on small sites in the urban area without enough private and public amenity space
- Green Belt sites will need to be released to provide family homes with adequate space and meet the government's housing figure
- Families are moving out of large cities where they have less local amenity space particularly since the impacts of Covid 19
- Higher density builds will negatively impact the urban environment
- To meet housing needs, the council should focus on allocating sites suitable for a wide range of development types across a wide choice of appropriate locations,

rather than setting overly prescriptive housing mixes for individual sites of more than 40 dwellings

Developers/landowners

2 comments were made by developers/landowners. Below are the key points from this response:

- Agree that all requirements need to be catered for
- There must be flexibility for delivery of homes in the course of the lifetime of the Local Plan

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Need a housing mix on all developments above 10 homes to prevent the cluster of social housing, i.e., Townsend, West Howe, Turlin Moor etc council estates

Residents living outside BCP

4 comments were made by residents living outside BCP. Below are the key points from these responses:

- Object to building retirement flats and start building homes for all people with gardens, private driveways with a minimum of two beds
- A mix of housing is required to give a balanced community - houses, flats, affordable market prices to avoid the ghettoization of local communities

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from this response:

- Current planning applications and developments coming forward tend towards 1 and 2 bedroom apartments, which target the market for "out of towners" and second home purchases
- Clear definitions must be made and strictly enforced on the larger, strategic development sites over 40 homes
- Introduce policies based on the improved National Space Standards alongside how higher density will be achieved while maintaining higher quality outcomes for buildings, private space and public realm

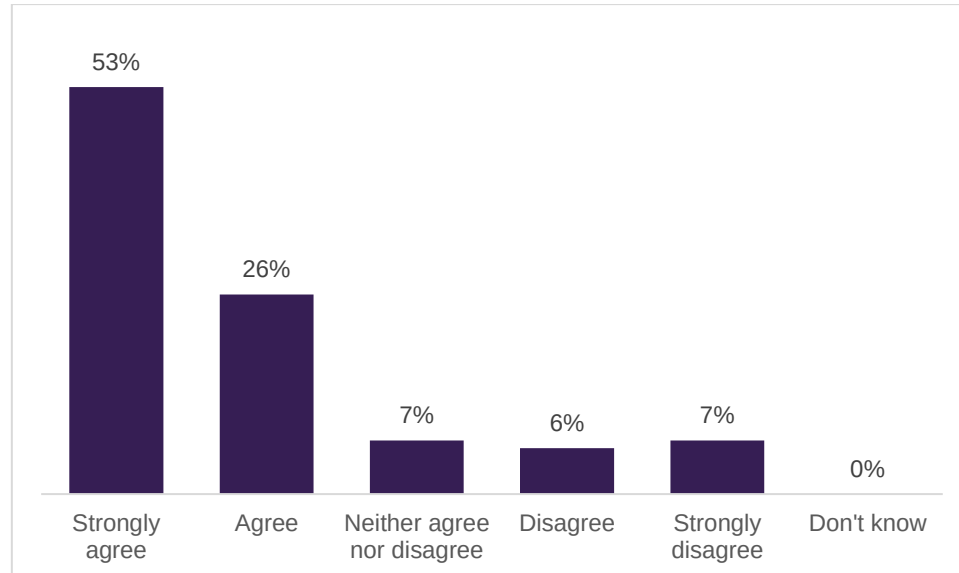
10.6. Issue: Providing homes for older people and those with disabilities

Respondents were asked how strongly they agree or disagree with our recommendation for providing homes for older people and those with disabilities:

Recommendation: All homes should meet Part M4(1) of the building regulations to be accessible. Given there is a high and growing proportion of older people, and a significant proportion of people with a long-term health problem or disability, in our area, we propose also that all homes should meet the M4(2) higher accessibility standards to provide homes to meet changing needs over time, and 10% of homes should achieve the M4(3) standard of being wheelchair accessible, subject to viability testing.

- 79% strongly agree or agree with our recommendation for providing homes for older people and those with disabilities, 13% disagree or strongly disagree and 7% neither agree nor disagree.

Figure 18: How strongly do you agree or disagree with our recommendation for providing homes for older people and those with disabilities?



Base (110)

Differences in responses

There are no significant differences in responses for this issue.

Comments about providing homes for older people and those with disabilities

Q34. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about providing homes for older people and those with disabilities.



55 comments

55 respondents explained their answers, provided further comments and/or alternative suggestions about providing homes for older people and those with disabilities. The key themes to emerge from these comments are outlined below:

Q34 Key theme	Number of comments
Suggestions	25

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions that we should consider about providing homes for older people and those with disabilities. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Right housing should be accessible' (7 comments), 'More specialist homes needed' (5 comments), 'All homes should be specialist' (4 comments) and 'Financial impact' (4 comments).

Below is a selection of comments for each of these sub-themes:

Right housing should be accessible



*"New housing **should be accessible when needed.**"*

*"**Access for all** is necessary."*

*"**Making all new homes accessible will considerably increase cost, including maintenance costs. This feels unwise, the need should be derived from research and planning and then proportion set to suit.**"*

*"Current planning control is not enforcing the minimum parking requirements that allow the elderly and disabled to own/visit new houses, **this requirement should be rigorously enforced to ensure everyone has equal ability to access and own property.**"*

"Consideration also needs to be given to individuals with bespoke health and care needs that require unique accommodation solutions."

More specialist homes needed



"If we build as if disability is the norm then there is no need for expensive adaptations or lack of resources in the future."

"Our elderly and special needs community have to be considered. They require safe homes, not somewhere they are not shoe-horned in and forgot about."

*"Sounds like a good plan. **Smaller accessible homes for older people are needed.**"*

*"There **must be a mixture of housing** on all building plots."*

All homes should be specialist



*"Obviously none of us know what is around the corner so **ensuring properties have the ability to be disabled friendly is important without a future huge cost to make changes at a later stage.** No reason why stairs etc couldn't be built slightly wider in every property etc."*

*"If we **build as if disability is the norm** then there is no need for expensive adaptations or lack of resources in the future."*

*"**The M4(3) standard should be at least 50% of all homes built.** I fit into your category of "older person, with a long term health problem and partly disabled". I need daily medication just to be able to get out of bed in the morning. I live alone, dependent on the state / council money. **I am very vulnerable, and it is incredibly difficult to find a suitable home for me.**"*

Financial impact



*"Obviously none of us know what is around the corner so ensuring properties have the ability to be disabled friendly is important **without a future huge cost to make changes at a later stage.** No reason why stairs etc couldn't be built slightly wider in every property etc."*

*"If we build as if disability is the norm **then there is no need for expensive adaptations** or lack of resources in the future."*

*"**Making all new homes accessible will considerably increase cost, including maintenance costs.** This feels unwise, the need should be derived from research and planning and then proportion set to suit."*

*The M4(3) standard should be at least 50% of all homes built. I fit into your category of "older person, with a long term health problem and partly disabled". I need daily medication just to be able to get out of bed in the morning. I live alone, **dependent on the state / council money**. I am very vulnerable, and it is incredibly difficult to find a suitable home for me."*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Need purpose built homes for the elderly with disabilities at an affordable amount
- Local Plan should go further than the minimum requirements of building regulations
- Move away from bungalows and more to flatted accommodation which is better suited to older people and those with disabilities when designed properly
- Need innovation to enhance accessibility whilst ensuring long term protection against environmental concerns

Agents

1 comment was made by an agent. Below are the key points from this response:

- If the government implements proposed changes to Part M of the Building Regulations, the council's proposed policy approach will be unnecessary
- If the council wants to adopt the optional standards for accessible & adaptable dwellings, then this should only be done in accordance with the 2021 National Planning Policy Framework
- Policies for M4(2) & M4(3) dwellings must be justified by credible and robust evidence
- Existing housing stock is significantly larger than new build potential so the adaption of existing stock will be an important part of the solution
- If requirements for M4(2) & M4(3) are carried forward, factors such as vulnerability to flooding, site topography and other circumstances should be considered
- Additional costs for M4(2) and M4(3) compliant dwellings should be included in an updated Viability Assessment
- Consider allocating sites for older persons housing depending on the proximity of sites to public transport, local amenities, health services and town centres

Residents living outside BCP

4 comments were made by residents living outside BCP. Below are the key points from these responses:

- All homes should meet the requirements of older people and people with disabilities, not just specialist housing

- There is not enough housing for these group. So many families and people with disabilities are in the wrong housing
- There is a higher than average older population in BCP who are best served living in their own accommodation and need more support to enable this to happen
- Housing for the older population needs to be near to shops, doctor's surgeries and with access to public transport

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from this response:

- Support Recommendation but Poole regeneration sites are unlikely to be viable and a clear definition is required

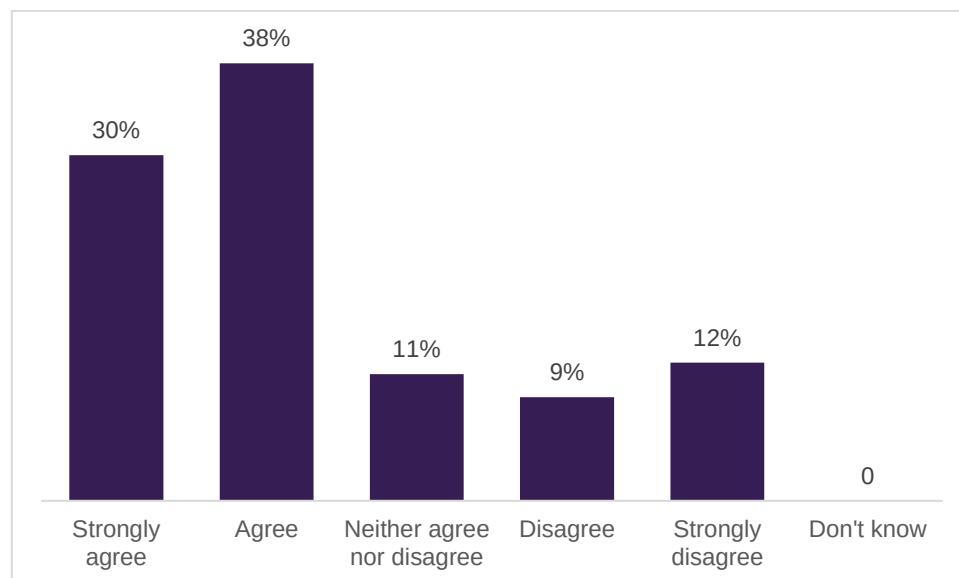
10.7. Issue: Student accommodation

Respondents were asked how strongly they agree or disagree with our recommendation for student accommodation:

Recommendation We propose to direct purpose-built student accommodation into town centre locations and on campus sites. We also propose to restrict the concentration of Houses in Multiple Occupation (HMOs).

- 68% strongly agree or agree with our recommendation for student accommodation, 21% disagree or strongly disagree and 11% neither agree nor disagree.

Figure 19: How strongly do you agree or disagree with our recommendation for student accommodation?



Base (74)

Differences in responses

There are differences in levels of agreement by [gender](#).

- 81% of [females](#) agree with this recommendation, compared to 52% of [males](#).

Comments about student accommodation

Q36. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about student accommodation.



38 comments

38 respondents explained their answers, provided further comments and/or alternative suggestions about student accommodation. The key themes to emerge from these comments are outlined below:

Q36 Key theme	Number of comments
Suggestions	17

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions that we should consider about student accommodation. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Location of student accommodation' (9 comments) and 'HMO issues/Regulate HMOs' (8 comments).

Below is a selection of comments for each of these sub-themes:

Location of student accommodation



*"Please, please, please **no more [Houses of Multiple Occupancy (HMOs)] in the town**, there are far too many in Charminster, Winton and other areas. This stops families moving to the area and even staying as there is so much disruption to the communities. Whilst we welcome students from the UK and abroad, **using up the stock of town centre housing converting to HMO's is not the way forward**...It would be good to have a student 'town' in Wallisdown away from the residential housing already there to be policed and given health centres and ease of travel into the town to access a variety of clubs and the beach and shops etc."*

"Students need to be in a concentrated area so that they do not impose their lifestyle on the rest of the population. [Houses of Multiple Occupancy (HMOs)] definitely need to be restricted as these are not places promoting healthy living."

"Students are already concentrated and disconnected from local community. Students need to be made to feel part of the town."

"Student accommodation should centralise around the [university] buildings - in Wallisdown and around [Lansdowne] which looks set to become the [Bournemouth] campus."

"Student [accommodation] should be near the education provider. Providing student accommodation [within] Poole [town centre] is not logical or sensible."

"Student accommodation is best kept near to the universities and colleges, not spread around different areas of the towns."

"Student accommodation is already being built overlooking the A338, which is obviously detrimental to physical health and wellbeing. This is in contravention of your other policy on such matters. Students deserve to have their wellbeing and health catered for too, and for accommodation to be built in areas which do not threaten this."

"Student buildings should be mainly on campus and the curse of the [House of Multiple Occupancy (HMOs)] should be lifted. HMOs not only destroy neighbourhoods with anti-social behaviour, over population and multiple car ownership but many are not fit to live in and are unsafe. The council's planning enforcement office are a disgrace, having allowed slum landlords to flourish and have refused to investigate when reports are made. Student numbers are out of control. Students bring very little that benefits [to] residents and do not contribute by way of council tax. They cost residents huge amounts in services, [anti-social behaviour] and inflated housing costs."

Houses of Multiple Occupancy (HMOs) issues/Regulate HMOs



housing

"HMOs cause significant issues in communities. Although students are a very welcome addition to the area, how they live in the community is a concern. HMO's allow landlord[s] to remove family homes from the market and they create many issues due to not living the same lifestyles as the communities around them. Some should remain, [post-graduate] is suitable in communities but resolve parking and street conflict by improving active travel, also lobbying national [government] for better long distance public transport so students don't feel the need to bring cars to get home. Also will help improve evening economy in town."

"Policing students takes a lot of resources in troubled areas and families and older people or disabled are scared to be out on their own because of students. They can be loud and aggressive which isn't good for any community to fulfil its potential of harmony."

*“Hopefully **this will free up larger properties for private rents for families and reduce the anti-social behaviour residents suffer from some irresponsible students. This will also hopefully reduce the rogue landlords that do not look after HMO student properties.**”*

*“**HMOs should be limited** as they are often not well maintained.”*

*“**Students need to be in a concentrated area so that they do not impose their lifestyle on the rest of the population.** HMOs definitely need to be restricted as these are not places promoting healthy living.”*

*“**I can't see why student accommodation and HMOs shouldn't be allowed to proliferate all over the three towns,** subject to HMO landlords being obliged to meet certain housing standards - **this would surely have greater economic benefits and avoid a constricted, student-only, ghetto-like area** which would benefit no one.”*

*Student buildings should be mainly on campus and **the curse of the HMO should be lifted. HMOs not only destroy neighbourhoods with anti-social behaviour, over population and multiple car ownership but many are not fit to live in and are unsafe.** The councils planning enforcement office are a disgrace, having allowed slum landlords to flourish and have refused to investigate when reports are made. Student numbers are out of control. Students bring very little that benefits residents and do not contribute by way of council tax. They cost residents huge amounts in services, [anti-social behaviour] and inflated housing costs.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Many Houses of Multiple Occupancy (HMOs) are occupied by young professionals, those on low wages or as temporary accommodation due to a lack of other properties, not just students
- Agree as this will allow better access for students which will help reduce emissions

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from this response:

- Support Recommendation. Clear definition and enforcement will be required.

10.8. Issue: Pitches for gypsies, travellers and travelling showpeople

Respondents were asked how strongly they agree or disagree with our recommendation for pitches for gypsies, travellers and travelling showpeople:

If there is an identified need for permanent residential and/or transit pitches for gypsies, travellers and travelling showpeople we will have to think about how it can be met by one or a combination of the following options:

Option 1: Consider allocating site(s) within the urban area.

Option 2: Consider if exceptional circumstances justify allocating site(s) within the Green Belt.

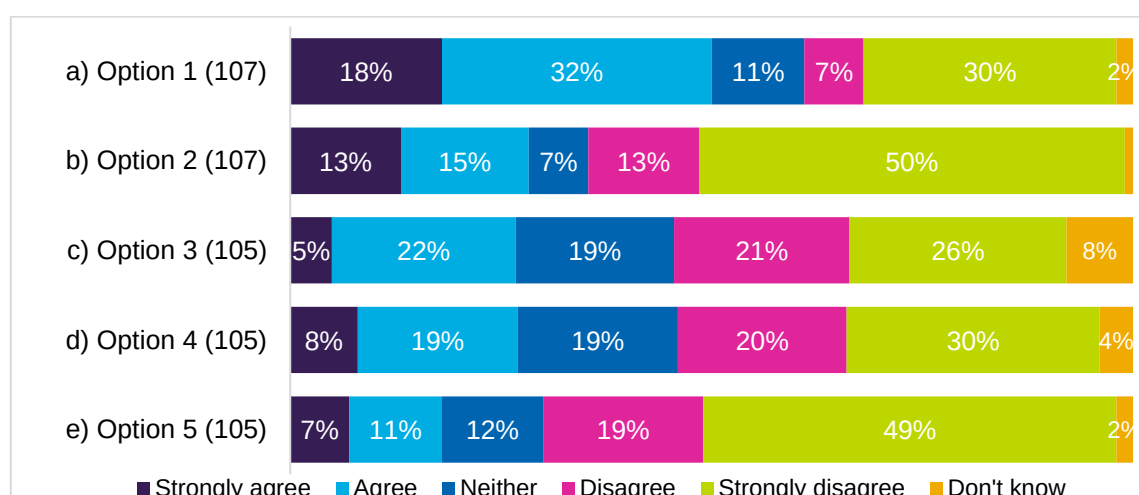
Option 3: Rather than allocating sites, include a criteria-based policy against which to assess planning applications for permanent and/or transit sites.

Option 4: Requiring pitches to be provided as part of larger, strategic sites.

Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets.

- **Option 1** has the highest level of agreement (50%), followed by **Option 2** (28%) and **Options 3 and 4** (both 27%). 18% of respondents agree with **Option 5**.

Figure 20: How strongly do you agree or disagree with each of the options for pitches for gypsies, travellers and travelling showpeople?



Bases (as shown)

Differences in responses

There are significant differences for the following options:

Option 2: Consider if exceptional circumstances justify allocating site(s) within the Green Belt (107)

- **Legacy council area:** 45% of respondents living in [Bournemouth](#), 4% of those in [Christchurch](#) and 30% of those in [Poole](#) agree with Option 2.

Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets. (105)

- 27% of [females](#) agree with Option 5, compared to 3% of [males](#).

Comments about pitches for gypsies, travellers and travelling showpeople

Q38. Please explain your answers in the box below and let us know if you can suggest any alternative approaches, or have any other comments that we should consider about pitches for gypsies, travellers and travelling showpeople? Please use a) to e) to show which option you are referring to.



65 comments

65 respondents explained their answers, provided further comments and/or alternative suggestions about pitches for gypsies, travellers and travelling showpeople. The key themes to emerge from these comments are outlined below:

Q38 Key themes	Number of comments
Management of sites	21
Allocated/Permanent sites	17

[BCP Residents responses](#)

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Management of sites

These respondents made a variety of comments to consider about the management of sites for gypsies, travellers and travelling showpeople. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were

'Comments on Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets' (8 comments), 'Concerns damage/clearing up' (7 comments), 'Keep sites away from residential areas' (6 comments) and 'Need to provide facilities' (6 comments).

Below is a selection of comments for each of these sub-themes:

Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets



*"Option 5 Definitely No. **This sends totally wrong messages that it is ok to park up wherever you like, inconvenience the local community and leave a mess for someone else to sort out.** We pay our council tax, they do not and this will continue to be very divisive."*

*"**Option 5 only makes unauthorised sites more [un]comfortable and encourages travellers to use more unauthorised sites to the detriment of the local population e.g Poole park cricket pitch, Whitecliff play area.**"*

"e) [Option] 5 will just encourage the damage and destruction seen in previous unauthorised camps."

*"e) **They should not be parking in parks, playgrounds etc. but if they do it is better to provide toilets and bins if they use them.**"*

*"e) **All this does is encourage use of unsuitable areas** such as Whitecliff park and Sandbank car park."*

Concerns damage/clearing up



*"I believe that the Council **should provide suitable sites for travelling people, to which they will financially contribute maintenance costs.**"*

*"In general terms, **travellers tend to leave rubbish when they leave so for that reason I believe it's best to know where they are so that BCP can clean up after them.**"*

*"The problem of not having dedicated site(s) is **the ongoing problem of spending money on clearing up rubbish on unauthorised sites.** This cannot continue. The problem of any site is any close proximity to residential areas which often creates objections/conflict. The other concern is where landowners have been unable to get planning permission for house development and the land is then offered as an allocated site in a bid to get housing built."*

*"I don't know much about this. My one comment about travelling fairs, etc, at Branksome Rec, was that **some leave great hazardous holes from tent poles,** I suppose, behind them. They need to fill them and always clear up properly."*

Need to provide facilities



*"I routinely live in my campervan now, not as an unauthorised gypsy/traveller. I do consider my self separate from this group, but **have some sympathy for the lack of useful facilities**. Option1. Many small campsites work well in other urban areas in U.K. and abroad. **They can be secured, and shielded from onlookers which may help allay some tensions**. This seems a sensible way forward. There will need to be a code of conduct that is clear and enforced, to support local residents. Option 2 please don't use the Green Belt. This is massively undermining for the local community, and subjects this traveller population to land that may be at flood risk etc which is not fair to them either. Option 3 makes sense providing that nimbyism is firmly addressed. This could provide some really helpful developments. The reality is, travellers are going to come to this area so we should plan for that. Moving them on is simply trying to stop the tide coming in. Option 4 I don't think could work, it would be threatening to local camp park businesses as there is a reality that leisure campers do not want to be placed in proximity with this group of gypsy travellers. Like it or not there is a tension and I think this is a step to advanced just now. The gypsy travellers need to demonstrate they can be trusted first.*

*"**Pitches need to be provided** as the current situation of unauthorised encampments creates antagonism between settled people and [gypsy, Romany and traveller] people."*

*"I imagine the main problem is that travellers do not want to be told where they can pitch, but **think something should be provided with appropriate toilets and bins so they do not leave such a mess**. Unfortunately it would be fair to say that most housing residents would prefer them not to be too nearby so no easy solution."*

Allocated/Permanent sites

These respondents made a variety of comments to consider about allocated/permanent sites for gypsies, travellers and travelling showpeople. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Purpose built/permanent site needed' (15 comments) and 'Comments on Option 1: Consider allocating site(s) within the urban area' (10 comments)

Below is a selection of comments for each of these sub-themes:

Purpose built/permanent site needed



*"a) This group of people **need a dedicated place to go with the services they require (toilets, water)**. There have been some instances in the past few years where they have pitched in places like Poole Park which was met with anger from residents. But **if there was a dedicated site/sites then there would always be a safe place for them to go.**"*

*"a) Gypsies and travellers are amongst the most abused parts of society. **Human rights are also important so we must respect those and provide correct facilities**. I think option 2/3 will provide those without allowing other people to suffer the crime and intimidation that in my experience can often occur with authorized encampments."*

“a) Lack of provision of suitable sites reduces the power to evict or efficiently remove. Provision of a site allows for s62a and suitable remedy of unauthorised encampments.”

“Option (c) is to be avoided as it puts too much power into the hands of a decision-maker, or small group of decision-makers. **If a permanent travellers' site is being considered then Talbot Woods or Branksome would be the most ideal area, firstly as it could be discreet - being screened off by trees - and secondly as it could be laid out on the site of one of the many redundant second homes in those areas, acquired by compulsory purchase.**”

“To provide a base as they can be **better managed by the police.**”

“We have so many unauthorised traveller camps in this area **something needs to be done about this issue.** One or more designated sites should be provided for short term stays, with water, toilets, etc supplied, any unauthorised encampments should be immediately moved on, either to the designated site or out of the area.

“e) Water, waste disposal and toilets should be provided in those cases, but **having allocated sites is preferable.**”

Option 1: Consider allocating site(s) within the urban area



“a) This group of people **need a dedicated place to go with the services they require (toilets, water).** There have been some instances in the past few years where they have pitched in places like Poole Park which was met with anger from residents. But **if there was a dedicated site/sites then there would always be a safe place for them to go.**”

“a) **This is realistically the only way forward.** b) Why should the Green Belt be given up to this type of development just because it's convenient? c) I have no idea what a "criteria based policy" would be d) I cannot imagine any large scale developer agreeing to this e) This sounds good in principle but does not solve the problem in the long term.”

“I am not sure what these "larger strategic sites are" - but I have already argued against building on greenfield sites. Hence, **Option 1 is the only possible choice.**”

“It would make sense, if pitches must be provided for them to be in urban areas where they can be better controlled and maintained.”

costs.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- It is a continuing breach of our duties to not provide suitable space for travellers, gypsies and showpeople
- Allocation of specific areas within BCP will allow travellers, gypsies and showpeople to access areas in an organised fashion for their visit as long as adequate provision is made for cleansing, waste disposal etc
- a) There are no sites within the Poole Quay area that would be suitable
- e) Strongly disagree with encouraging unauthorised encampments by providing services to these encampments
- b), c) & d) BCP will need to find sites so that the frequent unauthorised encampments during summer months can be stopped

Town/Parish Councils

2 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Need more evidence identifying required provision before responding

Residents living outside BCP

2 comments were made by residents living outside BCP. Below are the key points from these responses:

- Travellers should contribute to keeping the local areas clean and well maintained
- Need a permanent site for the travelling community. It will save lots of money in the long term (Option 1)

Comments on new market and affordable homes

Q39. Please tell us any other comments about new market and affordable homes in the Local Plan, including any other issues or ideas you feel that we should consider.



320 comments

320 respondents provided further comments and/or ideas about new market and affordable homes in the Local Plan. The key themes to emerge from these comments are outlined below:

Q39 Key theme	Number of comments
Suggestions	203

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about new market and affordable homes in the Local Plan. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Protect/don't build on Green Belt/green spaces' (61 comments), 'Need affordable/council houses for young people/families with open spaces' (53 comments), 'Develop on Brownfield sites first' (52 comments) and 'Quality and type of build needed including mixed developments' (48 comments).

Below is a selection of comments for each of these sub-themes:

Protect/don't build on Green Belt/green spaces



"Green Belt should be protected as much as possible. Developers appear to tear down dwellings with character and history for blocks of flats. Many of these are out of place in the surrounding neighbourhood. Surely developers can bring architecture of substance rather than a fast buck. [removed Working from home will shift the workforce away from commercial buildings which can then be developed into apartments."

"No more exclusive and expensive houses built on open spaces or countryside!! We need affordable housing to encourage young people to settle here. We [don't] need any more older millionaires from London."

"Stop with the Green Belt building. Build higher up in higher employment zones. If your demanding to become a city then look like one!!! And not the 1980 blocks that look like Eastern Europe. [You've] got no hope of reducing traffic if you are installing housing off the beaten track in the last vestiges of Green Belt land available. Start refusing student blocks too. They should be mixed use as they are in prime locations. If the [University] wants dedicated blocks it has the entire [Fern Barrow] area."

"We need to convert brown field sites first. Building new homes on green field sites is not sustainable or ecologically sound and would contribute negatively towards the climate."

"Green Belt land and conservation areas should be preserved to maintain the character of the area and not descend into an urban sprawl."

"Green Belt should not be considered. There is very little point in having a Green Belt if developments are allowed on it."

"In general, I urge the council planners to protect high value Green Belt land as far as possible. These spaces are vital for the health and wellbeing of an ever increasing population and fundamental to the area's biodiversity."

"Christchurch does not want houses built on Green Belt, car parks, on business land."

"I understand the need to meet the required housing needs but care must be taken not to release land from the Green Belt that makes a significant contribution to the Green Belt. The submissions for sites for development of the Green Belt at Canford Magna near Moortown Farm would have a significant and unacceptable [impact] on the Green Belt. The Green Belt Study has concluded that this land makes an important contribution to the [National Planning Policy Framework] Green Belt purposes and that its release would lead to high harm. It would lead to significant encroachment on the countryside and have a significant impact on a fragile gap between Bearwood and Merley. It would fail to meet the exceptional circumstances test required to release land from the Green Belt and would be heavily contested by locals. Traffic in the area is also at breaking point with severe congestion on the A348/ Ringwood Road and A3049 and out towards Ferndown. Dorset Council are also proposing large allocations at Longham/ Ferndown which will exacerbate existing congestion problems. The cumulative impact of these developments would be highly detrimental."

"Green Belt both in BCP and adjoining [Local Authority], ie Dorset, must be protected. Building on Green Belt can be avoided if housing needs are identified locally and not set to meet a national agenda."

"Protect the Green Belt- no building on these areas. Use brownfield and infill sites where infrastructure is already in place for transport, employment, schools and medical centres, family hubs and leisure facilities."

"There should be an absolute presumption against allowing any building or development on Green Belt or other undeveloped land until other sites have been fully [utilised]. Green Belt must be preserved where it is. Once it's gone, it's gone forever."

Need affordable council houses for young people/families with open spaces



"We need a mix of types and sizes of housing. Some to rent, some to buy and some affordable/social housing. We shouldn't have [ghetto's] of each type and I believe that having a mix of these types of housing in each new development will make each new neighbourhood a nicer place to live. The young people in this town have been priced out for a long time. Rent is excessive (owners prefer short term lets so they can rent to tourists in the summer) and the demand for buy to let properties pushes the price up for those who are trying to buy. We will lose our young people who are the future of the town if we don't provide them with housing that they can afford. You just need to look around to see that the young adults are going elsewhere. Of the 7 children of myself and my 2 closest friends only 1 has made a home in Poole. The others have left the county, left the country, or moved

within the county. None of them could afford to stay in Poole or could see a future for themselves here. **We need to do something about this before it is too late.**"

"The Council should build new homes and make them available for rent to the poorest and most in need section of the population. Just like it used to do! There should be measures in place to prevent people buying new homes to rent and buying second homes in the BCP area."

"Affordable homes" should be affordable for people on minimum wage. At minimum wage, I was only predicted a mortgage amount of £60,000. The cheapest homes I've found in this area are at least double this."

"How about instead of the council allowing people to just buy their council home, they could provide the mortgage for the purchase of a different home? The council would gain on the interest paid plus they could stipulate that if the mortgage is defaulted upon then the council would take ownership of the property. They could then use it as social housing or mortgage it out to a new customer."

"Talk to 6th form pupils from local schools and see what they would like to see as an achievable first home. Our daughter is 18 and has not got a clue how she would currently ever be able to afford something in the area."

a) New Market homes: A good mix of housing is essential to include owned and private rental. A register for second homes is essential for BCP to be able to monitor and if required control the numbers. b) **Affordable Homes. A good mix of housing is essential. Where BCP and Housing Associations are involved, the properties should be let on 5,10,15 year rental agreements. On renewal of the tenancy, tenants should be offered financial incentives, whether from Government or Council to buy the property and thus releasing the rental property for another tenant.** Too many [Right-to-Buy's (RTB)] are then sold after the agreed time of ownership then rented out at whatever the current market rate is dictating, resulting in unaffordable rent for many. Personally **I would like the RTB scheme to be scrapped."**

"Young people need homes and as they are becoming more environmentally and green aware. I would think [people] would prefer a green, sustainable build versus some get rich quick effort by a developer. Also, second home buyer should be banned, and those who merely want to rent the property. They cause the problems you are trying to solve."

"Ban letting out of affordable housing new builds for the first 10 years after they are built."

"In Christchurch there is too much development of expensive, high end homes which are mostly bought as second homes for wealthy people who live elsewhere, or even as investments for people who have no intention of using them. We need more homes for local people at reasonable prices, so maybe planning policies need to be biased in favour of this. Also, increasing council tax on empty properties and second homes might make them less attractive and so free up some housing for local people."

"I live in Sturminster Marshall and recognise that moderate housing development will be necessary to accommodate future population growth. **I would favour the sensitive restricted development of affordable homes**, but wish to emphasise the importance of also expanding local services such as schools, shops and road infrastructure to accommodate this growth in what is a small village that needs to maintain its village character and beauty."

"If there are too many rental properties and second homes then no-one takes responsibility for their environment leading to poor community structure. Outside of the holiday period it is surprising how many properties are empty... compulsory purchase to reduce need to build more poor housing. Too much rental only serves greedy landlords...**encourage new home ownership in the younger generation..THAT is affordable housing!**"

"**"Affordable" homes are still outside the reach of so many people.** Housing in this area is too expensive for them. Consider [mix] of [incentives] (like those used at Canford Paddock). **Build much, much, more social housing and keep it as such** - no selling off in 10 years time."

Develop on Brownfield sites first



can

"Green Belt should be protected as much as possible. Developers appear to tear down dwellings with character and history for blocks of flats. Many of these are out of place in the surrounding neighbourhood. Surely developers can bring architecture of substance rather than a fast buck. The working from home will shift the workforce away from commercial buildings which then be developed into apartments."

Other countries do this well. **Conversion of large existing buildings into town centre accommodation.**"

"**We need to convert brown field sites first.** Building new homes on green field sites is not sustainable or ecologically sound and would contribute negatively towards the climate."

"Before [any] new market and affordable homes are built the required infrastructure should be put in place. ie schools, roads, essential services. As already mentioned these homes should not be built on Green Belt. **All brownfield sites to be used and regenerated first.**"

"**Rebuild on brown sites especially those in centres rather than taking more Green Belt, especially around Christchurch area.** The spread out seems nonsense when there are plenty of disused and ugly brown sites close to the town centre, existing bus routes and schools."

"Brown sites rather than developing more in the countryside."

"**Use existing buildings in the town centre, regenerate the town centre and build higher buildings.** Raise taxes on those wealthy Londoners with 2+ holiday homes and **release those properties back to the community** where it is required."

"**Our town centres need to become areas of high population density, replacing retail areas with residential properties,** close to employment and transport."

"I believe that brown field sites should be prioritised for housing development and no development should be allowed in conservation areas. The status of those areas should also be preserved, since once this is lost it can never be recovered. This is too high a price, environmentally, when there are feasible alternative brownfield sites available."

Quality and type of build needed including mixed developments



"High quality with living architecture and roof top space can bring wellbeing needed."

"New Homes should be carbon neutral. They should also be of interesting design and not bland. Homes including apartments should have access to outside green space and all new developments should have access to bus routes within 500m and and cycle lane connection."

"Build more students blocks."

"Good quality energy efficient homes should be provided on a rent/buy basis."

"Please, please, please include balconies, ceiling to floor juliet windows, access to outside space, designs that allow the outside in. If the lockdown has taught us anything it is the importance of connection with the outside/natural world and our neighbours on our health and wellbeing. Please, no more flats that provide dark, dingy, shut away living

"New homes need to be more energy efficient than current housing stock. The fuel crisis at the moment shows us that. Any housing needs to be housing fit for the future. Another huge issue in the area is having sufficient drainage so that sewage is kept separate from the storm drains. This needs to be a priority for any builds, investment needs to take place in the sewer system. Otherwise we will lose our tourists from the polluted waters. This is a fantastic area to live in and the prices reflect that so builders will easily sell their new builds and therefore can afford to build affordable housing on their plots."

"There must be a quality of design in new developments. It is most depressing to see so much new build [design] is clearly computer generated producing soulless boxes. Please can we have more imagination and thought from house developers? There must be a mixture of housing on all building plots."

"I cannot get my head around why we are still building 20th [century] housing in the third decade of the 21st century. If the council is serious about carbon neutrality by 2050, let us start building appropriate housing now! Cut out steel, concrete and bricks and bring in wood!"

"Need to build with keen eye to rainwater capture in the landscape, to reduce flood and sewage overspill risks. Need good transport permeability for walking and cycling, including opportunity for opening transits across sites to enhance wider journeys. Importance of building in sustainable building practice - insulation and renewable energy generation."

"Homes must have parking for cars capable to charge, [e.g.,] electric vehicles."

*“Major sites should not be granted planning permission without significant garden areas being included. **Covid has shown the need for outside space, urban food production will need to be increased in the future, and most modern garden areas are too small to provide wildlife corridors in the manner that our traditional building stock generated.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

11 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Some rural areas do not have the infrastructure to support further development
- Lower housing figure is better but concerned the area will be overwhelmed by the scale of new developments
- Plans fail to consider sites that are already in the process of being developed that will impact on limited infrastructure and rely on the destruction of buffers between communities and the loss of much valued Green Belt which gives distinction to our village settings
- Encourage affordable, small dwellings such as 2 bed semi-detached, mews style houses, or even town houses rather than always promoting flats
- Existing council-owned flats managed by Poole Housing Partnership could be extended by one or two floors upwards making use of the new permitted development rights and the prior approval process
- Need stricter implementation of affordable housing provision if the council is ever going to satisfy this particular need
- Leisure activities such as golf need to be retained not removed for housing estates
- More consideration for the constraints in the Christchurch environment: i.e., Special Planning Area, Green Belt, Flood risk etc
- Objection to the loss of key parking facilities in Christchurch
- Objection to proposed developments in Christchurch that will negatively impact on the green space and heritage assets
- Support homes in Christchurch that meet Building Regulations at Part M4(1)
- Ensure developers build to the required standard for M4(2) homes
- Sites of all types will be needed to deliver affordable housing
- Need more robust evidence about:
 - the effects of existing empty dwellings (derelict or otherwise)
 - how much of public interest is fostered by a lack of policy for avoiding waste and bringing any premises (and their infrastructure) back into use
- Object to any developments which cause a loss of ancient woodland, aged or veteran trees
- Recommend redrawing the site boundaries to exclude areas of ancient woodland from land allocated for development
- Recommend a minimum 50 metre buffer between ancient woodland and any developments

- Complete the Ancient Tree Inventory across any sites allocated or proposed to be allocated for development in line with the 2021 National Planning Policy Framework
- More information on the number of planning permissions for housing developments that have not yet been delivered due to constraints in the delivery process is needed
- New policy needs to look beyond the approval of planning permission and focus more on the delivery of housing
- Brownfield sites should be given greater priority and the money generated from these sites should be used to clean up and build on further brownfield sites
- Any empty commercial buildings should be allowed to be acquired and developed for housing
- Bring back council housing and stop selling council properties as this is not cost-effective in the long term
- Council housing tenants need support and should be made accountable for damaged properties

Agents

16 comments were made by agents. Below are the key points from this response:

- Building on Green Belt that is in the vicinity of Wimborne, Bear Cross, Parley or Merley and other more rural areas increases risk of urban sprawl and towns and villages merging together
- More housing, not less is needed to offset house price rises caused by migration
- The reduction in the housing needs figures along with the distribution of housing provision will make it harder to supply much needed affordable housing
- The Local Plan should recognise that there are sites within traffic-free cycling and walking distance of Wimborne town centre
- The reliance on net migration as the reason to reduce housing need will deliver substantially fewer homes than is required against the standard method
- There is no planning framework for the BCP area, and the frameworks of the legacy councils have constrained supply which have impacted on demographic trends. This needs addressing in the Local Plan
- Maximise use of brownfield sites in existing urban areas for housing
- Determining residential density standards should be undertaken in accordance with the 2021 National Planning Policy Framework
- Housing delivery is maximised where a wide mix of sites provides choice for consumers, allows places to grow in sustainable ways, creates opportunities to diversify the construction sector, responds to changing circumstances, treats the housing requirement as a minimum rather than a maximum and provides choice / competition in the land market
- Achieving the government figure for new homes, along with an appropriate mix of homes, will require BCP to maximise all available development opportunities with increased height and density in appropriate locations
- There is a significant local housing need with a critical need for older people's housing

- Need to review the November 2021 Local Housing Needs Assessment and the methodology used to calculate housing need for older people
- By using the 'Shop@ tool' method, the council is underestimating the housing need for older people, use the 'Housing in Later Life' ratios of provision instead

Developers/landowners

2 comments were made by developers/landowners. Below are the key points from this response:

- Maximise brownfield sites for housing first before considering the Green Belt
- Road networks within towns should be reviewed as a priority to go with new developments
- The 400-metre heathland zone rule needs a major overhaul as it is restricting perfectly decent homes in prime locations

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- The reliance on Green Belt sites and, in particular, land at Burley Road, Christchurch is unsustainable and contrary to the National Planning Policy Framework

Residents living outside BCP

29 comments were made by residents living outside BCP. Below are the key points from these responses:

- Need more brick homes for local people instead of park homes
- Flooding is a problem in the local area as well as little or no public transport
- Schools and doctors are over-subscribed
- Object to building on Turlin Moor recreational ground, as it is a flood plain
- Object to house building proposals in Bransgore due to the negative impact on Green Belt land and lack of infrastructure to support new residents
- Object to the development of Garden Coppice as the site is within the conservation area and will detrimentally impact the surrounding area
- Housing should be built by modest additions to existing settlements in a way that retains their character
- Agree with building purpose-built student accommodation, this would free up many properties to help meet future demand
- The Merley proposed site is not suitable for development and has poor transport and service infrastructure
- The Local Plan must include suitable provision for affordable housing to enable younger people to establish themselves in the property market

- Use brownfield and infill sites instead of Green Belt where infrastructure is already in place for transport, employment, schools and medical centres, family hubs and leisure facilities
- Hardly any of the extra new estates promoted by developers in the Local Plan are actually necessary for the projected growth
- Concerns about the loss of the natural world/green space as this is what separates these towns at present
- Support releasing some of the Green Belt and brownfield sites in the Bournemouth area for housing, especially in the Throop and Muscliff area, where established infrastructure and amenities already exist
- The river Stour is a natural boundary that could be built up to without risk of encroaching beyond and thus enabling release of Green Belt land to the south for development subject to the implementation of any flood risk measures required

Other respondents

3 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Concern about building on the Green Beltespecially near to the village of Bransgore (in North Bockhampton) between Derritt Lane and Burley Road. Due to unsustainable isolated development in the Green Beltcontrary to Section 13 of the National Planning Polioy Framework putting undue pressure on the village of Bransgore which does not have the infrastructure and services to deal with a proposal on anything like this scale. Any developer contributions for infrastructure/ service improvement would go to BCP council not NFDC council / Hampshire Council where they would be needed
- The fact that there is no up to date plan to meet the housing targets is regularly used by developers to try and circumvent Planning policies
- There is a tendency to default to one and two room flats, which does not bode well for growing families. The cost of even those units is so high that first time buyers have little hope of getting a mortgage
- The option of building taller is very a quick answer, but great care will need to be taken over the design as many inner-city developments have a very limited life and quickly seem to become unsustainable
- Using the Green Beltfor family homes will be unpopular but may provide a better quality product
- The maps suggest that the areas for larger developments are on the northern and eastern edges of the BCP map, but these are not close to existing services which may cause problems of providing transport infrastructures
- It would be beneficial for some form of restriction being placed on Student accommodation
- Family homes are converted into multi occupancy units rather than recycled onto the open market, and regularly cause dwelling burglary issues due to poor security. Purpose built student sites do still have crime but nowhere near the same level
- The Council's already have policies over the provision of affordable housing, and these need reviewing as most applicants submit viability reports that identify this type of unit is not economically viable. From a policing perspective the council need to

identify at least, possibly two, standing sites for travellers simply so that the Police can use their existing powers to displace unauthorised encampments

- Regarding the number of homes needed in BCP, Option 1 vastly over-estimates any objective measure of future need. The local population is not growing quickly (it shrank in 2019). The area is congested and much Green Beltland has been swallowed up already. Economic growth is slow with little prospect of any realistic change. Building 2,700 homes per annum in BCP is frankly ridiculous: the industry couldn't build them fast enough, buyers could not be found year on year (they will have to come from elsewhere), local hidden-households won't be able to afford them. The Iceni reports endorse this
- Option 2 also over-estimates likely household growth, so any new houses will need to be sold mainly to incomers. Affordable housing is being argued downwards repeatedly by developers using so-called viability issues. National policy is in flux so the future of the unpopular Standard Method is uncertain. Therefore Option 2 is preferable on grounds of sustainability and practicability
- Concerned by the mention of "aspirations for growth" in Option 2. Growth is not compatible with aspirations for environmental improvement, reverse of biodiversity decline, zero-carbon, sustainable transport. Resources are limited and often in unfriendly political ownership internationally. Trying to grow the BCP economy with house-building is an out-dated and unsustainable way forward. I would prefer to hear of ambitions to be smarter, to re-cycle the homes that exist already, transforming them into better places to live in

11. A prosperous economy

Objective: Support economic growth, the creation of new jobs and the offer to visitors

Respondents were asked which topics there were interested in giving their views about for this objective.

- Just under three quarters of respondents (74%) wanted to give their views about [visitor attractions](#)
- 60% were interested in giving their views about [Protecting existing employment sites](#).
- 58% of respondents were interested in giving their views about [Bringing forward strategic employment sites](#)

Figure 21: Which of the following topics are you interested in giving your views on?



Base (165)

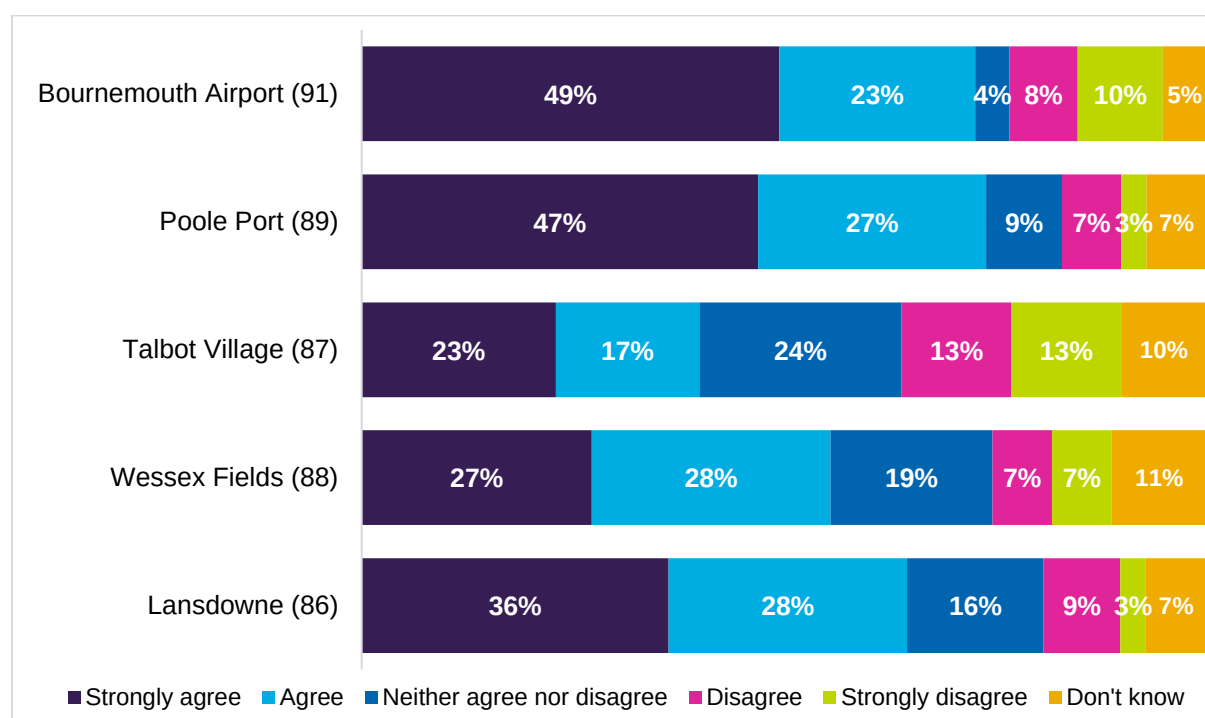
11.1. Issue: Bringing forward strategic employment sites

Respondents were asked how strongly they agree or disagree with our recommendation to continue to allocate the following strategic employment sites:

Recommendation: We propose to continue to allocate Bournemouth Airport; Poole Port; Talbot Village; Wessex Fields; and Lansdowne as the key strategic employment sites.

- Respondents had the highest levels of agreement for Poole Port (74%), followed by Bournemouth Airport (72%), Lansdowne (64%), Wessex Fields (55%) and Talbot Village (40%)

Figure 22: How strongly do you agree or disagree with our recommendation to continue to allocate the following strategic employment sites?



Bases (as shown)

Comments about strategic employment sites

Q42. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about strategic employment sites.



57 comments

57 respondents provided further comments and/or ideas about strategic employment sites.

Q42 Key themes	Number of comments
Better use of sites	10
Concerns	7
Objection	7
Prioritise environmental sustainability	7
Transport improvements needed	7

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Better use of sites

These respondents made comments about how the proposed sites could be better used. Below is a selection of comments for this theme:



"I think Poole Port is a substantially under-used resource and building an International standard boarding/disembarking terminal and inviting more cruise ships... plus getting better Packages of trips organised for passengers such as; Steam Train + Meal --> Corfe Castle re-enactment --> Sea Trip back to Quay via bird watching. etc. Would bring lots of local employment and funds. Bournemouth airport is under-utilised for freight and could become a world class high-tech centre."

"Not convinced by the zoned approach - unless it's heavy industry they should be mixed use areas."

“The key airport and port areas provide good opportunities for growth, although space is limited at the latter. I believe that Talbot Village should remain an area of education and possible university start-up business rather than becoming something more generalised close to a highly residential area.”

“Talbot Village/Farm should be developed for housing.”

“Having both an airport and a seaport together in the town should be a plus. Both are resources that can be used to attract particular areas of industry. Both Talbot Village and Wessex Fields appear to be sites for commercial and/or educational developments rather than heavier industry. The port and some areas of the airport are remote enough to perhaps have more industrial use.”

“Totally opposed to the road across Wessex Fields and the flyover. This would supply a rat-run across the main entrance of the Hospital from Castle Lane East to the A338 northbound. The elevated junction over the A338 is clearly sited in the Future and Present Day Flood Plains on the interactive map and would threaten Holdenhurst Village which is in a vulnerable area (as well as causing disruption when it and its access roads flood). The Hospital should build its research and training facilities, but the remaining land surrounding the Retired Nurses Home should be given over to good quality key-worker housing (NHS, Fire/Ambulance/Police/Teachers) and not to unspecified offices which would encourage companies to relocate from the town centre. Offices here would encourage thousands of additional cars into the area and the junction would supply a gateway into the Green Belt/Conservation Area which will damage wildlife and out ancient heritage.”

“Lansdowne needs to diversify as it feels like a student village rather than a serious business district.”

Concerns

These respondents expressed concerns about the proposed sites. Below is a selection of comments for this theme:



“Any employment opportunities are a bonus (but doubtful it will happen).”

“Not sure that Poole Port is the best place for expansion.”

“Talbot Village - this area is becoming more built up with the loss of habitat for wild life, reducing the amount of green space, more pollution from increased number of vechiles on already congested roads of Wallisdown Rd, Talbot Avenue and Wimborne Road. Wessex Fields - I remain opposed to further development of Wessex Fields ; in particular the Phase 2 flyover-on the grounds of the damage it will inflict on wildlife, local heritage assets, Green Beltand because it will lead to further congestion. At present the area on the old Holdenhurst Road , through Holdenhurst Village going to Throop and the river Stour and the footpath/cycle track down to Iford is one area in Bournemouth that is tranquil to walk / cycle though without a lot of traffic. If you put a flyover at that point the tranquility of the area is lost as vehicles will use the village as a though road losing the tranquility of the

area. The village road is not suitable for that amount of traffic. Safety of the current users will be lost. Pollution will increase further.”

“If we are slow to allocate strategic employment sites and set these up **our economy will suffer.**”

Objection

These respondents made objections about the sites proposed. Below is a selection of comments for this theme:



“I strongly disagree with the airport option for only one reason, there is hugely inadequate transport infrastructure. Several new routes from the BCP area, and ideally a spur road off the A338 with Christchurch bypass link to the A35, this road to take traffic out of Hurn, and to the airport, and maybe a ring road around the airport. A link to the nearest railway line would be nice too. **These are needed before any expansion should be allowed there.**”

“Poole port is irrelevant and should not be used, as it's nothing to do with BCP council and is privately owned.”

“The Landsdowne has been ruined by a focus on the University so leave it alone.”

“I only disagree with Wessex fields on basis that I want to see Stour Valley way protected and enhanced. Imagine a cool nature bridge there on the entrance to Bournemouth linking that part of the Stour with Holdenhurst on the other side. Could look epic and all good for the green economy.”

“a) having an airport flies in the face of climate objectives, highly polluting and toxic for health, environment, and wildlife. b) agree c) agree d) this area has potential to be a hub for alternative technology and educate students in renewable technologies and retrofitting. It could also be a community plot/ food growing facility, all of which provides jobs. Please see my submission for the wessex field plot. The proposed development there is not fit for purpose. e) agree.”

“The Bournemouth Airport area is surrounded by forest, wildlife corridors and habitat. There is also the consideration of air quality for the existing inhabitants and children who go to school there. The area is becoming increasingly more congested, as more and more people travel to BCP. Increased development here increases urban sprawl and traffic congestion. Finally, if other areas need less office space because of changes to working patterns from covid then why keep building at the airport?? Better to invest and develop existing employment centres in urban areas where you have a better transport system or can walk to places. Talbot Village - the University is sprawling and it needs to stop. Under no circumstances should it be allowed to sprawl into the Talbot Heath and Highmoor Farm and the existing residential areas. Most of the teaching is delivered online so again, why the need to build more buildings?? They can build upwards or regenerate deprived areas such as Waterloo and Newtown before taking away local residents' green spaces, urban farm and wildlife. See the petition on Change.org for thousands more reasons

to stop the university and Nuffield Health building on TV2. Finally, as per the Heathlands SPD guidelines in 4.6 of the Local Plan, no developments should take place within 400 metres to 5km of our heathland. Not where this leads to a net increase of visitors to the heathland.”

Prioritise Environmental Sustainability

These respondents emphasised the need to ensure environmental sustainability when considering the proposed sites. Below is a selection of comments for this theme:



*“If you are serious about becoming carbon neutral **air travel should be reduced not increased.**”*

*“This assumes that we want to continue with a business as usual 'growth at all costs'. **This does not fit with responding in earnest to the Climate Emergency.**”*

*“**The council must invest in a green economy.** Renewable energy, production of wind turbines, increase energy efficiency. The council must avoid blinkered short-termism. The council, the private sector, and local community (e.g. Dorset Resilience Forum) can work together towards net zero.”*

*“**Expansion of Bournemouth Airport must be cautious and respect the Green Belt** as a priority.”*

*“I just want to [comment] that **ensuring the social and environmental sustainability of the development of strategic employment sites should be a necessary proviso to any plans.**”*

Transport improvements needed

These respondents expressed a need for improvements to be made to transport infrastructure when considering the proposed sites

Below is a selection of comments for this theme:



*“Bournemouth Airport may be a major employer but **there are no transport links to get to it.** Everyone who works here needs a car.”*

*“The sites at these 2 areas **have a better chance of transport links out of the area,** although the roads to the Port needs addressing.”*

*“The prime aim should be to reduce travel to work need. There are poor public transport links to Bournemouth Airport however for the local economy the airport must be developed and transport links must be improved. Poole port has better transport links, and its development will help the local economy. Talbot village has biodiversity issues and any development must take this into account. **Wessex fields and Lansdowne would be served better by mass transport and enhanced rail links.**”*

“These developments should be close to major transport links. Bournemouth airport is situation on roads going north, so congestion is sever. Concentrating them may encourage better transportation services and create a greener environment for the rest of the area.”

“Poole port needs alternative transport links - could the train via Hamworthy be reinstated?”

“Poole Port and Airport, agree, but how will people get there? **Transport links again.**”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Any developments of Bournemouth Airport and Wessex Fields should not be car-focused
- Poole port is moving towards a leisure/pleasure market, and this should be supported
- Lansdowne has failed as an employment centre and should become a residential and campus location
- Effects on the potential sea traffic caused to Poole Harbour by the allocation of the Poole Port site would need mitigation

Agents

1 comment was made by an agent. Below are the key points from this response:

- Growth forecasts need to be revised to reflect a more positive outlook in the recovery from the pandemic and factored into an up-to-date evidence base to inform the emerging Local Plan
- Strongly support retaining Bournemouth Airport and Aviation Business Park as a strategic employment site
- Local Plan needs to show that provision at the airport is the most important strategic employment land allocation in the district
- Local Plan should express its support for employment development at the Aviation Business Park

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- There has already been significant growth surrounding the Bournemouth Airport site without the infrastructure to support this
- Proposed projects such as the Aqua Park, Solar Park and Energy Recovery Facility will have a serious impact on Green Belt north of the river Stour which in turn impacts upon the Parish area
- Highmoor Farm and Talbot Heath should be protected from any further development

- Support restrictive developments of Wessex Fields east of A338 but without any future development of the A338 junction west side
- If the Stour Valley Park project proceeds, recommend the identified gateway at Sheepwash becomes a major gateway with excellent transport interchange facilities with car parking and access of walking and cycling along the Stour Valley

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

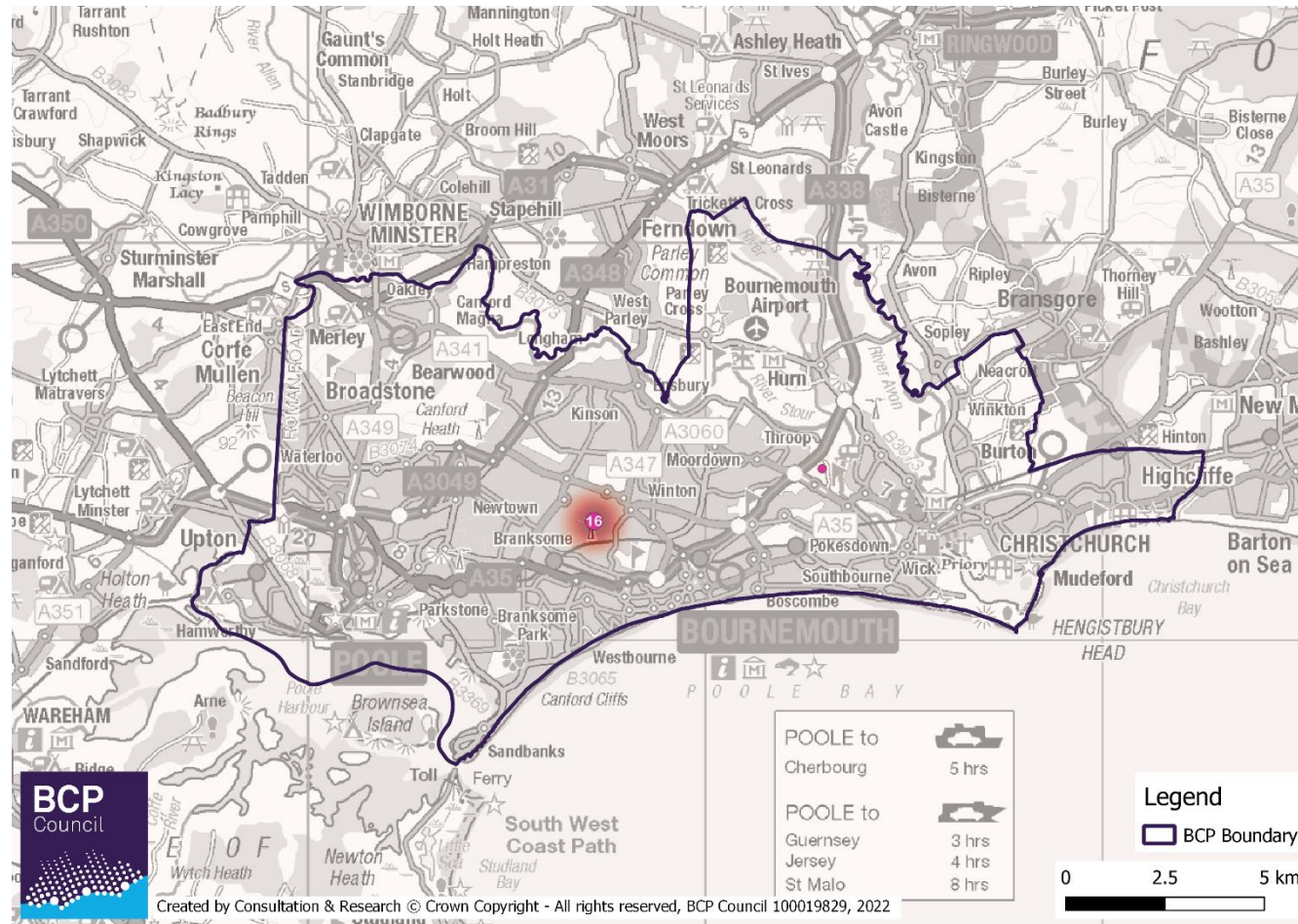
- Existing areas could be expanded without compromising other areas, but infrastructure needs to be able to accommodate the expansion, e.g., roads, interchanges etc

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- Allocating Poole Port as a key strategic employment site is at odds with the reality of the situation – relatively small numbers of directly employed staff, poor and congested accessibility to the road network and strongly negative implications for Poole Harbour's Ramsar and SSSI listings should it be developed further
- Whilst the Port has an important role in marine-related activity, there are other industrial areas within the Borough, like the Nuffield Industrial Estate, which offer greater employment potential and more viable opportunities for expansion with fewer negative impacts on the local environment

Interactive map comments on Strategic Employment Areas



Respondents were given the opportunity to comment on the existing strategic employment sites or other sites they had in mind.

17 comments were made by 15 respondents on the Strategic Employment Areas interactive map⁶.

The Talbot Village site at Bournemouth University received the most interest with 16 comments from 15 respondents. The other comment was left on the Wessex Fields site⁷.

The total comments and respondents per Strategic Employment Area are shown in the table below.

Table 23: Number of respondents and comments on Strategic Employment Sites

Retail Centre Name	Number of Respondents	Number of Comments ⁶
Talbot Village (TV2) Bournemouth University, Wallisdown Road	15	16
Wessex Fields (previously Castle Lane East)	1	1

Key themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Views not suitable for development	13
Concern about impact on open space/green space	11
Concern about ecological impact	10
Concern about impact on existing farm	9
Concern about impact on Heathland	8

The most prevalent themes raised are also provided for the sites below:

Key themes raised through interactive map comments on Strategic Employment Sites

⁶ Some respondents commented on sites multiple times. Please also note that this section only addresses comments made in relation to Strategic Employment Areas that have been submitted through the interactive map. Comments made in relation to Strategic Employment Areas that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report.

⁷ Some respondents commented on more than one site and/or on sites multiple times.

Site	Number of respondents (and pins dropped)	Key themes (number of comments)
Talbot Village (TV2) Bournemouth University, Wallisdown Road	14 (16)	• Views not suitable for development (13) • Concern about impact on open space/green space (11) • Concern about ecological impact (10) • Concern about impact on existing farm (9) • Concern about impact on Heathland (8) • Concerned about impact on health/wellbeing (6) • Concern about impact on SSSI (4) • Views site could be used for alternative uses (3) • Suggests alternative sites should be developed (3) • Concern about impact on landscape (2) • Concern about highway impacts (1)
Wessex Fields (previously Castle Lane East)	1 (1)	• Concern about highway impacts (1)

11.2. Issue: Protecting existing employment areas

Respondents were asked how strongly they agree or disagree with our options for protecting existing employment sites:

Existing employment areas support various local businesses. We have various options on how we manage these areas in the future, we could explore one of these options:

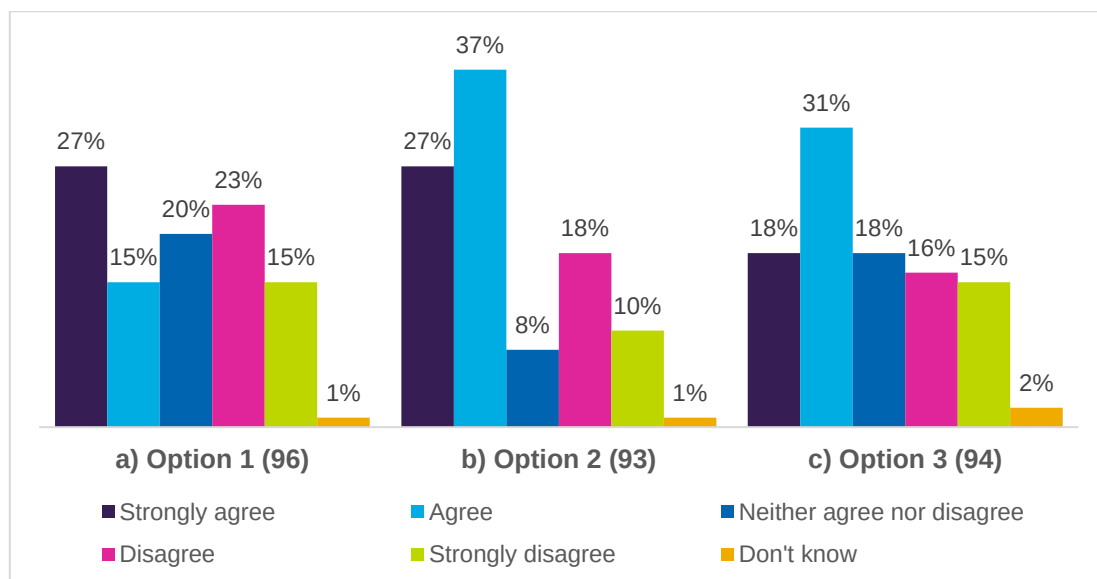
Option 1: Continue to protect all existing employment areas for employment related use only (offices, research, and development, and light industrial, general industrial and warehousing).

Option 2: Be more flexible and allow a wider range of uses in employment areas, including housing.

Option 3: Identify specific employment areas that can be re-developed for housing.

- **Option 2** has the highest level of agreement (64%) (28% disagree), followed by **Option 3** (49%) (31% disagree) and **Option 1** (42%) (38% disagree).

Figure 24: How strongly do you agree or disagree with our recommendation for protecting existing employment sites?



Bases (as shown)

Differences in responses

There are differences in the levels of agreement for each of the options by [legacy council areas](#) and [gender](#):

Option 1: Continue to protect all existing employment areas for employment related use only (96)

- 35% of [females](#) agree with Option 1, compared to 67% of [males](#).

Option 2: Be more flexible and allow a wider range of uses in employment areas, including housing (93)

- 85% of respondents living in [Bournemouth](#), 57% of those in [Christchurch](#) and 58% of those in [Poole](#) agree with Option 2.
- 74% of [females](#) agree with Option 2, compared to 46% of [males](#).

Option 3: Identify specific employment areas that can be re-developed for housing (94)

- 80% of respondents living in [Bournemouth](#), 32% of those in [Christchurch](#) and 55% of those in [Poole](#) agree with Option 3.

Comments about protecting existing employment areas

Q44. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about protecting existing employment areas. Please use a), b) or c) to show which option you are referring to.



56 comments

56 respondents provided further comments and/or ideas about protecting existing employment areas. The key themes to emerge from these comments are outlined below:

Q44 Key themes	Number of comments
Agreement	10
Fully assess needs	7
Need mix use sites	7

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement

These respondents agreed with the one or more of the proposals to protect existing employment areas. Below is a selection of comments for this theme:



*"With all the houses you propose building, **you had best save all existing employment sites.**"*

*"We need to keep the [existing sites] and **support the businesses** we have not more poor housing and no jobs."*

*"a) **Too many employment sites have been lost already.**"*

"a) Absolutely we should protect all employment areas to sustain economic growth b & c) once these areas are used for housing there would be no going back and these areas would be lost together with the contribution to the economy."

Fully assess needs

These respondents highlighted the importance of fully assessing needs before protecting existing employment areas.



*"**Just protecting existing employment areas if there is no demand** would not make sense."*

*"It is difficult to give a blanket answer that applies to all areas, **each needs to be considered individually for their appropriateness in future development plans.** Some employment areas would make a good place to add some housing. Other industrial areas definitely not."*

*"Option 2 is clearly best - provided that **clear, detailed and fully [enforceable] criteria are adopted to ensure that the Plan priorities (tackling climate change, expanding natural habitats, and local health and wellbeing) are not compromised.**"*

*"**This should be based on usage,** if an area / industrial site is failing to attract businesses and this is unlikely to change, then housing should be considered to take advantage of the land."*

*"Option 3 depends on how you deal with the other 2 options. **May need to re-evaluate the need for all the sites** but I hope you will be able to decide rather than through national Permitted Development guidance."*

"Market forces will dictate if an employment area is still viable and if not, there is no point in spending money on trying to make it so."

Need mix use sites

These respondents highlighted the need for mixed use sites in existing employment areas.



“Live/work units should be planned for and developed. Home-based employment trends should be incorporated into plans.”

“Employment needs to be protected where possible, but **we can consider changes of use depending on contamination etc**, such changes should not prejudice the use and enjoyment of neighbouring property.”

“The Local Plan should also look to strengthen the relation of existing employment areas into their wider area (housing, greenery). [The] Local Plan should also consider the adaptability of existing employment areas to new working patterns (remote working, virtual meeting etc). I live in Christchurch and work in Somerford (Grange Business area). Interesting to see that very large business spaces are currently under-occupied due to the majority of people working from home. I believe flexibility in working patterns is good but **more versatile ways of using the working space could be searched**. Cannot agree or disagree with Option 1 as it would depend on the site characteristics and all.”

a) some no longer used facilities needs to have a change of use to housing b) agree c) agree.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Local Plan should include the employment, economic and social benefits provided by the marine environment to local communities
- Sport creates opportunities for training as well as employment
- More housing is needed and will support delivery of commercial uses (Option 2)
- Some existing employment areas should be specifically redeveloped with a Masterplan approach encouraged (Option 3)
- Option 2 would help with sustainability and reducing emissions if residents were more closely located to employment opportunities

Agents

3 comments were made by agents. Below are the key points from this response:

- Support for Option 2 especially as it promotes flexibility towards the best use of land
- The Dorset Strategic Economic Plan (2016) and the Draft Local Industrial Strategy (2019) both pre-date the global pandemic, and cannot be relied upon to predict future workplace trends – in particular the demand and need for additional office floor space
- A combination of the options should be applied
- A balanced and flexible approach is required so that important employment areas are allowed to diversify and flourish, whilst best use is made of those which no longer adequately serve that purpose

Residents living outside BCP

2 comments were made by residents living outside BCP. Below are the key points from these responses:

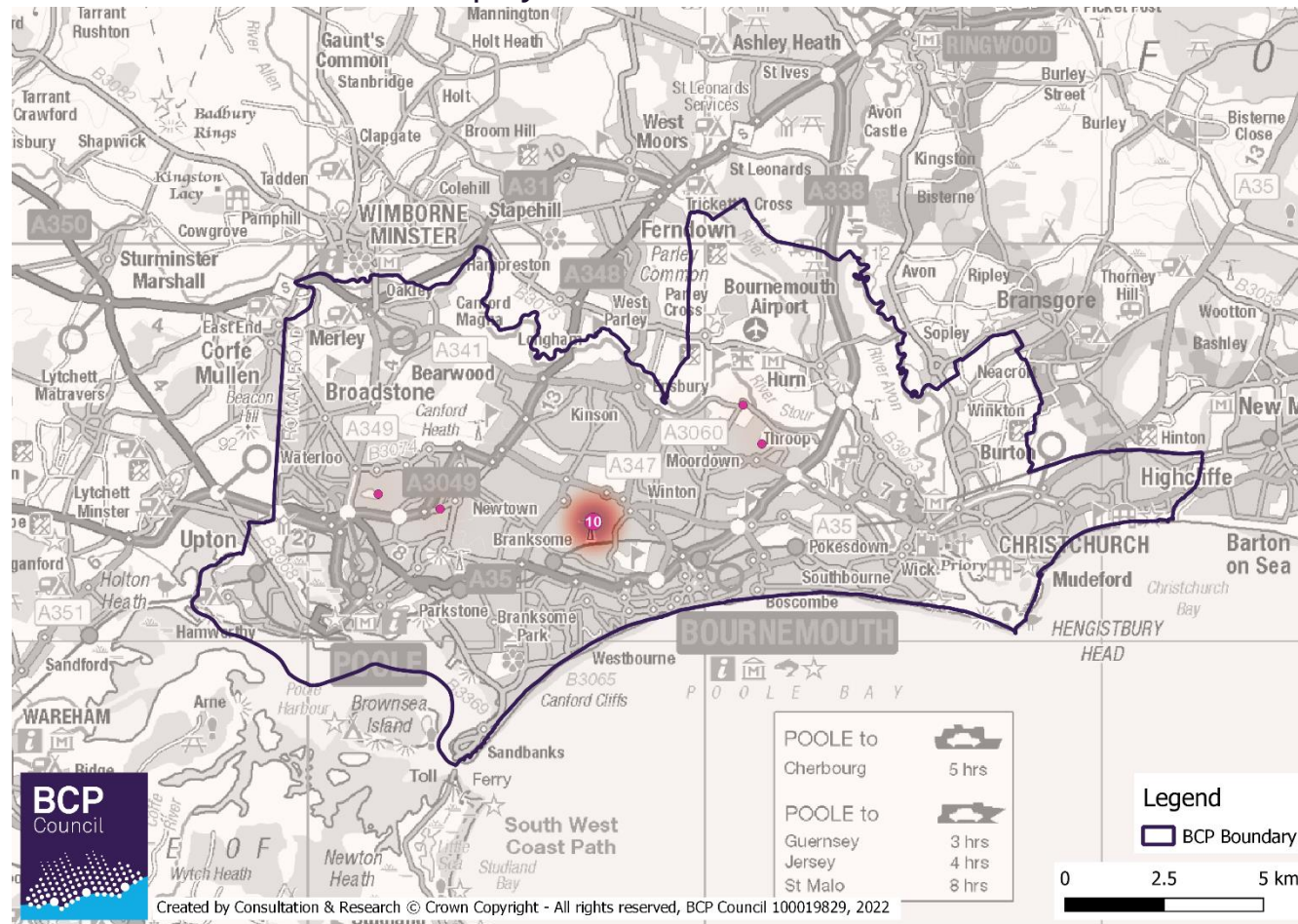
- Covid-19 has created a less rigid distinction between work and home life and the built environment needs to reflect this
- Agree to housing being mixed in with employment sites provided they are small studio sites as these can have the added benefit of a reduced need for car travel

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- Given that residential will always achieve the highest capital values, the pernicious nibbling away of commercial land holdings should be resisted in all but the most residentially-dominant locations

Interactive map comments on Centres of employment



Respondents were given the opportunity to comment on the existing employment areas in the BCP Council area.

14 respondents left 14 comments on the Centres of Employment interactive map⁸.

4 existing employment areas received comments through the interactive map. The Talbot Village site at Bournemouth University received the most interest with 10 comments from 10 respondents.

1 comment was left outside of the existing employment area boundaries as shown in the Area Name column of the below table but will be considered.

The total comments and respondents per employment area are shown in the table below.

Table 25: Number of respondents and comments on Centres of Employment

Area Name	Number of Comments ⁸	Number of Respondents
Talbot Village (TV2) Bournemouth University, Wallisdown Road	10	10
Newtown Business Park; Wessex Trade Centre; Chalwyn Industrial Estate; Ringwood Road	1	1
Nuffield Industrial Estate	1	1
Yeomans Road	1	1
Comments left outside of existing employment areas	1	1

Key themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Concerned about potential impact on wildlife/biodiversity	6
Concerned about potential loss of green space/open space	5
Disagree with proposals/views centre of employment allocation should be removed	4
Views alternative brownfield sites should be developed	3
Concerned about potential impact on health/wellbeing/quality of life	3

⁸ Please note that this section only addresses comments made in relation to existing employment sites that have been submitted through the interactive map. Comments made in relation to existing employment sites that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report

The most prevalent themes raised are also provided for the employment area that drew the most interest below:

Talbot Village (TV2)

10 comment pins were dropped by 10 respondents to provide comments on Talbot Village (TV2) Bournemouth University, Wallisdown Road.

The most prevalent themes are:

Key themes	Number of comments
Concerned about potential impact on wildlife/biodiversity	6
Concerned about potential loss of green space/open space	5
Disagree with proposals/views centre of employment allocation should be removed	4
Views alternative brownfield sites should be developed	3
Concerned about potential impact on health/wellbeing/quality of life	3

Other sites

There were no prevalent themes within comments on the remaining existing employment areas.

11.3. Issue: Isolated employment sites

Respondents were asked how strongly they agree or disagree with each of the three options for isolated employment sites:

Employment sites, which are not part of a wider employment area, still contribute to our supply of employment land. We have various options for how we manage these areas in the future, we could explore one of these options:

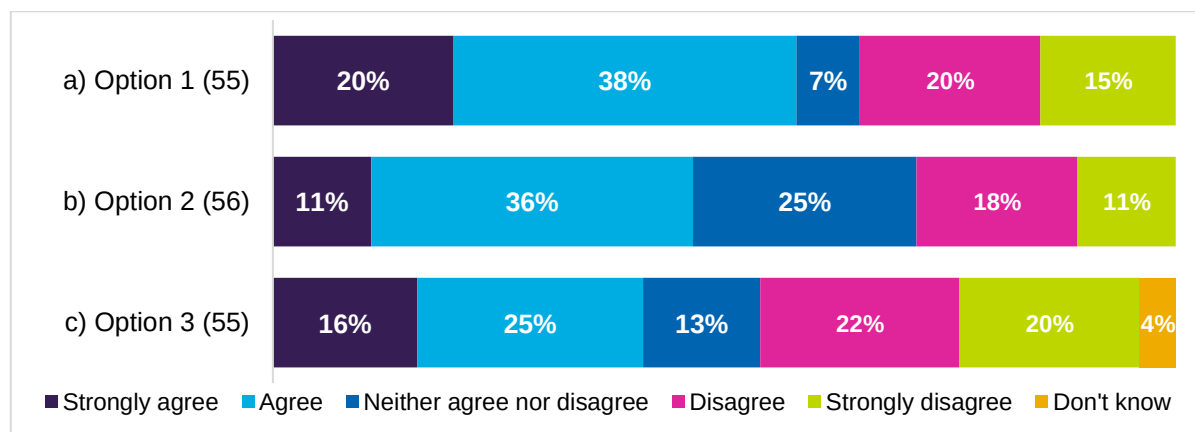
Option 1: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur, and exploring other uses that generate employment or health/care related development in the first instance.

Option 2: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur.

Option 3: No longer protect isolated employment sites for employment and encourage redevelopment.

- **Option 1** has the highest level of agreement (58%), followed by **Option 2** (47%) and **Option 3** (41%).

Figure 26: How strongly do you agree or disagree with our recommendation for isolated employment sites?



Bases (as shown)

Differences in responses

Option 3: No longer protect isolated employment sites for employment and encourage redevelopment (55)

- 73% of respondents living in [Bournemouth](#), 43% of those in [Christchurch](#) and 25% of those in [Poole](#) agree with Option 3.

Comments about isolated employment sites

Q46. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about isolated employment sites. Please use a), b) or c) to show which option you are referring to.



28 comments

28 respondents provided further comments and/or ideas to consider about protecting isolated employment areas. The key themes to emerge from these comments are outlined below:

Q46 Key themes	Number of comments
Agreement	6
Take a flexible approach	5

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement

These respondents agreed with the one or more of the proposals about isolated employment areas. Below is a selection of comments for this theme:



*"[Agree with Option 2]. **Offer for employment use first** but if the demand isn't there then look at alternative use."*

*"[Agree with Option 3]. Employment is changing with lots of [working from home] - **no need to protect sites that are no longer needed.**"*

***"Option 1 seems to make sense** with the aging population that we have in Dorset.*

*a) some no longer used facilities needs to have a change of use to housing b) some no longer used facilities needs to have a change of use to housing c) **agree.**"*

Take a flexible approach

These respondents suggested tacking more of a flexible approach with one or more of the proposals about isolated employment areas. Below is a selection of comments for this theme:



“Need to [be] flexible but not lose employment space. No point in loads of homes and no jobs!”

“As per my previous comments, **flexibility to meet changing needs is ideal**, but must be supported by strong and consistent, criteria-based development control.”

“Needs change and some sites are **bound to be less viable over the years.**”

- b) We [need] jobs as well as homes so employment sites are still important and any changes should be carefully considered. Should also consider other options such as green spaces, rewilding giving BCP/local groups/charities to opportunity to manage.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Dispose of isolated sites as per Option 3
- Options 1 and 3 are dynamic and should be pursued to allow for flexible living/working

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Large and small employment sites need to be scattered across the BCP area

Other respondents

1 comments was made by a respondent from the ‘other’ category type. Below are the key points from these responses:

- Given that residential will always achieve the highest capital values, the pernicious nibbling away of commercial land holdings should be resisted in all but the most residentially-dominant locations

11.4. Issue: Visitor accommodation

Respondents were asked how strongly they agree or disagree with the recommendation and three options for visitor accommodation:

Recommendation: We propose to prioritise central Bournemouth as a location for new hotel development. We would seek to focus new hotel development in this area. In relation to existing hotels, we could consider one of the following options:

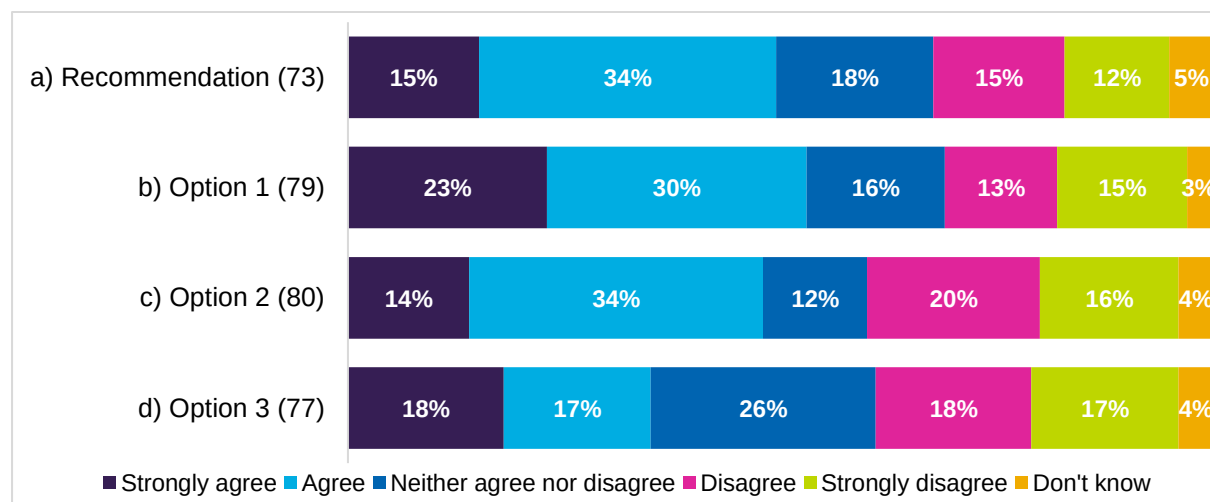
Option 1: Resist the loss of hotels in specific zones within Bournemouth town centre and potentially within Christchurch and Poole town centres.

Option 2: Resist the loss of hotels but support enabling residential development alongside hotel redevelopment.

Option 3: Consider a more market driven approach that is more flexible to the loss of hotels

- 49% agree with the **recommendation**, 27% disagree and 15% neither agreed nor disagreed.
- **Option 1** has the highest level of agreement (53%), followed by **Option 2** (48%) and **Option 3** (35%).

Figure 27: How strongly do you agree or disagree with our recommendation for visitor accommodation?



Bases (as shown)

Differences in responses

Option 2 Resist the loss of hotels but support enabling residential development alongside hotel redevelopment (80)

- 71% of respondents living in [Bournemouth](#), 33% of those in [Christchurch](#) and 55% of those in [Poole](#) agree with Option 2.

Comments about visitor accommodation

Q48. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about visitor accommodation. Please use a) to d) to show which option you are referring to.



46 comments

46 respondents provided further comments and/or ideas to consider about visitor accommodation. The key themes to emerge from these comments are outlined below:

Q48 Key themes	Number of comments
Management of hotels/visitor accommodation	11
Objection	9

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Management of hotels/visitor accommodation

These respondents made comments about different aspects of the proposals to manage hotels/visitor accommodation. Below is a selection of comments for this theme:



“Need to adapt to market for what visitors want, cheap good quality accomodation.”

“To be consistent with the goal of reducing the need to travel, **visitor accommodation needs to be widely located along the coastal strip, historic centres and near to other "honey-pots".** A Green Tourism Policy should be developed to inform the Plan.”

“Visitor accommodation is important to the local economy but will only succeed if market driven. There are numerous ageing hotels in Bournemouth that could be redeveloped to provide modern, energy and space efficient accommodation for both hotels and [residents.]”

“In order to return properties to the local residents we should be focusing on providing hotels for visitor use and banning the use of potential residential properties for Air B&B, second homes and the like.”

“We need hotels to attract visitors, but there should be a focus on making sure these cater for all tastes and needs, from more traditional Bed and Breakfast, self-catering apartments and hotels of all star ratings.”

“My concern is not about existing "Branded/Group" Hotels but the unregulated small B&B/Guest Houses, largely operating under the AirBnB umbrella. These fall into two main groups: a) Naive amateurs - those who with little or no research rent out accommodation with no regard to fire regulations, Environmental Health inspections, planning permission, etc, etc, and b) those boarding on criminal enterprises who [intentionally] use AirBnB rentals as a way to avoid regulation and open unregistered hotels. **The Council [need] to introduce a register of Holiday accommodation which ensures properties are only available to visitors if they meet standard for fire regulations, EH Food Hygiene standards, public liability insurance, etc, etc.** This would be similar to the Scottish Register of Holiday Accommodation, or Liverpool's Land-lord registration scheme.”

“Should be a range of affordability for holiday accomoation/hotels so the greatest range of people are able to visit.”

Objection

These respondents objected to one or more of the visitor accommodation proposals. Below is a selection of comments for this theme:



“Options 2 and 3 would make it too easy for viable employments sites to be at the mercy of property developers for their own gain.”

“Option 2: enabling residential development alongside hotels sounds like allowing more [Houses of Multiple Occupation] which make the areas run down and unpleasant areas.”

“Poole does not have enough high quality hotels so I disagree that focus should be Bournemouth.”

“Please stop trying to make Bournemouth the centre of your plans! The residents of Poole and Christchurch need better hotels and adding residential housing alongside the developments would encourage outside funds to enable this.”

“Hotels are not the future in terms of tourism. They are for short term guests. Do we need to consider more holiday accommodation”

“You can't resist other than by reducing the local taxes and **you won't do that**. And **the beaches are full to overflowing already as are the visitor car parks**. You **can't even get the Sandbanks ferry running reliably**.”

“The downside is more flats and they are a negative answer if parking is inadequate.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- A clustering approach around key destinations should be supported but left to market forces to determine scale of accommodation required
- Concerns that a recommendation could be made to convert hotel real estate into residential development sites within the wider BCP area which would affect the Haven Hotel site
- Sandbanks does not have the infrastructure to cope with a large increase in residential footprint

Agents

1 comment was made by an agent. Below are the key points from this response:

- It should be made clear that Bournemouth is not the only appropriate location for new hotel development, and a sufficient range and supply across the BCP area should be maintained to meet all needs
- The Local Plan should be worded carefully to reflect the subtleties of using sequential testing, and the suitability of locations including the Airport for hotel development

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- The current policy discourages investment. Bournemouth can only become a world class resort if new, fit-for-purpose hotels are built where successful operators think it worthwhile

Other respondents

1 comments was made by a respondent from the 'other' category type. Below are the key points from these responses:

- Poole Town needs more hotel accommodation particularly a high quality hotel and the plan should resist any loss of hotel beds in Poole. In Bournemouth there is a

much larger volume of hotels, some of which are no longer viable and therefore other types of visitor accommodation may be appropriate

11.5. Issue: Visitor attractions

Respondents were asked how strongly they agree or disagree with each of the two options for visitor attractions:

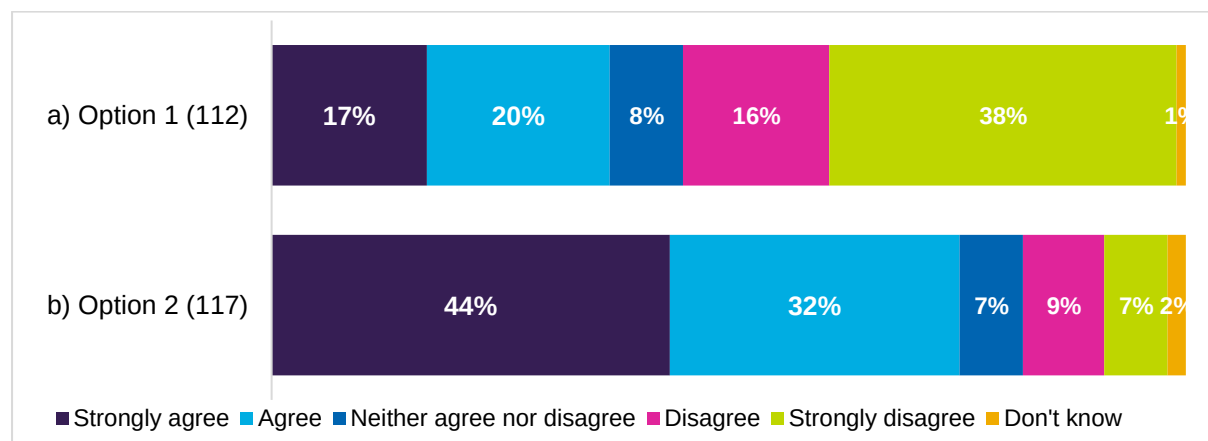
Some sites have been suggested for new visitor attractions. These sites are outside of our town centres in the Green Belt. We need to decide if these sites should be included in the Local Plan. We could consider one of the following options:

Option 1: Explore if exceptional circumstances exist, which would allow us to allocate some of these sites.

Option 2: Continue to encourage new visitor attractions to be focused within our existing centres.

- **Option 2** has the highest level of agreement (76%), followed by **Option 1** (37%).

Figure 28: How strongly do you agree or disagree with each of the two options for visitor attractions?



Bases (as shown)

Differences in responses

There are differences by [legacy council area](#) and [gender](#):

Option 1 Explore if exceptional circumstances exist, which would allow us to allocate some of these sites (112)

- 57% of respondents living in [Bournemouth](#), 18% of those in [Christchurch](#) and 43% of those in [Poole](#) agree with Option 1.
- 29% of [females](#) agree with Option 1, compared to 51% of [males](#).

Option 2 Continue to encourage new visitor attractions to be focused within our existing centres (117)

- 82% of respondents living in [Bournemouth](#), 61% of those in [Christchurch](#) and 75% of those in [Poole](#) agree with Option 2.

Comments about visitor attractions

Q50. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about visitor attractions. Please use a) or b) to show which option you are referring to.



72 comments

72 respondents provided further comments and/or ideas to consider about visitor attractions. The key themes to emerge from these comments are outlined below:

Q50 Key theme	Number of comments
Objection	37

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents gave a variety of reasons for objecting to one or more of the proposals about visitor attractions. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Don't use Green Belt sites' (22 comments), 'Objection to option 1: Explore if exceptional circumstances exist, which would allow us to allocate some of these sites' (16 comments) and 'No waterpark in Hurn (Ref 1113)' (12 comments).

Below is a selection of comments for each of these sub-themes:

Don't use Green Belt sites



*"Visitor attractions are car based out of town. We do not have the capacity in our infrastructure or the air quality to allow for massively increased tourism. **Many site[s] are in the Green Belt and must not be developed.**"*

"NO more using up of precious Green Belt."

*"We need to protect our Green Belt, as you seem to agree in your overall environmental objective. **Using the Green Belt to accommodate tourist attractions is even more destructive than using it for housing.**"*

*"b) **Need to preserve already threatened Green Belt-** explore attractions in brown field sites."*

*"a) **Already sufficient attractions no need to use Green Belt**b) Difficult to give a straightforward answer to this option without knowing what kind of attractions."*

Option 1: Explore if exceptional circumstances exist, which would allow us to allocate some of these sites



*"(a) **I am uncomfortable with allowing tourist attractions on out of town Green Beltland; 1. Green Belt should not be developed on 2. Out of town sites encourage the use of cars and add to congestion. 3. Out of town sites remove the opportunity for residual business from more local premises.**"*

*"**I don't trust Option 1 not to be used as a loophole** to use locations that are not suitable or would negatively impact green areas and wildlife locations."*

*"a) The Green Belt must be protected. **Tourist attractions outside of the town centre are not likely to meet your carbon neutral objective as people will need to travel to get there!**"*

*"a) Green Belt should be left alone. **We need these areas both environmentally and for safety of the future of flooding in the area.**"*

*"a) **Need to preserve already threatened Green Belt-** explore attractions in brown field sites."*

*"a) **do not allow new attractions on Green Beltland that would destroy one of the main attractions of the area.** B) we do not need new visitor attractions or to boost visitor numbers."*

No waterpark in Hurn (Ref 1113)



“Option 2 - disagree and oppose the proposed developments in Hurn Village. Ref 1113.”

“No new sites in Hurn. I disagree with proposals ref 1113 for water park in Hurn.”

“There should not be a water park in Hurn. Ref 1113. I do not support this.”

“No strong views on this really except that (1) artificially-created visitor attractions in this area seldom flourish (e.g. IMAX building, surf reef), and (2) I oppose the Hurn water park project which has already cost £70K of public money - so many reasons to oppose this, e.g. incursion into the Green Belt, traffic increase in an already traffic-challenged area, loss of peace and quiet in lanes around Hurn (a conservation area), and something that's been overlooked: the fact that water features tend to attract birds, increasing the likelihood of bird strikes directly opposite Bournemouth International Airport. A lido at WIMBORNE was turned down by [East Dorset District Council] for that very reason! So I vehemently oppose the Hurn water park and think it's deplorable that Philip Broadhead and Chris Shephard increased the deliverability score for this project (given as ZERO by the Dorset Growth Hub) - as described in detail at the BCP audit and governance committee meeting on 10 February 2022.”

“Not sure that any attraction in the flight path of the airport is a good idea. Except for when the air show is on. Isn't there already a water park in the New Forest and we have beaches - why do we need another water park unless you are planning the big Disney style parks?”

“We need to protect our precious Green Belt particularly. Site Reference 1113 - I strongly object to this site being developed as a visitor attraction as it provides an ecosystem where wildlife thrives. Developing this Green Belt goes against the BCP Objective to “conserve and enhance our protected habitats and biodiversity”. The proposed water park at Ringwood has better transport infrastructure than the Hurn Site. There are in addition to this, proposed extensions to Alice in Wonderland theme park, the Parley Golf Course and Chapel Gate Go Carting, these will provide an ample increase in visitor attractions in the area and will increase traffic.”

“I DO NOT agree with the proposed quarry 1113.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Queries about visitor market

- Green Belt sites strongly add to the character of the area and should be preserved
- Lots of opportunities available for developing new and more appropriate visitor attractions in existing centres (and tourist hotspots such as Sandbanks)

Agents

1 comment was made by an agent. Below are the key points from this response:

- Enhancing cultural and tourist attractions within the towns should be prioritised
- Strongly oppose proposed visitor attraction at Hurn. Green Belt status around this site affords it a high degree of protection
- Safeguarding requirements in relation to the Airport places limits on the nature and extent of built development that can be allowed locally for flying to continue safely
- High trip generating car-based developments (Aviation Business Park and other schemes) may cause intolerable pressure on the highways
- Important heritage considerations and a high degree of sensitivity from a habitats and ecology perspective makes this area inappropriate for large scale leisure and visitor attractions

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Object to the development of the Aqua Lagoon at Hurn. It is against the Hurn Local Plan and would have a detrimental impact upon the Green Belt and wildlife habitats
- Hicks Farm proposal should be excluded from any commercial development or visitor's centre

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

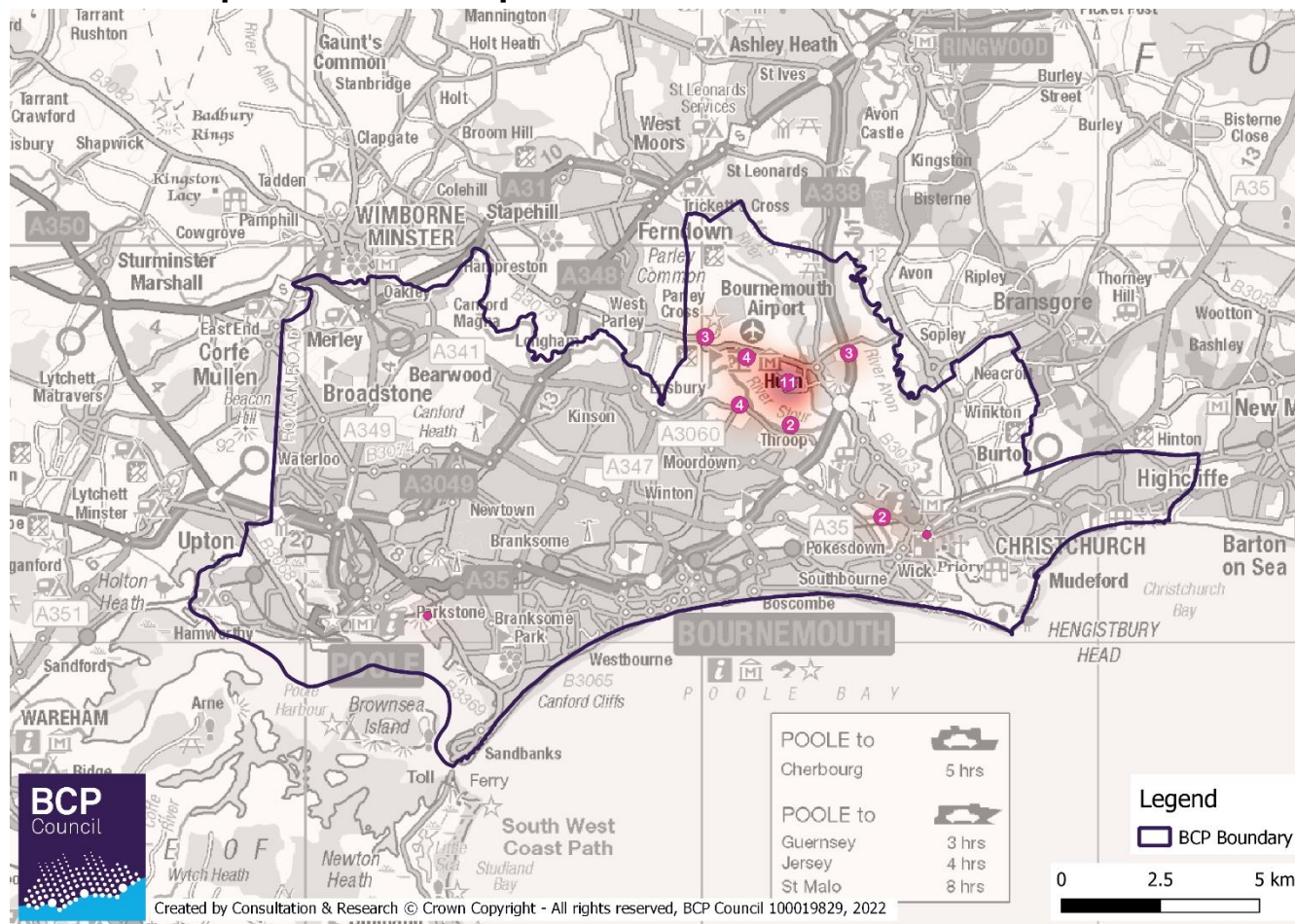
- BCP Council should use a combination of both options

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- a) Proposals for new visitor attractions are welcomed, but the proposed sites are not. Aside from their Green Belt status, the local road network from Parley Cross to Hurn (B3073) is bedevilled with traffic congestion already. Given the twin constrictions of the airport to the north and the River Stour to the south, funnelling more traffic into this already congested area will exacerbate the problem
- Creating new attractions outside of the urban core does nothing to regenerate the local towns and benefits only those landowners whose land is removed from the Green Belt. Far better to investigate the possibilities for a new visitor attraction as part of the former power station site regeneration in Hamworthy
- b) New visitor attractions should be encouraged on Poole Quay and the Power station site needs a new visitor attraction

Interactive map comments on promoted leisure sites



*Please note this map shows the approximate location of comments and some were left outside of the promoted leisure site boundaries.

Respondents were given the opportunity to comment on sites promoted to us for leisure and visitor attractions in and around Hurn.

15 respondents left 31 comments on the promoted leisure sites interactive map⁹.

Hurn Quarry received the most interest with 11 comments from 11 respondents, followed by Land at Merritown Farm which received 4 comments from 4 respondents.

11 comments were left outside of the promoted leisure site boundaries as shown in the Site Name column of the below table. These comments will be considered. In addition, wherever it was clear comments made on the Promoted Green Belt Sites interactive map related to specific promoted leisure sites, any themes raised in these comments were attributed to the relevant sites.

The total comments and respondents per site are shown in the table below.

Table 29: Number of respondents and comments on Promoted Leisure Sites

Site name	Number of respondents	Number of comments ⁹
11(13) Hurn Quarry, Parley Lane, Hurn, Christchurch	11	11
Comments left outside of the promoted leisure site boundaries	6	11
11(10) Land at Merritown Farm, Merritown Lane, Hurn, Christchurch	4	4
11(10) Hurnwood Park, Avon Causeway, Christchurch	3	3
11(08) Land north of Chapel Gate and south of Bournemouth Rugby Club, Chapel Gate, Christchurch	2	2

Key themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Concerned about potential impacts on highway safety/congestion/parking/access	22
Concerned about potential impact on Green Belt/impact of loss	18

⁹ Some respondents commented on more than one site and/or on sites multiple times. Please also note that this section only addresses comments made in relation to promoted leisure sites that have been submitted through the interactive map. Comments made in relation to promoted leisure sites that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report.

Views site is not suitable for development	10
Views site is not suitable for leisure development	9
Concerns regarding proximity to existing leisure facilities	8
Concerned about potential noise pollution	8

The most prevalent themes raised are also provided for the site that drew the most interest (by number of respondents) below:

Key themes raised through interactive map comments on promoted leisure sites

Site	Number of respondents (and pins dropped)	Key themes (number of comments)
11(13) Hurn Quarry, Parley Lane, Hurn, Christchurch ¹⁰	11 (11)	- Concerned about potential impacts on highway safety/congestion/parking/access (11) - Concerned about potential impact on Green Belt/impact of loss (10) - Views site is not suitable for leisure development (7) - Views site is not suitable for development (6) - Suggests use of site for alternative uses (habitats, agriculture etc.) (5)
Promoted leisure sites with less than 5 respondents	(10 in total)	Below are the themes raised most regularly regarding promoted leisure sites with less than 5 respondents taken together: - Concerned about potential impacts on highway safety/congestion/parking/access (8) - Concerned about potential impact on Green Belt/impact of loss (7) - Concerns regarding proximity to existing leisure facilities (4) - Concerned that future visitors will rely on unsustainable transport modes (3) - Views site is not suitable for development (3)

¹⁰ Some of these comment pins were dropped on the Promoted Green Belt Sites map but were placed on and relate to the Hurn Quarry site.

Comments about a prosperous economy

Q51. Please tell us any other comments about a prosperous economy in the Local Plan, including any other issues or ideas you feel that we should consider.



130 comments

130 respondents provided further comments and/or ideas to consider about a prosperous economy. The key themes to emerge from these comments are outlined below:

Q51 Key themes	Number of comments
Suggestions	70
Objection	21

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about a prosperous economy in the Local Plan. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Tourism economy / visitor attraction suggestions' (22 comments), 'Public transport improvements/Parking' (12 comments), and 'Provide better business rates/employer benefit schemes' (11 comments).

Below is a selection of comments for each of these sub-themes:

Tourism economy / visitor attraction suggestions



"Develop the seafront by making new facilities aimed at residents, replace beach huts with independent cafes, attract more stylish tourists, have diverse places open in the evening not just pubs."

"Reduce the rates and rents for businesses and provide free parking and better roads to attract out of town visitors."

"Have a look at Ghent which promotes meat free Thursday and eco-tourism - this town is now known as the veggie capital of Europe attracting many tourists as a result. "If all

243,000 inhabitants of Ghent participate in Thursday Veggie Day, they reach the same effect as when 19,000 cars are taken off the road,” Stad Gent (the City of Ghent) says in an official memo about Donderdag Veggiedag. **With our wealth of natural resources BCP should be aiming for more eco-tourism too.** We need to find alternatives to the air show which seems very outdated in an era of climate change. We need encourage visitors and residents to appreciate, respect and want to preserve our spectacular natural resources, not consume them and leave BCP/local volunteers to deal with their rubbish.”

“Bournemouth has very little in the way of wet weather activities/venues for visitors. **This should be addressed.**”

“**Reasonably priced visitor parking is essential** to encourage visitors to the area.”

“The Hurn Site has a single track lane on 3 of its 4 boundaries, there are hedgerows and abundance of wildlife which local people benefit from, and it improves their mental health and wellbeing, being able to walk down such lanes where there is very little traffic. **Please use the existing attractions, visitor come to the area to enjoy the wildlife.** Please don't take that away.”

Public transport improvements/Parking



“More development [at] the airport seems very sensible, but **you will need significantly improved public transportation to the area.**”

“**Minibus** as Bournemouth very hilly and hard for older people to walk around. Get on-get off mini train. **More beach lifts - more parking.**”

“**Employment sites should be integrated into the public transport system and active travel policies.** Better to reduce the need to travel to work by car. Some employment sites are too isolated. Sites at Hurn and Wessex Fields will generate new traffic **unless a much improved public and active travel network is developed.** Lansdowne and Port of Poole sites are better, but Poole needs to have more mass transit and enhanced rail links. Hotels should be helped to upgrade to eco buildings status. Raise up standards of B&B's and surrounds. Focus on ‘Greener’ tourism and Industries making eco items.”

“Small businesses and start-ups - Guide, encourage and enable. - Use existing buildings for visitor accommodation - Lido, sports facilities, **an attractive welcome at train/bus station Hub.**”

Provide better business rates/employer benefit schemes



“**Reduce the rates and rents for businesses** and provide free parking and better roads to attract out of town visitors.

“We have social housing for those claiming they cannot afford a home. **Perhaps there could be a similar system for new businesses and employment schemes.**”

*“Show some imagination. **Encourage business parks for start-ups to generate jobs by providing majority business rates relief for an initial period.**”*

Objection

These respondents objected to different aspects of the proposals for a prosperous economy including disagreeing with the proposal for a waterpark at Hurn (6 comments), concern for the negative impact on wildlife (2 comments) and one comment objecting to Christchurch being part of a city region.

Below is a selection of comments for each of these sub-themes:

Don't use Green Beltsites



*“**Disagree and oppose** the proposed developments in Hurn Village. Ref 1113*

*“**Disagree** with proposed site ref 1113 at Hurn.”*

*“No new sites in Hurn. **I disagree** with proposals ref 1113 for water park in Hurn.”*

*“**I do not support** the development of a water park at Hurn ref 1113.”*

*“**There should not be a water park in Hurn.** Ref 1113. I do not support this.”*

*“**Vehemently opposed** to the Hurn water park project (see above).”*

*“The fourth key theme in the Economic Strategy is to create a vibrant city region. We should not be aiming to be a city region - we are three towns forced to share our council services. **Christchurch is a charming town which does not want to be part of the a vibrant city region.**”*

*“**I objected to the original Wessex Fields development and continue to do so due to the catastrophic impact it will have on the local wildlife, air quality, the local infrastructure and wildlife.** I fully oppose the development going ahead and **seems plainly contrary to types of activities that we need to be undertaking to protect the natural environment.**”*

*“**No development should be at the detriment of people and what little wildlife and natural habitat we have left.** Better to have “innovation centres” linked to schools and colleges so local kids have a way into local employment and entrepreneurship, then the University building on our remaining wildlife corridors and habitat and importing innovation. **I think your plan shows really lazy thinking and the easy way out, which is how local communities became disenfranchised and how the climate emergency happened in the first place.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

7 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Build an ice rink, lido, art gallery, a new contemporary museum and reopen swimming pools in Bournemouth town centre and Kinson
- The local mix of earned incomes requires recognition and attention, since it probably has adversely affected the current median annual full-time pay that is so important for the provision of adequate dwellings for local working people
- Traffic congestion remains a current obstacle to improving anything, particularly in peripheral areas likely to impact upon formal protections and wildlife which should be protected for the benefit of communities
- Nature and naturalness will be of huge importance to the economic success of the three towns as 'gateways' to their exceptional hinterland
- Local Plan should not advocate Strategic SANGs and be very cautious in promoting new SANGs as they conflict with the Habitat Regulations and the Climate Emergency
- Hotel provision at Sandbanks / Canford Cliffs needs to be maintained
- The location of visitor attraction sites within the Green Belt may prove to be damaging to their vicinities and create congestion
- Creating public transport for visitors should not inhibit the provision of much better public transport for residents
- Complete the Ancient Tree Inventory to comply with the requirements of the National Planning Policy Framework 2021 for the protection of irreplaceable habitats
- A movement strategy needs to support the proposed land allocations at the Airport, Poole port and Talbot Village
- Support promoting the Lansdowne as the key Central Business District for the conurbation and to encourage investment in infrastructure to support local enterprise
- Need a BCP Council Investment Strategy to unlock delivery of modern fit-for-purpose employment space that has been constrained by financial viability challenges
- Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur
- Explore other uses for employment sites that generate employment or health/care related development in the first instance
- Attractions on the sea front and city centre is better than out of town

Agents

2 comments were made by agents. Below are the key points from this response:

- Disappointing that the document has little to say about the importance of visitor attractions
- AFC Bournemouth should be regarded as a prime economic asset and visitor attraction

- Include the following provisions in the Local Plan:
- Continuing acknowledgement of the special status of the Vitality Stadium in land use planning terms
- Generic Local Plan policies on open space, sports and leisure are unlikely to provide a basis for planning decisions on potential future proposals for stadium development
- Supportive policy provisions for the principle of a well-designed stadium expansion or replacement
- Acknowledge that enhanced stadium facilities could form the centrepiece of a wider regeneration of King's Park and the sports and leisure amenities it affords, and of Boscombe more widely
- Local Plan should reflect Bournemouth Airport as a flagship regional airport with enhanced passenger facilities and new services for travellers

Residents living outside BCP

3 comments were made by residents living outside BCP. Below are the key points from these responses:

- Attract technology-led businesses of the future that are mobile and would welcome incentives to move to BCP
- Agree with proposal to focus on new hotels in Bournemouth
- Need to invest in museums, art galleries and interesting new shops to rejuvenate Bournemouth town centre and attract more tourists
- To develop a prosperous economy the focus should be on renewable energy and materials. There is an opportunity for BCP to become world leaders in this industry

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Concerned that under the latest classification commercial, business, and services such as shops and cafes all come under Class E, with permitted development opportunities to become housing. The grounds for opposing this type of change are very limited and have produced a few strange homes
- The Town Centres tend to hold the leisure, entertainment, culture, and tourism focus at present. It may be sensible to accept that old small hotels cannot be continually viable to upgrade and accept that there are still developments being made through market driven approach. Some attractions just will not fit into brownfield sites and the applicant might have to provide a very strong argument for how a new venue will not harm the existing environment
- There is an underlying theme permeating the draft Local Plan that Bournemouth Town Centre is now to be the focus of tourism activity and Poole will play a merely supporting role. This is unacceptable. Visitors come to Poole for its history, the beauty of its natural harbour and the many maritime and outdoor activities that can be enjoyed. Bournemouth, by contrast, is a Victorian seaside town with very different

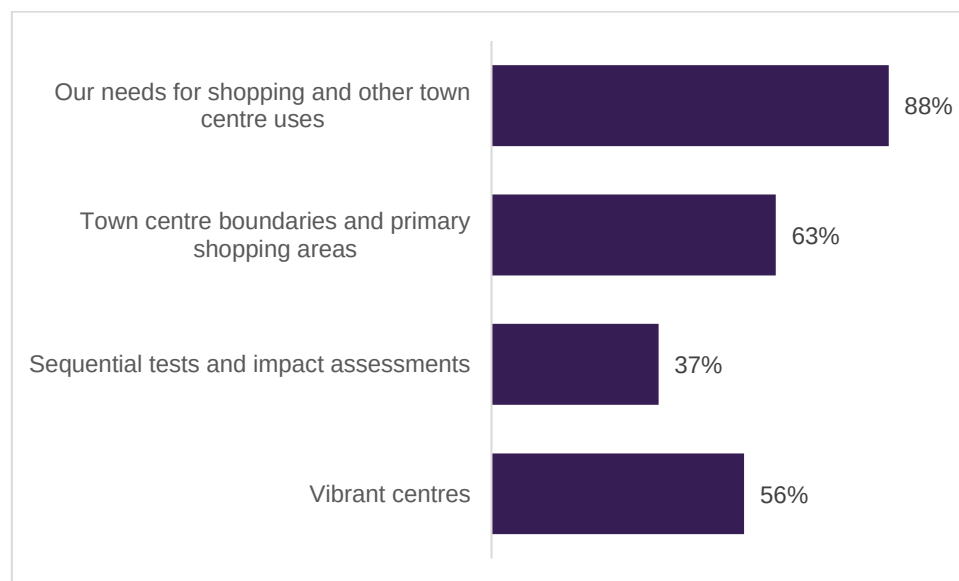
attractions, and generally a different clientele. There is room for both, and Poole's tourism offer should not be subservient to the demands of Bournemouth hoteliers

12. Adapting our high streets and retail areas

Those respondents who were interested in adapting our high streets and retail areas were asked which issues they were interested in giving their views about.

'Our needs for shopping and other town centre uses' (88%) had the highest level of interest, followed by *'town centre boundaries and primary shopping areas'* (63%), *'vibrant centres'* (56%) and *'sequential tests and impact assessments'* (37%), as shown in the chart below.

Figure 30: Which of the following issues are you interested in giving your views about?



Base (217)

Objective: Adapt our high streets and shopping areas to cater for changing retail demands

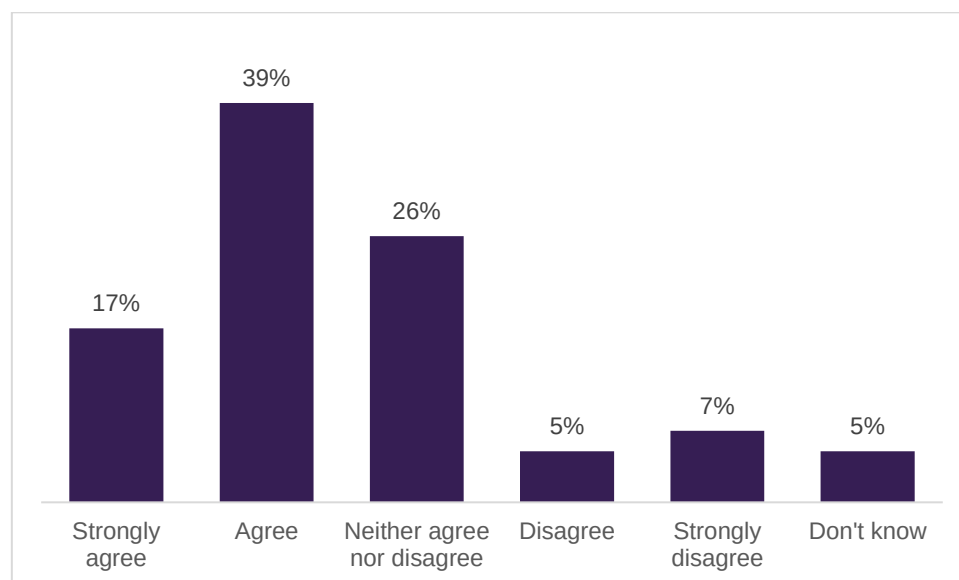
12.1. Issue: Our needs for shopping and other town centre uses

Respondents were asked 'How strongly do you agree or disagree with our recommended hierarchy of centres?'

Recommendation: The government require us to set out a hierarchy of centres. These are used to help direct development to appropriate locations and to inform any strategies about the future of each centre. We propose the hierarchy shown in table 2 of the consultation document with Bournemouth and Poole defined as sub-regional town centres and Christchurch as a town centre.

- Just over one half (56%) agree with the recommended hierarchy of centres, 12% disagree. Just over one quarter (26%) neither agreed nor disagreed and 5% did not know.

Figure 31: How strongly do you agree or disagree with our recommended hierarchy of centres?



Base (187)

Differences in responses

There are no significant differences in responses.

Comments about our needs for shopping and other town centre uses

Q54. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our needs for shopping and other town centre uses.



77 comments

77 respondents explained their answers, provided further comments and/or alternative suggestions about our needs for shopping and other town centre uses. The key themes to emerge from these comments are outlined below:

Q54 Key theme	Number of comments
Town centre/High Street improvements	31

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Town centre/High Street improvements

These respondents made comments about town centres and how they could be improved. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcode was 'Transport issues - parking and public transport' (13 comments).

Below is a selection of comments for this sub-theme:

Transport issues - parking and public transport'



"Access to town centres is [the] main issue. Parking and public transport both very expensive and prohibitive to using town centre businesses."

"Retail is demand-led and even during Covid local centres did well. Change the use of town centres to more leisure-led. Out of town retail remains popular with ease of parking often free."

“The good thing about places like Castlepoint is transport access and free parking, the bad thing about Castlepoint is its soulless. The good thing about Christchurch is it is [aesthetically] nice, a well-balanced selection of shops and entertainment venues, but like all small towns, there is a lack of parking unless you're a local and know the good spots. I understand Bournemouth is losing appeal due to the people there, homeless, drunks, maybe addicts, and a recreational industry where getting drunk is a huge part, and a shrinking retail area, and its hilly. Can't fix the hilly part, but you can fix the parking, and encourage a nicer mixture of retail and entertainment and residential. It would be nice to see retail expand, residential expand, and venues serving alcohol decrease.”

“Would like to see less emphasis on edge of town locations like Castlepoint. These [kinds] of artificial centres are very car dependent and reduce demand in places like Boscombe that are much better served by sustainable modes of transport.”

“Encourage local shopping to cut down car journeys.”

“Castlepoint (I don't like it) is the [principal] shopping area for the town and should be designated and enhanced to reflect that. Bournemouth town centre should become more Leisure centred. Poole reduced in size by 50% and revert to housing. Christchurch is doing ok but needs more car parking. [You're] about to build on a car park that's always full. Make the Waitrose car park multi-story, replace [the] bays. Regardless of green ideals the car is here for the next 20-30 years so stop fighting it... you alienate voters.”

“Poole and Bournemouth need to provide services for a wider community and require good public transport to do so.”

“Road network in Christchurch get congested easily, road surface quality and width is poor and policing is almost non-existent for status suggested.”

“Parking is important and good routes into centres and good public transport.”

“Town centres should have good shopping opportunities. Out of town shopping developments are not easily reached by those without private cars.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Bournemouth town centre should be where most shops, restaurants, family entertainment etc should be
- Car parking charging regime needs a complete overhaul, where there is free parking businesses tend to survive other changes more readily

- Need to review the town centre boundaries with a view to concentrating the key retail activities in a smaller area in order to encourage a mix use economy
- Agree that Poole is designated a Sub-Regional Town Centre
- At present the shops and services provided in Hamworthy are inadequate for the size of the population. In order to reduce congestion on the bridges and approach roads, more active investment in shops and services should be planned to reduce the need for locals to travel by car
- The largest housing development site in the BCP area that is likely to be built during the Plan period is in Hamworthy, i.e., the Power station site therefore shops and services should be a requirement in the development. Consideration should be given to changing the designation to Minor District Centre

Agents

1 comment was made by an agent. Below are the key points from this response:

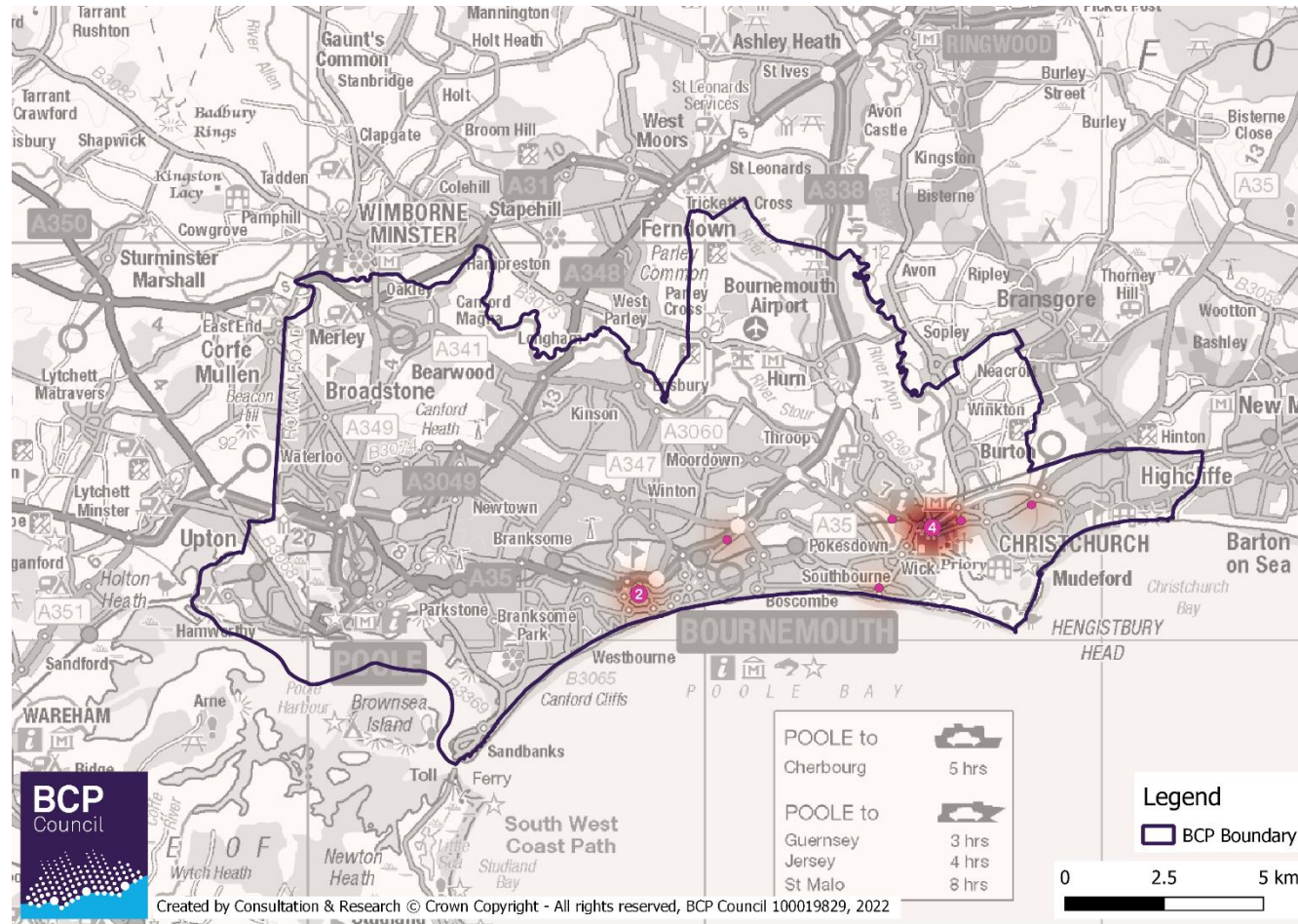
- No reference is given to 4 to 16 Banks Road which provides a retail offering similar to neighbourhood parades

Residents living outside BCP

3 comments were made by residents living outside BCP. Below are the key points from these responses:

- Agree with Recommendation but improvements must be made to both Bournemouth and Poole town centres
- Christchurch serves a smaller local town centre compared to Bournemouth and Poole so their needs will be different

Interactive map comments on Proposed Retail Centre Hierarchy
Please note this map shows the approximate location of comments.



Respondents were given the opportunity to comment on the proposed hierarchy of retail centres.

11 comments were left by 8 respondents on the retail centre hierarchy interactive map¹¹.

Christchurch Town Centre received the most interest with 5 comments from 3 respondents, followed by Bournemouth Town Centre which received 2 comments from 2 respondents.

2 comments were left outside of the retail centre boundaries as shown in the Retail Centre Name column of the below table but will be considered.

The total comments and respondents per retail centre are shown in the table below.

Table 32: Number of respondents and comments on the Proposed Retail Centre Hierarchy

Retail Centre Name	Number of Respondents	Number of Comments ¹¹
Christchurch Town Centre	3	5
Bournemouth Town Centre	2	2
Comments left outside of the proposed retail centre boundaries	2	2
Holdenhurst Road (Springbourne)	1	1
Southbourne Crossroads	1	1

Key themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Concerned about potential impacts on parking issues	3
Clarity required regarding proposed designations/allocations	3
Concerned about potential loss of green space/open space	2
Concerned about potential impact on heritage	2

¹¹ Some respondents commented on more than one site and/or on sites multiple times. Please also note that this section only addresses comments made in relation to proposed hierarchy of retail centres that have been submitted through the interactive map. Comments made in relation to retail centres that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report.

The most prevalent themes raised regarding all of the retail centres are addressed are also provided below:

Key themes raised through interactive map comments on Proposed Retail Hierarchy

Site	Number of respondents (and pins dropped)	Key themes (number of comments)
Christchurch Town Centre	3 (5)	• Concerned about potential loss of green space/open space (2) • Concerned about potential impact on heritage (2)
Retail Centres with less than 3 respondents	(5 in total)	Below are the themes raised most regularly regarding the proposed retail hierarchy with less than 3 respondents taken together: • Clarity required regarding proposed designations/allocations (2) • Concerned about potential impacts on parking issues (2)

12.2. Town centre boundaries and primary shopping areas

Respondents were asked how strongly they agree or disagree with each of the options for town centre boundaries and primary shopping areas:

Defining the boundaries of our centres and primary shopping areas helps us direct retail, leisure and entertainment facilities, offices, arts, culture, and tourism uses into the most suitable locations.

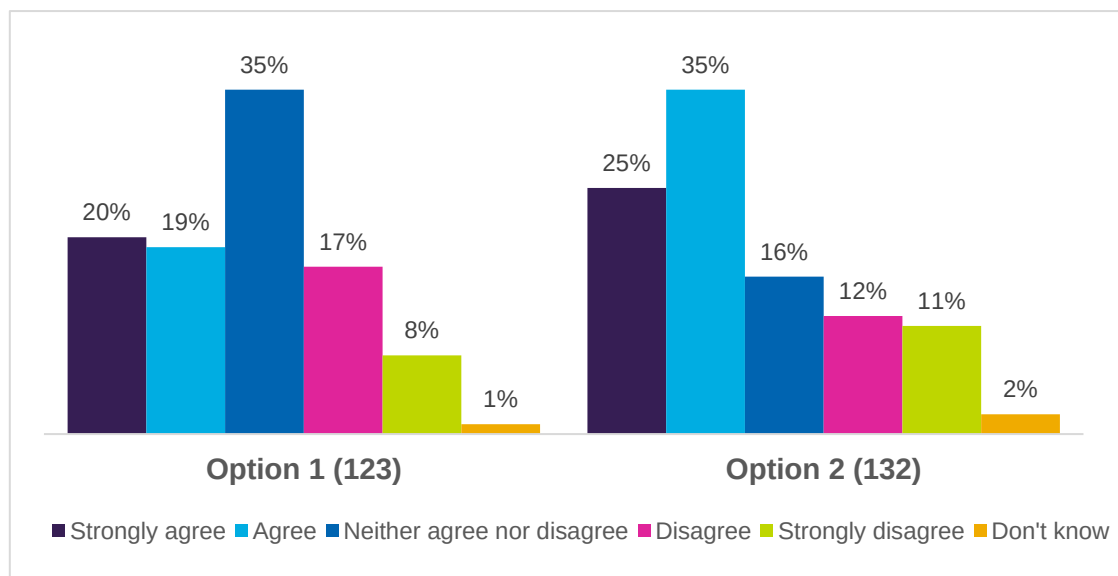
We could consider one of the following options:

Option 1: We could retain the existing boundaries of the town, district and local centres and the Primary Shopping Areas.

Option 2: We could review the boundaries, with a view to reducing their size, in order to concentrate commercial activity into smaller areas to respond to increasing numbers of vacant units.

- **Option 2** has the highest level of agreement (60%), with 23% disagreeing and 16% neither agreeing nor disagreeing.
- Just under four out of ten respondents (39%) agreed with **Option 1**, with just over one third (35%) neither agreeing nor disagreeing and one quarter (25%) disagreeing with this option.

Figure 33: How strongly do you agree or disagree with each of the options for town centre boundaries and primary shopping areas?



Bases (as shown)

Differences in responses

There are differences in agreement by [legacy council area](#) for the two options.

Option 1: Continue to encourage new visitor attractions to be focused within our existing centre (123)

- 21% of respondents living in [Bournemouth](#), 61% of those in [Christchurch](#) and 43% of those in [Poole](#) agree with Option 1.

Option 2: We could review the boundaries, with a view to reducing their size, in order to concentrate commercial activity into smaller areas to respond to increasing numbers of vacant units (132)

- 84% of respondents living in [Bournemouth](#), 35% of those in [Christchurch](#) and 57% of those in [Poole](#) agree with Option 2.

Comments about town centre boundaries and primary shopping areas

Q56. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about town centre boundaries and primary shopping areas. Please use a) or b) to show which option you are referring to.



63 comments

63 respondents explained their answers, provided further comments and/or alternative suggestions about town centre boundaries and primary shopping areas. The key themes to emerge from these comments are outlined below:

Q56 Key theme	Number of comments
Agreement with Option 2	19
Filling vacant retail space	12
Objection	9

[BCP Residents responses](#)

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents,

developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement with Option 2

These respondents gave their reasons for agreeing with Option 2 to 'review the boundaries, with a view to reducing their size, in order to concentrate commercial activity into smaller areas to respond to increasing numbers of vacant units'.

Below is a selection of comments for this theme:



*"We need to **reduce the amount of space dramatically.**"*

*"**Reduce the shopping boundaries as retail is changing.** Convert the Poole High Street to residential with an urban garden and high level walkway. Reduce the length of Bournemouth high street by creating a new leisure facility in the town on the M&S site. The new max is great and more centres like this within the town would be welcomed."*

*"**Option b - develop empty units into housing, develop old Mostyn's site into housing.** Christchurch town centre is dying on its feet. Parking is too expensive, there are too many charity shops and coffee shops. **The rates are too high for most businesses.** It is grim, depressing, and scruffy. There is no reason the come into Christchurch. If you add yet more housing along the bypass and on the land to the rear of the Bear at Burton, not to mention the Fountains Roundabout development on the old police station - do you seriously have any idea of the resultant traffic nightmare you will create? it will make Christchurch town centre a dead zone, heavily polluted with traffic fumes from the non-stop queueing along the bypass."*

*"**(b) Boundaries will need to be reviewed** for the very well-known reasons. There is no other viable option."*

*"**We must refocus on our town centres to create retail centres but in town rather than outside the towns with possibility of free car parks.** Bring people back into town!"*

*"**I favour option 2 if it means that there are less vacant units.** The number of vacant units in high streets gives the areas a rundown feeling which discourages people going to these areas, and then more units become vacant. The Plan needs to get shoppers back into the high street, to create a new vibrancy. Do not encourage any more larger retail sites, as this is what has killed the high street, and develop schemes with favourable rents etc. At the same time, local shopping areas must be easily accessible, with free parking periods, or money back schemes done in conjunction with local retailers, coffee shops etc."*

*"If the shopping areas could be reduced in size, **this should release some urban land for housing,** presumably."*

*"Traffic congestion is a huge issue and **moving some focus away from centres might help.**"*

*“a & b. **shopping habits have changed so trying to keep existing boundaries for some shopping areas doesn't make sense**, we need more retail parks with good parking away from traditional town centres and allow town centres to shrink in size and change in nature.”*

Filling vacant retail space

These respondents gave a variety of suggestions and reasons for filling vacant retail space in town centres.

Below is a selection of comments for this theme:



*“a. I think that **there are options to refilling retail space** apart from more street food outlets and fast-food outlets that seem to encourage poor diet.*

***The primary shopping areas could reduce retail space and provide more Hot-Desk office space, more training venues, call-centres, more medical/health/treatment centres etc** a. I think that more could be done to encourage outlet centres, unique independent shops... 'killing off' Poole*

*Pottery in the Centre was a big mistake as it also killed off coach loads of visitors to the other shops. It's a good lesson in not what to do. **Instead encourage artisan gift-item/homeware makers to set up making stuff in units with factory shops on-site.**”*

*“The only way you are going to fill vacant units **is to make the rents more affordable.**”*

*“b) **If the business rates were reduced** this would go a long way to filling some of the vacant units.”*

*“I think there is an ebb and flow to commercial use of units, but also re-purposing in short term, but **retaining future flexibility to return to commercial use.**”*

*“**We do need to change the usage of a lot of empty offices and retail units**, given the increased trend to work from home and shop online.”*

*“The **smaller units in the town centre don't work for major retailers** - the town centre is dead...the three out of town shopping areas are bucking the trend in Christchurch in terms of conversion year on year. This tells me shopping trends amongst the elderly residents have not changed as...resurfaced the pandemic as you suggest.”*

*“Rows of boarded-up and deteriorating shops and retails units (such as those in Pokesdown and the edge of Boscombe) are unsightly, attract crime and anti-social behaviour, and project an image of spiralling decline. **These units should be repurposed to provide much-needed housing accommodation if possible.** We are never going to return to a retail model of the pre-1960s and '70s, where the outskirts of towns were full of thriving tiny shops. BCP needs to support those areas where [independent] shops are already thriving (such as Westbourne and Southbourne), but [acknowledge] the reality of those areas which are never again going to sustain such a retail model and would benefit from **adapting the increasing numbers of vacant units into high-quality and visually attractive homes, which are much needed.**”*

Objection

These respondents objected to one or both of the proposals about town centre boundaries and primary shopping areas.

Below is a selection of comments for this theme:



“The shopping area would be such a bad loss to the community which a lot of people residents rely on & would be out of keeping for the area with the taller homes.”

“a) Having everything spread out with gaps where there are vacant units makes shopping less attractive and less walkable.”

“Perhaps if you leave this alone, we will end up with something sustainable.”

“b) It should be left how it is and not be changed. Maybe if the rent for shop units didn’t cost so much then businesses would thrive more.”

*“The section on Poole seems to indicate retail should be concentrated north of the railway line, in and around the Dolphin Centre and build more housing down the rest of the High Street. **This is completely backwards:** demolish the Dolphin Centre and the Lighthouse to make way for high-density housing incorporating a new integrated transport hub train and bus). Then work on restoring the character and vibrancy of the lower High Street with independent retail in characterful period buildings.”*

“Do not include Castlepoint and other out of town centres as shopping areas. Established town centres only.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Review functional boundaries of shopping areas based on current/likely future retail demand
- Agree with Option 2 but with appropriate use of the real estate within the area left behind after the boundary reduction
- Focus on not leaving behind areas outside of the town, district, and local centres
- Accept that the Poole town centre definition can be reduced east to west to allow residential development behind the shops fronting the High Street
- Strongly object to allowing a break in the shopping frontage to develop between the Dolphin centre and the Quay that would risk the Quay being isolated from the

mainstream shopping. Alternative complementary uses, particularly leisure and food, should be encouraged

Agents

1 comment was made by an agent. Below are the key points from this response:

- Need provision for start-up and fledgling businesses to ensure that new businesses have an opportunity to survive

Residents living outside BCP

2 comments were made by residents living outside BCP. Below are the key points from these responses:

- Bournemouth and Poole need to utilise their most attractive historic buildings better and make movement throughout their town centres easier for shoppers/visitors
- Reducing shopping zones could increase housing needs and densities. The density of the new proposed new housing on the Police site in Christchurch for example is too low so suburban housing here is not appropriate

12.3. Issue: Sequential tests and impact assessments

Respondents were asked how strongly they agree or disagree with each of the three options for sequential and impact tests:

We have to apply the sequential test in line with government policy. For the impact assessment, we have options over which threshold we require the test.

We could consider one of these options:

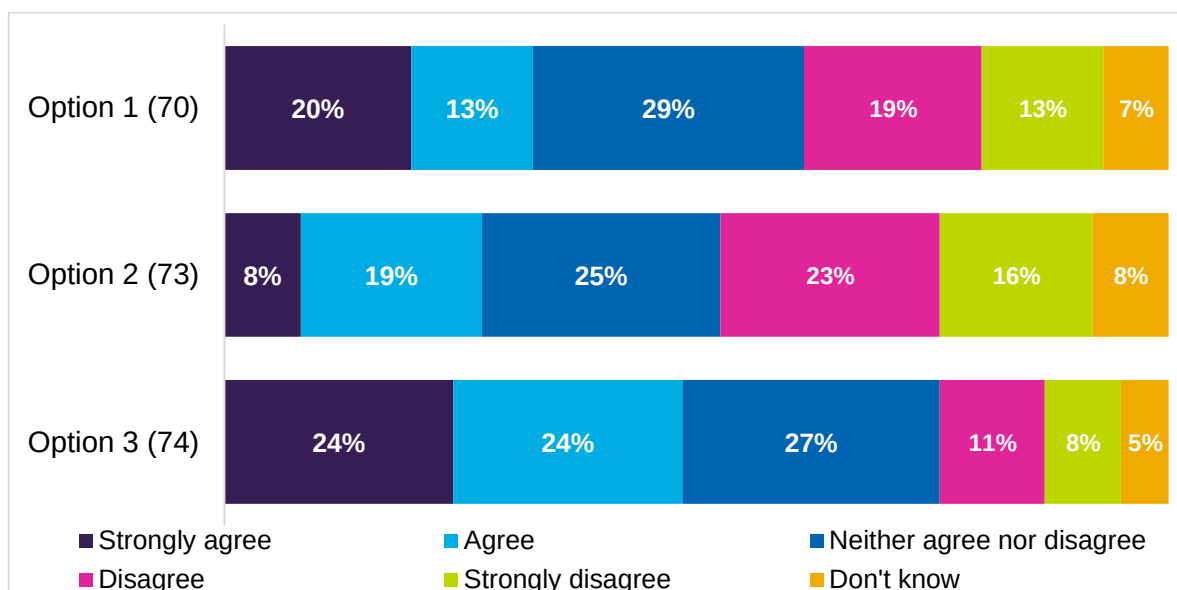
Option 1: Adopt a threshold of 400 sqm.

Option 2: Work with the national threshold of 2,500 sqm.

Option 3: Adopt a different approach with a different threshold or different thresholds for different locations.

- **Option 3** has the highest level of agreement with just under one half (48%) agreeing and 19% disagreeing.
- This is followed by **Option 1**, with one third (33%) agreeing with this option (32% disagree).
- **Option 2** is the least popular, with just over one quarter agreeing (27%) and 39% disagreeing.
- It must be noted that around one quarter of respondents (25% to 29%) neither agreed nor disagreed with each of the options, with 5% to 8% answering don't know.

Figure 34: How strongly do you agree or disagree with each of the options for sequential and impact tests?



Differences in responses

There are no significant differences in responses for this issue.

Comments about sequential tests and impact assessments

Q58. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about sequential tests and impact assessments. Please use a), b) or c) to show which option you are referring to.



28 comments

28 respondents explained their answers, provided further comments and/or alternative suggestions about sequential tests and impact assessments with half agreeing with one or more of the proposals. The key themes to emerge from these comments are outlined below:

Q58 Key theme	Number of comments
Agreement with Option 3	11

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement with Option 3

14 respondents gave their reasons for agreeing with the proposals with the most agreement shown for Option 3 to '*Adopt a different approach with a different threshold or different thresholds for different locations.*'.

Below is a selection of comments for this theme:



"We need to focus on our needs which are very specific being we live in an area of outstanding beauty and historical significance."

"Makes sense to adjust and review according to each case/area on its own merits and the impact on actual area under consideration."

"As I have stated before, flexibility is the key with the future development of the town. I agree that directing town centre uses such as retail, leisure and entertainment facilities, cinemas, restaurants, bars, nightclubs, offices, theatres, museums, hotels and conference facilities into town centres protects and maintains the vitality and viability of these centres."

"We have such diverse requirements across BCP that a variety of levels is surely appropriate."

"Since I have argued that the hierarchy of centres may need to be a "less steep pyramid", it follows that a flexible approach is needed, but one which sets a low threshold. This makes the management of changing trends more achievable and easier to reconcile with other, perhaps rapidly developing, priorities. (Who foresaw the impact of Covid in 2019?)."

"Apply different measures for different regions - central Bournemouth is not the same as Highcliffe high street, for example."

"c) Different thresholds for different locations dependent on what that particular community is in need of. Retrofitting and using existing buildings. Throwing money at areas to encourage tourists does not help local residents."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

1 comment was made on behalf of an organisation/association. Below are the key points from this response:

- Option 3 will allow for a more nuanced approach that would be sympathetic to the needs, geography, and environments of different communities

12.4. Issue: Vibrant centres

Respondents were asked how strongly they agree or disagree with each of the options for vibrant centres:

Due to government rules, we have less control over the change to use from a shop to other uses, including residential. However, for larger units and those in heritage areas, we retain some options to help manage change.

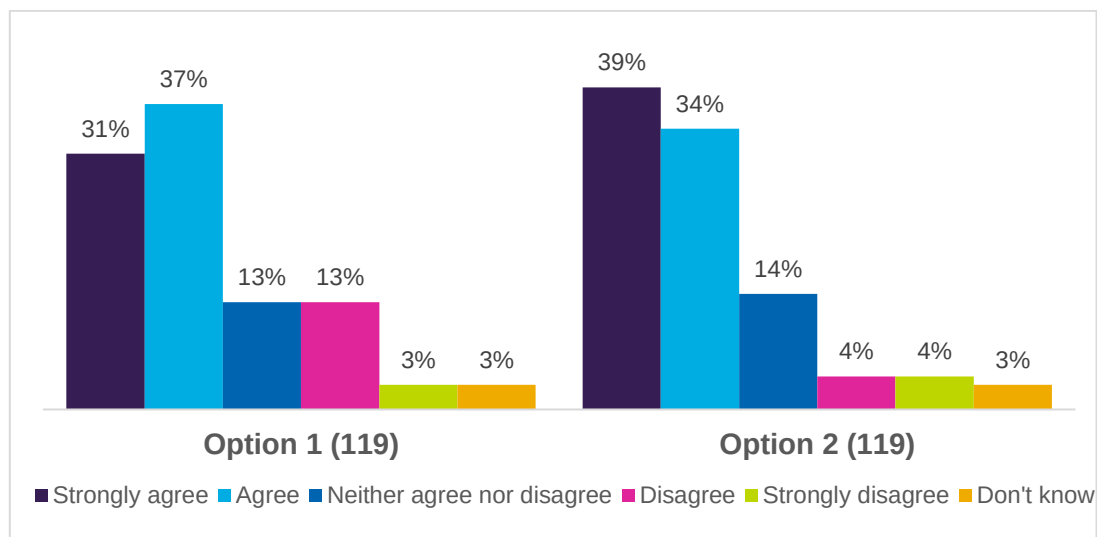
We could consider both of these options:

Option 1: Restrict the loss of existing premises over 1,500 sqm in Class E (shops, professional services, restaurants, offices, light industrial, clinics, crèches, and gyms) use where it would affect the vitality and vibrancy of a centre.

Option 2: Identify the heritage Conservation Areas where changes of use from Class E to residential would likely have a harmful impact on the character and sustainability of the Conservation Area.

- Just over two thirds (68%) agree with **Option 1**. 16% disagree and 13% neither agree nor disagree.
- Just under three quarters (73%) agree with **Option 2**. 8% disagree and 14% neither agree nor disagree.

Figure 35: How strongly do you agree or disagree with each of the options for vibrant centres?



Bases (as shown)

Differences in responses

There are no significant differences in responses for this issue.

Comments about vibrant centres

Q60. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about vibrant centres. Please use a) or b) to show which option you are referring to.



41 comments

41 respondents explained their answers, provided further comments and/or alternative suggestions about vibrant centres. The key themes to emerge from these comments are outlined below:

Q60 Key theme	Number of comments
Suggestions	20

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about sequential tests and impact assessments. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Conservation and heritage should be protected' (7 comments), 'Flexibility to consider on case by case basis' (4 comments).

Below is a selection of comments for each of these sub-themes:

Conservation and heritage should be protected



*"If the larger units are in out of town parks, then I feel change could be reviewed but town centres require a complete mix so swapping to full residential would be a huge loss. A small mix of residential could be accommodated in certain places of the town centre where regeneration feels impossible. **In all instances, conservation and heritage should be retained and not changed dramatically.**"*

*"Poole High Street used to be part residential - **this can be the same again without issues as long as the heritage of the architecture is high - in the past it was terrible!** Larger units should be subject to the market otherwise you have the potential to stifle change."*

*“Bournemouth town centre has been developed in an ugly manner and has effectively been cut in two. **There seems to have been no respect for heritage in this case**, indicating how necessary it is to do this in future.”*

*“We need to **ensure our heritage is kept in every way we can**.”*

*“a. if the business using the premises is not viable there is no point trying to keep it in Class E if it is likely to remain empty, better to use it for something else. b. **We should be preserving the character of the Conservation Areas**.”*

Flexibility to consider on case by case basis



*“As a council you should approach the government and your individual political parties to obtain control over changing the use of premises in your area, **each case has to be different and considered on merit according to location and local needs**.”*

*“a) **this should be based on merit / economic need** rather than a blanket rule.”*

*“The council **should be reviewing every change of use** as a community high street can very easily be lost with development and change of use.”*

“a) Each building needs to be looked at individually. Community spaces for art and culture and free community activities would have their own large space for example.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Stronger design policies would address the possible impact of removing retail uses in a conservation area defined by retail activity such as Old Christchurch Road
- In smaller town centres, establish a ratio of retail to other activities below which, it could be argued the vitality of the centre would be significantly harmed and so should not be allowed to happen. A suggested figure could be 50%
- Important to recognise the heritage conservation areas and note that change of use would additionally impact on support infrastructure

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Object to requiring existing premises to stay as they are if they are not commercially viable, e.g., negative impact of this policy on Westover Road

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- Poole High Street, particularly south of the railway crossing, must retain its historical character and any changes which would cause a break in the ground floor retail frontage should be resisted in order to maintain the vibrancy of the conservation area

Comments on adapting our high street centres and retail areas

Q61. Please tell us any other comments about adapting our high streets and retail areas in the Local Plan, including any other issues or ideas you feel that we should consider.



153 comments

153 respondents explained their answers, provided further comments and/or alternative suggestions about vibrant centres. The key themes to emerge from these comments are outlined below:

Q61 Key theme	Number of comments
Suggestions	106

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about adapting our high streets and retail areas in the Local Plan. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Suggestions for improvements to specific areas' (17 comments), 'Invest in BCP town centres including shops' (14 comments) and 'More local markets, bars, pubs, cafes etc' (11 comments).

Below is a selection of comments for each of these sub-themes:

Suggestions for improvements to specific areas



*"In Christchurch, there is adequate number of convenience stores; **larger retail parks with some under construction along Somerford Road.** Food and non-food items catered for. In town, **small shops like Wimborne's centre would enhance Christchurch town centre, and good for tourists.** Will bring tourists to return. **Bournemouth town centre and Poole both poor and need regeneration,** apart from cinemas and restaurants."*

*"The Kingland initiative in Poole is great, **Bournemouth would benefit from a similar scheme to fill in empty units.** An initiative to support local shops to increase their opening hours beyond the traditional 9-6 would surely help. As a town centre resident, I often find I can't make use of them after work, so am forced to shop online."*

*"The Christchurch high street **could be buses and cycles only allowing and improvement in the feel of the area and the extension of the cafe culture.** The Council must improve the traffic management outside Meteor shopping park before further growth is allowed."*

*"**I think we should encourage local small businesses and artisans** to encourage visitors to the area. I think it was criminally short sighted to allow Poole Pottery to leave the Quay."*

*"**Convert the Beagle aerospace unit on Stoney Lane in Christchurch into a new indoor entertainment unit for the young local families** to take their kids too. Like a cinema, ten pin bowling alley and a restaurant."*

*"There is a difference between historic Poole and the main retail area. **I feel that it would be good if the two were better integrated.**"*

*"You need to provide **cheaper parking and bring new shops to the Poole area.**"*

*"Don't destroy the character of existing places. **People visit Christchurch and Bournemouth as much for the charm of the old** as they do for the lure of the coast."*

*"Christchurch High Street and Bargates **could be connected if an underpass was made at the Fountain Way for the A35 to go under.**"*

*"**Central Bournemouth certainly needs some action.** People who come on holiday still like to visit decent shops."*

*"M&S site in Bournemouth empty for a while now. **Perhaps these buildings could be adapted to flats/homes and encourage street life in the town centre.**"*

*"I support the encouragement of more residential development within the town centres and making the centres attractive places to live and work, thereby discouraging urban sprawl and minimising necessity for car transport. **There needs to be better and safer crossings or the Fountain roundabout in Christchurch, especially the Barrack roadside, another underpass?**"*

Invest in BCP town centres including shops



*"I think many of our high streets and town centres look tired and incredibly dirty. Multi Shop signage also adds to this muddled look. I think BCP should **smarten up areas including some building facias so they feel more attractive to visit, keeping heritage elements.** A collective of stores together is more attractive as opposed to empty shop fronts that have been postered, fly tipped etc. What can the council do with empty shop premises that would make them more attractive and not run down to tempt more businesses to fill them both financially and aesthetically?"*

*"It feels like BCP have given up on having any retail in Bournemouth town centre and just accepted that Castlepoint is the designated area for shopping. However, people who like to come to visit the beach also enjoy shopping - **you need to make the town centre more niche and 'boutique' style. Reduce the area sizes for the shops but make them specialist.** Incentivise new start-ups but check business plans rigorously so they don't keep opening and closing. Ask existing businesses for support/advice.*

*"There should be **more opportunities for new business enterprises to rent premises for free or less rent to encourage local people to create and grow new businesses and choose to stay in the BCP area** (Kingland Crescent's recent enterprise in Poole is a working example of how this can improve and grow a poor town centre area)."*

*"Limit the development of retail development away from the high street and **encourage retailers to come back to the high street with favourable rents/terms.** As not all high streets are accessible by public transport, **encourage retailers to participate in voucher schemes, whereby customers' parking fee is refunded by spending over a certain amount in participating retailers.** Have a mix of residential as well, with appropriate shops that these residents will need if they live there."*

*"Do all you can to **discourage Out of Town shopping areas.**"*

*"**There should...be more emphasis on independent retailers and not big chains.** There are huge numbers of small businesses & sole traders (especially since Lockdown) who would love the opportunity to have an affordable space to sell their product to the public. My wife is involved with South Coast Makers Market here in [removed], which started a few years ago as a handful of artists/designers/makers/producers and is growing with every market/pop up/event, because the demand for this kind of product is there, these businesses are all too small on their own, but as a collective they are able to make an impact. Not only is growing commercially, but as a community. The Bobby's development should be commended for giving the South Coast Makers Market a space and for bringing something different to the area, but they need supporting and promoting otherwise that momentum will die. The opportunity to ride the coat tails of this should be seized asap."*

More local markets, bars, pubs, cafes etc



*“Flexibility, mixed usage and concentration of retail areas is the key to creating a welcoming and vibrant high street. Having more people living and working in the retail centres provides more custom and reduces the need for cars. Knowing that there is a local market **will encourage small businesses to open and the more shops, bars, restaurants etc. that open the more vibrant the place will become and the more people will want to go there.**”*

*“Bournemouth should become more like Margate & Brighton and less like Reading on Sea - the promotion of independent business and sub-cultures that are growing in Bournemouth and what makes us what we are. Filling the town with chains and businesses that only serve to squash our identity is what has got our Town Centre in the state it's in. **The development of sub-cultures - art, street culture, great food, makers, independents etc will make Bournemouth more of a unique destination and less of a generic town that's only difference is a great beach.** - Make the Triangle a Skate Park with related fashion businesses - Add a Lido with restaurant instead of the Pirate crazy golf - to be used all year round - Make the most of our local makers, like Bad Hand Coffee for example and make our kiosks more like the independent in the gardens opposite Wagamama - Keep adding street art and allowing local artists and the local Art Uni more freedom to enhance areas that need*

*“If shops and offices are disappearing from our town centres and high streets, I think we should have more residential properties there, along with **more leisure and entertainment facilities to help keep the areas busy and vibrant.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

9 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Promote the '15-minute neighbourhood' concept to the local and high street areas, i.e., creating an environment for local self-sufficiency
- Support improved public transport to high streets and retail areas
- Important to consider the inter-relationship between day and night-time economies, e.g., a night-time economy adds to the overall vitality of a high street but at the same time if such activities come to dominate then significant harm can be experienced by day-time retail
- Classification of some areas in Christchurch as major and minor local centres needs to be checked for accuracy and consistency
- Adapting the high streets and retail areas may prove to be difficult and will require considerable flexibility over the planning period
- Leave Christchurch high street alone, it is quaint and successful as it is

- Add to both options the intention to maximise the potential of town centre sites for urban greening as this will add to their attractiveness and resilience
- Whilst it is easy to state that the high street needs to reduce in size, any loss of retail space needs to be supported by a strong evidence base factoring in future trends
- Please change ward name to 'Boscombe East and Pokesdown'
- Agree that changes are needed in both locations, however, the fact that Poole High Street is very long, has conservation issues and is interrupted by a busy railway crossing makes for a challenging project. In addition to the High Street, Poole has a declining shopping mall on the northern side of the railway crossing. The development within Beales of a medical centre/clinic is working proof of regeneration of retail sites
- Hamworthy, even with two bridges, regularly gets cut off from Poole Town due to accidents, operational faults etc and consequently desperately needs adequate facilities in order to be a little more self-sufficient. These are needed now – even before the development takes place of the former power station site, Sydenham's site, and the final section of the former Pilkington's Tiles site
- Being a peninsula, some two and a half miles long, Hamworthy's boundary is determined by the waters of the Harbour. It is somewhat isolated and needs two local centres. It is noted that Canford Heath which has a similar number of residents as Hamworthy has two Major Local Centres! Hamworthy, currently, does not even have one centre
- There is a need to ensure that all residents of Hamworthy have access to a '20-minute neighbourhood'. If Hamworthy residents had centres near to their homes, there would be less traffic on the Blandford Road and fewer vehicles travelling to or through Poole and Upton

Agents

1 comment was made by an agent. Below are the key points from this response:

- Retail should be concentrated in the core of the town centre. Extending retail out of the town will only further damage the town centre
- Retail should not be included on the former gas works site in Christchurch as this will only pull retail uses further away from the town centre

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- Christchurch and Bournemouth need more investment
- Need more independent shops
- Regenerate some larger shops into a homeless shelter and affordable housing
- The future must be in mixed use with residential, leisure, entertainment and independent retail combined

- Agree with proposal to remove unused/under-utilised retail for residential development, taking pressure off developing green field sites

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- With the number of empty retail premises in the existing town centres, it would be sensible to encourage Retail, Leisure and Offices to initially locate in an area already identified for development
- Concerned about the projection suggesting there is a significant need for food and beverage outlets. With interest rates rising, and inflation and the cost of living rising quickly, I am not sure that need will continue
- If applicants want to go outside the chosen areas they need to argue their case with a formal impact assessment. To retain some control, just as there used to be a policy restriction on losing tourism facilities in Bournemouth, so there may need to be a restriction on losing commercial sites from retail parks for instance
- With the inclusion of the new Class E permitted development there may need to be some control on converting say Beales, or John Lewis, into a block of flats

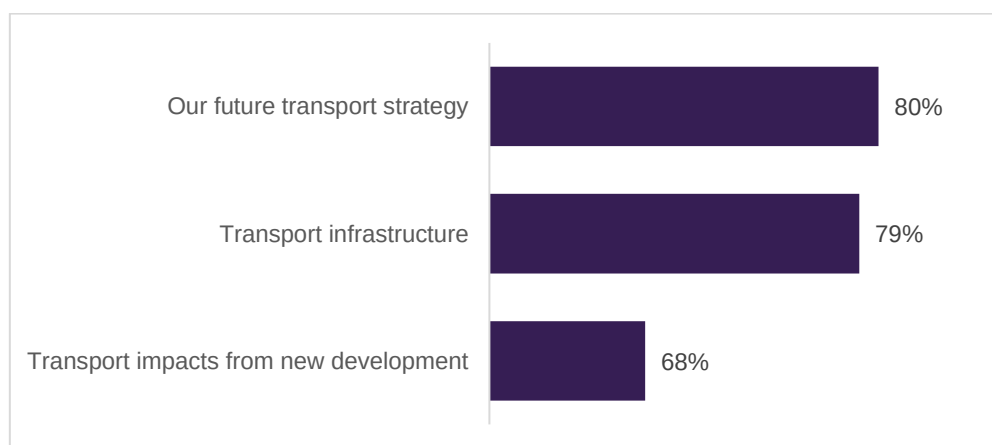
13. Provide a safe, sustainable and convenient transport network

Objective: Provide a safe, sustainable and convenient transport network, with a step change in active travel behaviour, ensuring the necessary transport infrastructure is in place to make it easy for everyone to get around

Those respondents who were interested in providing a safe, sustainable and convenient transport network were asked which issues they were interested in giving their views about.

'Our future transport strategy' (80%) had the highest level of interest, followed by 'transport infrastructure' (79%) and 'transport impacts from new development' (68%), as shown in the chart below.

Figure 36: Which of the following issues are you interested in giving your views about?



Base (300)

13.1. Issue: Our future transport strategy

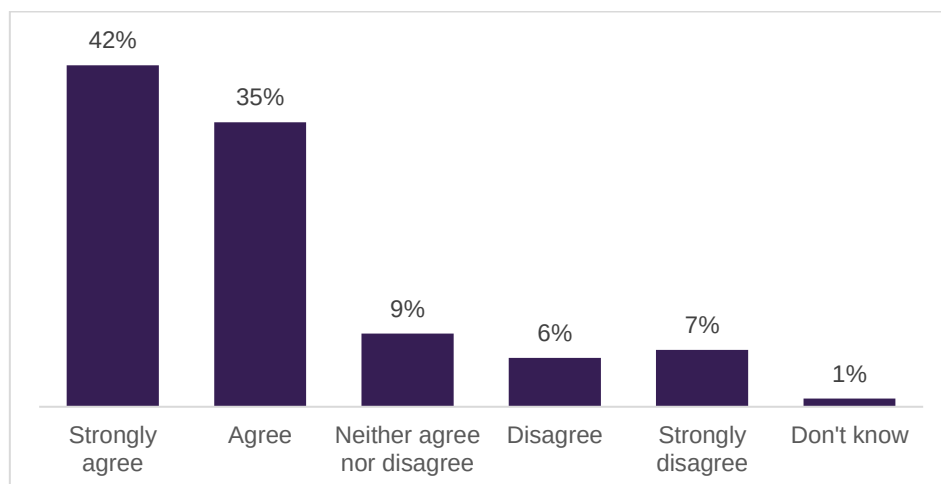
Respondents were asked how strongly they agree or disagree with our recommendation for or our future transport strategy:

Recommendation: We will need to include a transport strategy in the Local Plan and this will be focused on providing a safe, connected, accessible and low carbon transport network across Bournemouth, Christchurch and Poole and south-east Dorset, which seeks as appropriate to:

- a) direct new development to the most sustainable, and accessible locations to reduce the need to travel and maximise non-car travel
- b) improve cycling and walking routes and facilities
- c) improve bus and rail services
- d) investigate opportunities for innovative mass transport schemes
- e) apply traffic management measures to improve safety for all road users
- f) maximise opportunities to increase rail freight transport to and from Poole Port
- g) explore park and ride opportunities
- h) identify transport infrastructure requirements to deliver the Local Plan development allocations
- i) improve cycling and public transport connections to the airport and its business parks
- j) provide adequate public car parking provision and electric vehicle charging points
- k) improve air quality.

- Just over three quarters (77%) of respondents agree with the recommendation, 13% disagree.

Figure 37: How strongly do you agree or disagree with our recommendation or our future transport strategy?



Base (232)

Differences in responses

There are no significant differences in responses for this issue.

Comments about our future transport strategy

Q64. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our future transport strategy. Please use a) to k) to show which aspects of the transport strategy you are referring to.



161 comments

161 respondents explained their answers, provided further comments and/or alternative suggestions about our future transport strategy. The key themes to emerge from these comments are outlined below:

Q64 Key theme	Number of comments
Suggestions	112

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about our future transport strategy. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Public transport improvements/transport infrastructure/regulation' (61 comments), and 'Comments on cycling/cycle routes/ parking' (48 comments).

Below is a selection of comments for each of these sub-themes:

Public transport improvements/transport infrastructure/regulation



*“Public transport provision already good in the area but **price needs heavily subsidising if it's to be an attractive alternative to car use.** Currently far too expensive for local journeys.”*

love
*“The rail stations being closed was such a short sighted decision. **If there was a better train network around BCP we would be using it.** Full stop. I going to London as everywhere is just a hop away on a train, under or overground. If we could just hop on a train and go to Kinson, Broadstone, or Tower Park: where bus routes are much less, we would go. But we have to drive. There are not many buses from my area. I live in Poole but If I want to go to Tower Park, that's 2 buses. That's not feasible with 3 children. So, we drive instead. **If you want people off the road, provide better public transport. The only solution is an underground network.**”*

*“**All measures must be taken to reduce our dependence on the car.** To this end, there should be no more major road building schemes of any kind. Tacking on a cycle lane in an attempt to justify a road scheme, e.g., in the case of the Wessex Fields Phase 2 flyover plan - is unacceptable (h). **Over-riding priority must be given to walking, cycling and public transport.**”*

*“b) Great work on the start of implementing the TCF routes. **Need to [implement] low traffic neighbourhoods to create [quiet] routes to connect to the TCF routes.** C) Create low traffic routes for buses and cycles with traffic filters and bus gates. Bus journeys currently take too long due to traffic delays.”*

*“**The conurbation being one of the most congested needs to be greatly changed** as it is stagnating, with more car use as the alternatives are not delivering because of the car use and circle carries on and on. **Dedicated continuous bus lanes with perhaps free bus use, more bike lanes and parking, out of town park and ride** (like the one at Fleetsbridge but keep it open and festering as a waste of money and facilities). For 30 years I cycled to work from Wimborne to Bournemouth centre and it was more reliable and most often quicker, and that was without dedicated routes.”*

*“The core of the development plan must be the transport strategy, **transport interchange hubs with connections between local public transport, national public transport, express transport links between hubs, cycles, park and ride.** That can only be developed in conjunction with a plan for future prosperity and housing. Basically, you cannot develop a tow[n] plan without any planning.”*

Comments on cycling/cycle routes/ parking



"Unless cycle routes can be provided completely isolated from motor vehicles, they are a total waste of money and will only be used by a very limited number of "hardcore" cyclists, particularly in the winter months."

"b) cycle routes should not be on major congested routes taking space from motorists - Barrack Road a clear example. This road is not wide enough for a cycle route j) electric charge points are a must in all carparks and of sufficient quantity if the use of electric vehicles is to be promoted."

"Improve cycling and walking routes and facilities - more of this."

"Improving cycling is a strong point together with safety aspects in the Plan. Cyclists and loose dogs can never mix safely so I would suggest that on all cycle paths, including the promenade from Hengitsbury Head to Sandbanks, the bye-law is changed so that dogs on the promenade must be on leads at all times to prevent accidents occurring when loose dogs run in front of cycles as has happened to me. Dogs can run loose on designated beach areas and don't need to be loose on the promenade as well. The council has encouraged cycling on the promenade by introducing Beryl Bikes so must also take responsibility for providing a safe cycling environment."

"b) need to separate cycling and walking as much as possible for safety reasons. The promenade provides a route which keeps cyclists safe from motor traffic but exposes pedestrians, particularly little children crossing to the beach to danger from the cycles. Many cycles do not observe the speed limit and fail to warn pedestrians of their approach from behind by using a bell. These issues make other shared routes unsafe for pedestrians e) there is simply too much on-street parking which increases the danger to cyclists and pedestrians. The newly acquired habit of parking cars half on the pavement and half on the road needs to be addressed. The remaining pavement is often too narrow for pushchairs, wheelchairs, and Zimmer frames g) thought needs to be given to the design of the transport used for park and ride. Many day visitors to Bournemouth beaches come very heavily loaded with gazebos, body boards and other paraphernalia often contained in a pull along trolley. It is unrealistic to expect people carrying this amount of "stuff" to use a conventional bus!"

"Far too much emphasis and money spent on unused cycle lanes. Need improvement in roadways."

"Not everyone is able to cycle and public transport is inconvenient, extremely costly and dirty most of the time. Why not look at improving the roads allowing smoother flow of traffic[?] This may mean less cycle ways that don't seem to be used much and in the Highway Code it tells cyclists they don't need to use them. Spend the money promoting cyclists [training] and ensuring more is done to ensure everyone follows the Highway Code, every road user to have insurance. Reduce the cost of public transport to a sensible price."

*“b) **Keep cyclists away from pedestrians.** Ban e scooters because they are a danger to walkers.”*

*“Too many issues to deal with in a simple yes or no. The aims are admirable but getting people to get out of their cars is not an option. See the centre of Bournemouth, **throttled by high car parking charges** which has meant people (me included) drive past the centre to Castlepoint as I get a free cup of coffee there (due to the saving in car parking charges). Crazy prices are killing the town centres. Look up and around to other centres which want to create a vibrant centre **by reducing parking charges.** **Cycling is a great option but not in winter, better cycle links are required** but this cannot override the need to regenerate the centres. High fuel prices may do more to reduce cars than anything else.”*

*“The Local Transport Plan (LTP4) needs to be fully integrated into the BCP Plan as a single Document. This **should include clear targets to alter the modal mix which are consistent with the Climate and Ecological Emergency objectives**, and a principle that land use should be shaped to enable and encourage the necessary changes in travel habits. **We should be setting a target of 70% of people commuting by public transport, cycling, and walking by 2030.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

7 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Business owners should be given discounts on parking or allowed to buy a permit to park at a reduced rate
- Vision and objectives appear to miss the opportunity to promote and develop public transport to rural areas which is cleaner and greener
- Deliver Local Cycling and Walking Infrastructure Plans (LCWIP) network to LTN1/20 standard
- Provide an improved route bus coverage with more frequencies as per Bus Service Improvement Plan (BSIP)
- Provide a hub-and-spoke train service to increase local connectivity with longer distance via Bournemouth and Poole station
- Build a tram network and focus most housing along route and link it to major destinations/trip generators
- Use Trams as an economic development tool to attract investment, high quality public realm and support high density living
- Roll out School Streets and low traffic neighbourhoods
- Protect the rail freight route and actively encourage intermodal sites at Poole Harbour and Bournemouth station
- Seasonal visitors could be intercepted and transferred to Park & Ride if car parks are closed, and remaining parking was made very expensive

- A Traffic Management Plan is needed for BCP including site specific infrastructure
- Tackle car dependency for business park and airport via cycle facilities, buses, and parking charges etc to shift people out of cars
- Parking charges on and off-street are a better control measure than pure quantum of parking
- Electric vehicles should only be provided off-street, not on street due to equalities issues (loss of footway, cross subsidy for wealthy, lack of access for non-car drivers etc)
- Impose a Clean Air Zone or Ultra Low Emissions Zone across BCP or certain parts such as town centres
- Mass transport schemes are good in that they reduce the need for a car within a town centre, but they don't resolve the need for a car for those necessary out of town journeys
- Experience with development of cycleways in Broadstone would suggest there is a strong need to listen to and respond to residents who experience the safety issues that have arisen
- Continued partnership working with key stakeholders on traffic management measures in the Easter and Summer seasons at Sandbanks
- Support the concept of the Dorset Metro which will enable the railway to provide a 'golden thread' across the BCP area to / from which other modes can connect in and out of
- Shared transport needs to be given a high profile in the Local Plan
- Less cars, safer cycling, buses - preferably free for children to get to school. Everything to discourage car ownership for the environment and for health

Agents

1 comment was made by an agent. Below are the key points from this response:

- Local Plan should make specific reference to the support that will be provided to the Airport as a key asset linking BCP with the rest of the nation and indeed the rest of the world, and to the enhancement of services and facilities there

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Need a detailed traffic assessment and transport strategy for the area north of Castle Lane before commenting any further

Residents living outside BCP

6 comments were made by residents living outside BCP. Below are the key points from these responses:

- b) need to upgrade the footpath to the north of the River Stour from the footbridge to Pig Shoot Lane and make into a cycle path
- b) build more bridges for cyclists or make existing bridges open to the public, e.g., bridge from Berry Hill Sludge treatment centre, the bridge from Hurn Court Lane to Holdenhurst Village Road
- b) need better cycle routes and better wayfinding/signs, e.g., the cycle path to the north of Castle Lane East
- b) paint junctions in a way that cars give way to cycle paths as some cycle paths are dangerous when directing bicycles back onto very busy roads at random points
- b) consider the need for mobility transport, e.g., older people
- c) public transport services should be environmentally friendly wherever possible
- c) bus travel needs to be more accessible for the disabled especially wheelchair users. Ensure bus companies enforce the priority rule in the wheelchair space and not allow it to be used for pushchairs
- d) need a new mass transit system to reduce traffic issues in the towns, with links to the current rail/bus infrastructure
- f) some recommendations are not in within the power of BCP council such as improvements to rail and freight facilities
- g) Park and Ride services have not been successful in Bournemouth and Poole
- i) object to prioritising cycling. Cars are the prime method of travel for most people, and they need decent roads and free car parking
- j) BCP Council are allowing developers to build without the requisite number of parking spaces as well as allowing building on car parks

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- b) Nature reserves are not the place for cycle paths, the two are not mutually compatible. Ridiculous idea. Even if the cycle way connects with local parks as at Slades Farm, the cyclists can be a menace, racing up on pedestrians and not giving way to pedestrians. Now scooters are also becoming popular. In areas that are used by families, dog walkers and cyclists there should be larger designated paths for riders and walkers
- a) Direct new development to the most sustainable, and accessible locations to reduce the need to travel and maximise non-car travel. The Poole regeneration area does not fulfil this criteria. It is at one end of the BCP area with tortuous and congested routes into it
- b) Improve cycling and walking routes and facilities, cycle and footpaths should be separate. Many cyclists ignore the speed limit on mixed use paths and in fact some of the signs stating pedestrians have priority and the maximum speed limit for cyclists of 10mph have been removed. There are no cameras or obvious signs of policing these routes
- c) Improve bus and rail services. There needs to be a cheap, clean and safe bus service between residential areas, schools and key employment areas

- c) Many parents do not want their children or even themselves to travel on buses because of the perceived anti-social behaviour (ASB), lack of cleanliness and reliability of the current services.
- c) The bus station is not a nice place; the police have admitted that the only areas in Poole where there are reported ASB issues are the bus station and the Dolphin Centre. The station has to be more appealing to encourage more people to use buses
- d) “Investigate opportunities for innovative mass transport schemes” -exactly what does this mean? The only practical route is the railway line which is underutilised and over expensive
- e) “Apply traffic management measures to improve safety for all road users” - exactly what does this mean? Poole Borough council commissioned Phil Jones a leading transport consultant to advise on the Hunger Hill Gyratory System. He advised that creating a one way system would create a rat race, as cars sped to try and beat the traffic lights. He was right, even the pedestrian crossings on West Street and West Quay Road have little impact as cars race not only to beat the traffic lights but to get across the bridges before they lift

13.2. Issue: Transport infrastructure

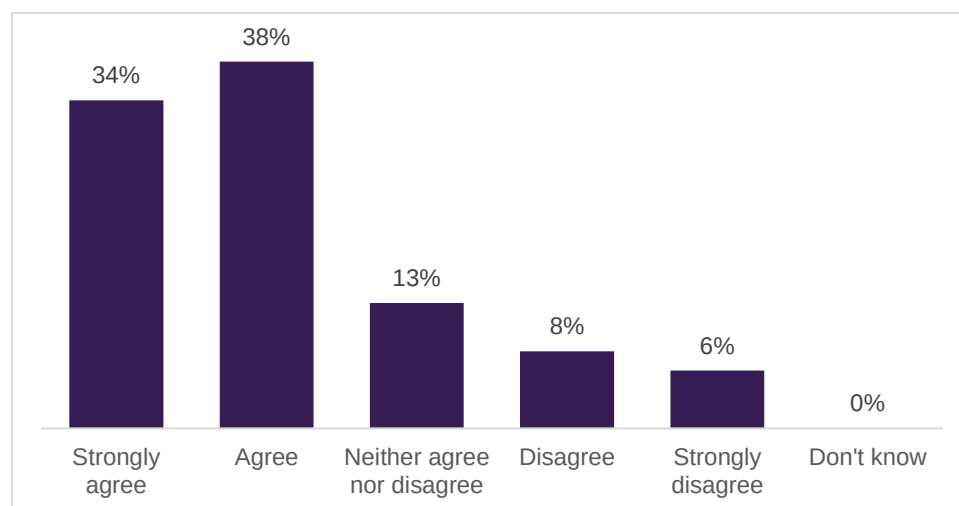
Respondents were asked how strongly they agree or disagree with our recommendation for delivering transport infrastructure:

Recommendation: We propose to set out strategic transport schemes, identifying and protecting routes and sites which could be critical to delivering transport infrastructure and widening transport choice. This would be in addition to the current strategic transport schemes outlined below which could also be expanded as the Local Plan develops. Current strategic transport schemes that are likely to come forward over the Plan period include:

- a) investigating the potential for a package of park and ride sites in the conurbation
- b) a range of sustainable travel corridors and travel improvements
- c) bus infrastructure improvements - new bus stops, lighting, 'smart' traffic, smart ticketing, bus interchange improvements and improved real-time information
- d) new local travel app
- e) road / junction improvements
- f) cycle facilities for businesses, schools, colleges and universities
- g) improved pavement access for people with mobility needs
- h) upgraded wayfinding (information and signs)
- i) introduction of e-bikes
- j) improvements to the rail network and rail station provision.

- Just under three quarters (72%) of respondents agree with the recommendation, 14% disagree and 13% neither agreed nor disagreed.

Figure 38: How strongly do you agree or disagree with our recommendation for delivering transport infrastructure?



Base (227)

Differences in responses

There are no significant differences in responses for this issue.

Comments about transport infrastructure

Q66. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about our transport infrastructure. Please use a) to j) to show which option you are referring to.



150 comments

150 respondents explained their answers, provided further comments and/or alternative suggestions about our transport infrastructure. The key themes to emerge from these comments are outlined below:

Q66 Key theme	Number of comments
Suggestions	77

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about our transport infrastructure. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'c) Bus infrastructure improvements' (33 comments), 'f) Comments on cycle ways/facilities' (25 comments) and 'b) Sustainable travel corridors and travel improvements' (20 comments).

Below is a selection of comments for each of these sub-themes:

c) Bus infrastructure improvements



"a) If placed in the right locations then this is a smart move. Will need to be reliable and regular. c) **All very well being smart, but should we not look at providing the perfect service first for all areas before we start financing smart elements. Get the basics right and then other elements can follow. We managed for years with paper timetables.....**

d) Will work for those who have technology. Please bear in mind that many residents are elderly and don't have mobile phones etc. e) Always required but perhaps work with people travelling or local so that they can give guidance. So many projects recently implemented just move the problem slightly further down the road. f) Cycle facilities should be available for all. g) Essential h) Signage throughout the UK is pretty appalling. One minute you have a sign then signage disappears, and you don't know which way to turn. However more importantly please send someone out to clean all our filthy signage and cut back overgrown verges manually around signage. Using tractors means the areas close to the sign can't be cut back. It makes BCP look bad as well as not helping drivers etc. i) Let's get Beryl bikes extended to all areas in the BCP area before we taken on another project. j). Always needed - don't need to be ultra-modern but clean and tidy and ticket offices managed is more important."

"Need to have a tram system and/ or light railway. **Buses need to be faster, cheaper and run later to all destinations and much more [frequently].** Trams you can take a bike or scooter on for integrated journeys. improve rail - more frequent trains, cheaper for journeys in town, connect satellite towns better e.g., Wimborne Have to coax people out of their cars as primary means of travel clean air zone like ULEZ in London."

"a) Agree b) Key roads need improving - the potholes certainly need addressing. Spend more time on repairing broken roads and replacing the tarmac with good quality instead of the cheapest which needs replacing 6 months later or after the first frost. c) **Need to reduce costs and improve routes (Bear Cross to RBH (8miles) to get to work (return) = 4 x buses. £9.00, at least 3 hours travelling) - 20 mins each way in a car.**"

"I think that **bus travel will only increase significantly if prices are affordable.** Perhaps a radical approach is needed, e.g., free local travel/cheap bus passes for residents."

"D - seems irrelevant. More focus on safe and useful bike lanes to encourage cycling. C) **Buses should be more affordable and go to key places such as Bournemouth hospital and the airport from Poole centre more frequently.**"

"**Later buses between Bournemouth and Mudeford area of Christchurch would be good to enable access to Bournemouth and Poole centres in the evenings** - would take vehicular traffic out of centres."

"Design and position bus stops/shelters **so they don't block pavements.**"

"I would like to see the A31 carry all the HGV as they tend to come along Lymington Road. GPS should be upgraded to send drivers along the main motorway and not down the suburban side streets. **Improve bus times (later at night and earlier in morning)** and

selection from more suburban areas and more of us would use the bus. Also, **a bus shuttle from airport going around the 3 town centres** so that we could catch a bus to the airport and **not have to take our cars or a taxi.**"

"I part strongly agree, part strongly disagree. Bus infrastructure is terrible and needs dramatic improvement. I was unlucky enough to end up at Poole Bus Station with my kids around 9pm one night and it was like New York in the 80's, genuinely scary place. So, yes to bus infrastructure, but a big NO to Park and Ride. Park and rides have been a white elephant time and time again. If I wanted to get the bus, I'd get the bus! Why drive part of the way, then get a bus? King's Park 'Park and Ride'? Failure. Creekmoor Park and Ride? Failure. They don't work, forget them."

"ALL of the above AND more... these are all SO unambitious / low hanging fruit / lazy wins!!!
a) .. park & ride changing transports is a faff for many... i.e., LESS favourable: i) E-bikes - YES & more e-scooters as above and repeated below ... 1. / j MUCH more and better use of the rail line that links this route – e.g., more local trains, use the areas beside the track as routes. Work with the rail authorities to innovate!! 2. Proper east west Cycle routes (separated, avoiding too many hills, better use of the Prom for transport (e.g., a 'boardwalk' to widen the promenade extending 1-2m over the sand to give a separated cycle route. The current radial cycle routes are not so useful East west. 3. (c/d/h) **A universal travel card that works across BCP area on Buses, trains, Beryl bikes even with Uber and taxis.** 4. Use of the water as transport between centres 5. Education, Education, Education - that it's selfish to congest roads for walking distances (Use COST as an a-political advantage !!) 6. Use congestion charging 7. / f/ Stop / shame un-necessary private school runs Educate Kids to shame lazy parents!! 8. / e) essential. Many, many more zebra crossings for pedestrians (and cyclists) to change priority away from 'Car for every journey' we are all pedestrians."

"All the above seem to be aimed at personal transport, not freight or business travel. So, although I generally agree with the suggestions above, I don't think they go far enough. We need to reduce the number of heavy lorries on our roads as well as making active transport the norm. To improve public transport, it needs to be cheaper and more convenient than using private vehicles. **Why not have free bus trips or £1 trips to encourage bus use, give greater priority for bus lanes especially to and from the rail network and airport.**"

"C) Need traffic free routes for buses and cycles. Buses get stuck in congestion making journey times too long. B. Decisions on implementing road closures to create sustainable corridors need to be made on what is needed to create a sustainable corridor network not on political ideology."

"a) - agree, the park and ride sites need to be more local, e.g., Merley, Broadstone, Bear Wood, Kinson, Lilliput, etc. They also need to provide bus services that go to places of entertainment and employment, not just town centres. b) - disagree, unless more research is done into how far people are prepared to cycle to/from work and for other (social) reasons. Having cycled home on a wet and windy evening, it's not a pleasant experience. c) - **strongly agree, most of the bus stops in use today either don't have a shelter, or it's very rudimentary. They need to be well lit and protect travellers from the weather. Smart ticketing so that one ticket, or more likely fare card, works across the whole**

BCP area is definitely needed, as are better information at bus interchanges, e.g., on arrival travellers are told where and when services are leaving. Bus operators may be to be persuaded to part with real-time information about their services, as many regard it as their own private property. d) - agree, but what will it provide? It probably has to be something similar to the Transport for London app, providing a route planner and real-time information for all modes of travel, including cars, walking and cycling. e) - agree. but it needs good surveys to find out exactly what improvements are needed. f) - agree but see comment above about how far people are expected to cycle. g) - strongly agree, pavement parking must be banned. Also, the provision of electric vehicle charging points will need to take account of pavement use. h) - agree i) - disagree, but where and for what purpose, if we are not going to finish up with e-bikes left littering the area. j) - agree. the idea of re-instating disused railway lines needs to be examined in much more detail. It will be expensive, but corridors such as Wimborne, Merley, Broadstone, Creekmoor, Poole and Ringwood to Christchurch need to be considered and not rejected out of hand. General - consideration must be given to those travelling from outside the BCP area into it, either for work, or for leisure. How are they going to use the facilities proposed above?"

c) Bus infrastructure improvements



"a) not convinced by P&R UNLESS supported by genuine efforts to reduce driving into town centres, i.e., by increasing parking costs, removing free on-street parking, clear air zones, road pricing/tolls etc. b) absolutely 100% support need for sustainable travel, but if you mean cycle routes, don't forget that people don't only travel into town and back. In towns/cities with high rates of cycling, they do have these "corridors", but they also recognise that a huge proportion of trips are short little hops to the shops, to the library, to school etc.

So local improvements are probably even more important. That's where Low Traffic Neighbourhoods are so good - make it safe, easy, and convenient to cycle or walk, and less attractive to drive. **f) Yes absolutely, but this needs to include safe routes to and from them, not just places to lock bikes up."**

"b) cycle ways are brilliant, but they are **pointless if cyclist don't use them."**

"Top priority should be protected cycle lanes on all main roads."

"D - seems irrelevant. **More focus on safe and useful bike lanes to encourage cycling.** Buses should be more affordable and go to key places such as Bournemouth hospital and the airport from Poole centre more frequently."

"Where are the plans for drivers? **Not everyone can cycle or want to cycle**, and buses are insufficient in my area. They only run 1 an hour and start after I have to be at work so not an option and they are far too expensive. **Instead of wasting money on unused cycle lanes**, roads need to be improved and government money invested in improving bus services."

"Develop better communication for the use of e bikes/scooters which are used so very irresponsibly on roads and pavements. **Repaint cycle lane markings on all major roads more frequently.** The current ones are appalling.

a. The existing Poole Park and Ride has been a costly white elephant over many years. This should be learnt from f. and g. Consider real-life take up before implementation. **A large amount of cycle paths have been installed recently but are getting minimal use. [Value For Money Framework] must be considered.**

“f) Please add safe cycle parking more generally. This is a major barrier for me to using my bike as I don't want to leave it somewhere insecure where it will get stolen.”

“Too much emphasis for cyclists. The pavements need improving first. The pavements have to be saved for pedestrians only.”

b) Sustainable travel corridors and travel improvements



“C. Need traffic free routes for buses and cycles. Buses get stuck in congestion making journey times too long. B. Decisions on implementing road closures to create sustainable corridors need to be made on what is needed to create a sustainable corridor network not on political ideology.”

“Tram or light rail get my vote and develop our town centres in a way that encourages people not to jump in their car and drive to Castlepoint.”

“Prioritising non-car use will make it more attractive to people who currently drive to switch to healthier and **more sustainable means of transport within the conurbation.**”

“Yes to all of these. Non-car transport needs to be prioritised. Public transport options need to be better and cheaper.”

“Subsidies required to make them more popular, sustainable and affordable.”

“a) Agree b) Key roads need improving - the potholes certainly need addressing. Spend more time on repairing broken roads and replacing the tarmac with good quality instead of the cheapest which needs replacing 6 months later or after the first frost. c) Need to reduce costs and improve routes (Bear Cross to RBH (8miles) to get to work (return) = 4 x buses. £9.00, at least 3 hours travelling) - 20 mins each way in a car.”

“In addition to sustainable travel corridors, we need a network of local routes that serve schools, GPs, hospital, local shops etc. For a lot of people these are the journeys they do by car because there is no other safe option. Not sure we need more wayfinding. The transport plan is surely for local people making regular journeys so they wouldn't need these. It seems to be something aimed at visitors. Not sure how improvements to the rail network is in the council's remit.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Need LTN1/20 compliant cycle routes and Bus Service Improvement Plan bus facilities along key transport corridors
- Spend your money on a back-office solution to deliver mobility as a service rather than a knock-off Google maps which will not be used
- Secure covered weatherproof cycle parking to match future demand. Should also include other key trip generators
- Side road zebra crossings would make a big difference to improve pavement access for people with mobility needs
- Keep the existing design and colouring for wayfinding
- All BCP stations should have level crossing access from street to train by end of plan period
- Consider road/junction crossing improvements to this area
- Improvements to rail stations are a critical part of the Vision but need to include facilities inside stations, not just outside
- Need to explicitly develop the concept of mobility hubs at stations and other key locations
- Very little mention of car clubs as part of shared transport
- Very limited highway improvements should be made
- Create an enhanced provision for other modes of travel, especially pedestrians, cyclists, and buses

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Need to see the implications of the proposed transport schemes before commenting any further

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- b) The Local Plan should address the huge traffic bottlenecks in various places in BCP, e.g., Castle Lane, Barrack Road etc, which hinder economic growth and should be addressed prior to any future development
- g) educate and regulate motorists regarding the dangers of blocking pavements and dropped kerbs
- g) improve routes for people with mobility vehicles in addition to improved pavement access
- i) consider increased use of e-scooters and the safety issues associated with them, e.g., excessive speeds

- j) raise the height of the rail platforms to give wheelchair users level access onto trains and mark on the ground where the disabled carriages stop
- j) provide lift access at Pokesdown Station

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- f) Maximise opportunities to increase rail freight transport to and from Poole Port - the line to/from Poole Port has been dormant for years
- g) Explore park and ride opportunities - this has been tried before, without success. This will only work if the bus service to from the park and ride sites are clean, frequent and feel safe, the cost is reasonable and perhaps introduce a congestion fine/tax/levy to encourage people to use the park and ride rather than congest the town centres
- h) Identify transport infrastructure requirements to deliver the Local Plan development allocations - Yes planning permissions should include funding for transport systems, e.g., bus routes that will be required
- h) Improve cycling and public transport connections to the airport and its business parks – Agree, however the roads around Bournemouth Airport are already congested, so narrowing the roads to create cycle paths would only exasperate the situation
- A frequently reliable bus service needs to be introduced running to/from Poole and Bournemouth Bus and Train stations, incorporating the business parks if needed.
- Provide a car share scheme, similar to the Beryl bike scheme where people can pick up and drop off a car a key transportation sites such a main bus and trains stations.
- i) Provide adequate public car parking provision and electric vehicle charging points. Where are these going to be situated? Town Centre shopping centres, where development is already dense or will these be the new out of town park and ride car parks?
- Improve air quality. This can only be achieved by reducing the number of fossil fuel powered vehicles by 1) Physically reducing the number of vehicles on the road at any one given time; 2) Everyone converts to electric powered vehicles, walks, cycles or uses a form of public transport. Converting to electric cars, will not resolve the congestion and parking issues. Walking and cycling is only really viable when the weather is clement. So, realistically we have to invest in a reliable, clean and safe public transport system.

13.3. Issue: Transport impacts from new development

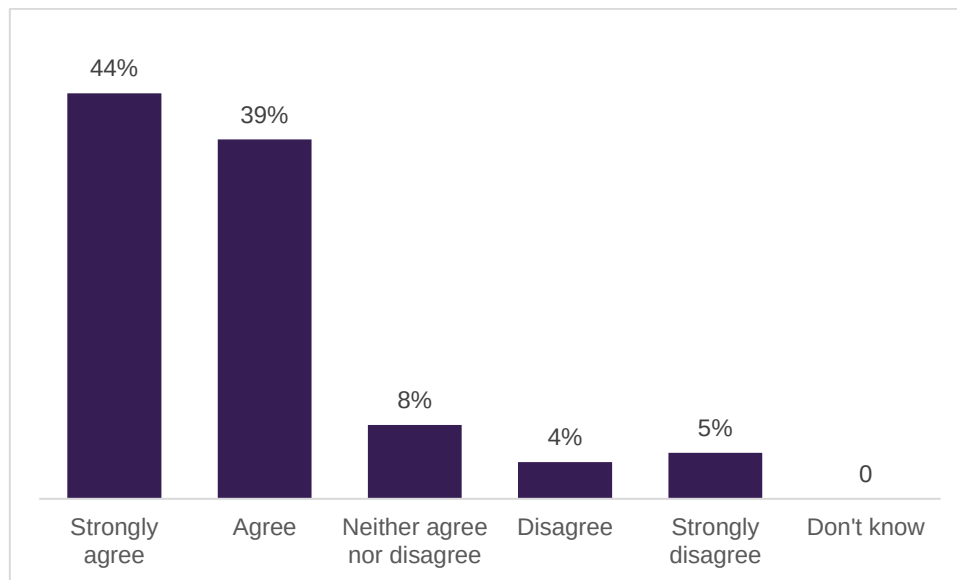
Respondents were asked how strongly they agree or disagree with:

Recommendation: When submitting planning applications, we propose that developers consider a range of transport requirements including:

- a) transport assessment
- b) travel plans
- c) parking provision in line with the BCP Parking Standards (SPD)
- d) mitigation measures to address traffic/ safety/ congestion
- e) the provision of safe and convenient access points
- f) electric charging points
- g) bike and other vehicle storage
- h) making green vehicle technologies available
- i) safety for all users
- j) developer contribution (to transport modelling or strategic improvements)
- k) air quality mitigation
- l) highway works
- m) walking and cycling improvements.

- Just over eight out of ten respondents (83%) agree with the recommendation, 9% disagree and 8% neither agreed nor disagreed.

Figure 39: How strongly do you agree or disagree with our recommendation?



Base (196)

Differences in responses

There are no significant differences in responses for this issue.

Comments about transport impacts from new development

Q68. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about transport impacts from new development. Please use a) to m) to show which option you are referring to.

 109 comments

109 respondents explained their answers, provided further comments and/or alternative suggestions about transport impacts from new development. The key themes to emerge from these comments are outlined below:

Q68 Key theme	Number of comments
Suggestions	56

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about transport impacts from new development. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'c) Parking provision in new developments' (16 comments), 'm) Walking and cycling improvements' (16 comments) and 'd) Mitigation measures to address traffic/ safety/ congestion' (14 comments).

Below is a selection of comments for each of these sub-themes:

c) Parking provision in new developments



“Ensure adequate parking provision is given to new builds. Far too many applications do not have adequate parking, most households have more than one car, usually 2 or possibly 3, but no provision is ever given for this. The result is that these extra cars are pushed out onto the roads to park which just causes further problems.”

“As long as the parking standards are reasonable and don't allow properties to be built without adequate parking!”

c). The [Supplementary Planning Document (SPD)] needs to be revised; ***all developments need parking***. People will always drive cars, and some people will need carers etc, who drive between patients. Also how are we supposed to switch to electric cars if there's no parking/charging spaces[?] The SPD also mentions "providing a captive market for the bus company", should a council be adopting a policy that provides a captive market [for] a private company?"

“c) Parking provision definitely needs to be improved and parking enforcement carried out more rigorously to improve visibility and road safety. Streets full of badly parked cars looks hideous and adds to the urban sprawl/concrete/metal jungle feel. k) As mentioned before - tackle drivers who insist on leaving engines idling on public roads. This unnecessarily increased air pollution and has a knock on effect on health (and not just lung disease but studies show air pollution affects the mental health of adults, not to mention the effect on trees and wildlife). There needs to be a joined up period of driver education followed by enforcement of the law as engine idling on a public highway is an offence although not many people seem to know that including the police. Nothing would help to change behaviour more than the threat of a fine or points on the licence. Everyone seems to think that their idling engine won't make much difference to emissions but add them all up and the cumulative effect is highly detrimental.”

“c) the parking provisions on new build estates is woeful. People do not use garages for cars as they are never big enough as cars get bigger. Families tend to have 2 cars and then there doesn't seem to be enough parking on any new estates I've visited over the past couple of years. How can developers help new residents leave their cars behind? They can't, it needs to be led by the council. Suggestion that part of the selling of the house, includes a fee for parking a car therefore encouraging the resident through their pocket to think of other ways to travel.”

“c) despite the latest directive from national government, lack of parking causes significant disadvantages for residents and businesses. It can also lead to fewer visitors which again impacts businesses d) any new development will increase the volume of traffic as a significant number of new owners will have cars and this leads to greater problems all around. k) air quality is of great concern and any future plans re travel/traffic must consider this aspect for all road users. m} if these were improved and safe, this would be a step in the right direction.”

“The problem with (c) ‘parking provision in line with the BCP Parking Standard’ is that it does not take into account existing pressures on surrounding roads. The emphasis needs to be on alternative forms of transport, not on providing for yet more cars to clog up the roads. In particular, if you are building flats, one space per flat simply means visitors who drive there add to the parking issues on surrounding roads. In that case **you need to spend money on traffic wardens because people have become used to parking on single and double yellow lines and round corners as they know there is no comeback in doing this.** This prevents the free flow of traffic and increases the likelihood of accidents.”

m) Walking and cycling improvements



*“c) despite the latest directive from national government, lack of parking causes significant disadvantages for residents and businesses. It can also lead to fewer visitors which again impacts businesses d) any new development will increase the volume of traffic as a significant number of new owners will have cars and this leads to greater problems all around. k) air quality is of great concern and any future plans re travel/traffic must consider this aspect for all road users. **m) If these were improved and safe, this would be a step in the right direction.**”*

*“(i) New plans must ensure the safety of all current users in the surrounding area as well as newcomers. The increase in traffic volume must be taken into account in this regard e.g., through traffic calming and speed restrictions. **(m) Provision of adequate safe pavements for all current walkers and future users is vital, as per earlier comments, before tragedies occur.**”*

*“(l) This is essential and increased traffic should be a key consideration when plans are determined. Traffic calming measures and speed restrictions are necessary and can also serve to persuade some drivers to use cycles rather than cars. **(M) Safe pavements should be a priority but has clearly not been in the past as my earlier comments testify. Cyclists should also be better protected too and horse riders in rural areas. Sadly, too many motorists still fail to show consideration to both of these road users and so measures should be put in place to force them to do so.**”*

“Ensure enough space is left between buildings and roads where improvements such as new cycle lanes may be beneficial.”

“All new developments must prioritise cycling.”

d) Mitigation measures to address traffic/ safety/ congestion



*“Absolutely imperative. So often developers pontificate about how much they will be adding to an area when residents are asking the question, “do they really know what it’s like around here first thing in the morning, when the weather is bad, on a weekend etc?” It sometimes feels like those who make the decisions have little real appreciation of what it’s like day to day. **Some areas for development don’t have the space to improve the roads already in situ and no matter how good any new roads it will just [grind] to a halt as***

old and new converge. Without the infrastructure and it will probably be costly, any benefits will be quickly overshadowed. Perhaps it would be helpful to free up properties in town for residential and look to developing further areas for retail with the capacity to cope with transport access.”

“Stop allowing development without infrastructure improvements e.g., the developments around Bearwood and Bear Cross. A set of traffic lights is not a transport ingratitute improvement it is a pinch point on the travel network.”

“Bournemouth is one of the most congested areas in the country, it’s essential transport is considered alongside the impact of any development on the transport systems and infrastructure. If development causes an increase in demand for the current systems, then is this sustainable? Do we then build more roads and increase transport too... of course, so this leads to further destruction of Green Belt... it goes on and on...”?

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Transport Assessments, Transport Statements and Transport Plan Guidance should be more specific with thresholds and clear criteria set out in the Local Plan
- Need a clearer mitigation policy to address traffic / safety / congestion with expectation of new developments paying their share of impact
- Need to address the major lack of a highway safety policy
- Need a review of road hierarchy with new accesses supported except for within 15 metres of a junction or other hazard
- On main routes off-street parking should be actively encouraged to remove on-street parking
- Strengthen cycle parking requirements, particularly access and path design
- Need an Impact Assessment of increased traffic on infrastructure
- Need adequate lighting for safe storage of bikes
- No mention of investment in the rail network; it is essential that developer contributions go towards this
- Strongly disagree with the current BCP Parking Supplementary Planning Document (SPD). Large scale developments proposed in the Poole regeneration area cannot hope to be successful with zero parking. Residents and visitors will expect to be able to use their cars and chaos will be the result if adequate provision is not provided
- Instead of building in, and around, the Town Centres consideration should be given to developing the conurbation and creating local centres or ‘the 20-minute neighbourhood’, negating the need to travel on already congested routes

- Perhaps we can learn from examples such as Welwyn Garden City: Other notable features that reflect Garden City Principles:
- Separate factory sites, like Letchworth
- Cultural activities important for community development – Festival Hall built
- Mixed-tenure homes and housing types that are affordable for ordinary people
- Strong local jobs offer in the Garden City itself, with a variety of employment opportunities within easy commuting distance of homes
- Strong local cultural, recreational, and shopping facilities in walkable neighbourhood
- Integrated and accessible transport systems – with a series of settlements linked by rapid transport providing a full range of employment opportunities
- Beautifully and imaginatively designed homes with gardens, combining the very best of town and country living to create healthy homes in vibrant communities

Agents

1 comment was made by an agent. Below are the key points from this response:

- Disagree that developers should consider electric charging points when submitting planning applications

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- c) more disabled parking needed around Poole Quay
- c) each development should provide a suitable number of car parking spaces, e.g., at least two spaces for a family home
- d) road infrastructure has not been improved or new roads built to ease the congestion caused by new housing
- d) residents will retain cars as they cannot drop kids off at school on a bus or access other essential services in a timely fashion
- f), h), j) Ensure renewable energy is built into the designs of new builds. e.g., developers to include solar panels as standard
- m) cycle lanes need to be better designed as some have made road lanes narrower, causing issues for the emergency services and more congestion, e.g., the kerbs on Whitelegg Way

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from these responses:

- All the points need to be considered by both parties, but BCP Council should be the deciding voice and not give the go ahead just because developer will pay for new road infrastructure or a SANG
- As it is, students park all over the place so clearly not enough parking at Bournemouth University already let alone their plans to expand!
- Extra yellow lines just been added at Slades Farm as road is too congested with parking

Comments about providing a safe, sustainable and convenient transport network

Q69. Please tell us any other comments about providing a safe, sustainable, and convenient transport network in the Local Plan, including any other issues or ideas you feel that we should consider.



221 comments

221 respondents explained their answers, provided further comments and/or alternative suggestions about providing a safe, sustainable and convenient transport network in the Local Plan. The key themes to emerge from these comments are outlined below:

Q69 Key theme	Number of comments
Suggestions	152

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about our transport infrastructure. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Public transport improvements including bus/rail/smart ticketing' (61 comments) and 'Cycleways/Cycling infrastructure' (35 comments).

Below is a selection of comments for each of these sub-themes:

Public transport improvements including bus/rail/smart ticketing



“BCP Council must continue to invest in cycling, walking and public transport provision. Walking should be given true priority, with pavements improved, underpasses brightened. Look into re-introducing trams.”

“Improve [public] transport in rural areas. Incentivise car sharing schemes.”

“MUST change the car dependency culture (and the petty politics that suggest the myth that private cars offer ‘freedom’ for all). Look at what is happening in more progressive places ... Oxford, Cambridge, London, Paris, Copenhagen, and even car centric New York, USA!!

“Provide park and rides to stop tourists clogging up local and main artery roads around BCP. Buses to be smaller and electric as our local roads are not large enough. Stop creating more and larger cycle lanes, nobody uses them. If you need a cycle lane then put on one side of the road only NOT both sides. As our population ages, then they will rely more upon cars as getting to local bus stops is too difficult. Maybe provide small transport as they do in other rural tourist areas.”

“The council needs to provide sustainable transport throughout the community. Not to the minority community, cycling is not sustainable, and the current forced cycle lane system is not being used, causing congestion and increasing pollution.”

“There needs to be fast, efficient public transport between the town centres and interchange hubs. At present there are frequent bus services between Bournemouth and Poole, but these stop frequently, when traffic is light, they have to stand at bus stops so as to stick to their schedule. This is not the way to run an efficient public transport system. We need shuttle buses that run frequently between hubs in the shortest possible time.”

“The only way to keep cars off the road is either putting the lost train stations back which is very difficult due to the fact they’ve been built on or start building an underground system. But this is also very difficult. But you are not going to get families off the road because as I said above you can’t fit a family on a beryl bike. The buses are far too busy and squashed in the summer. If visitors from around visit Bournemouth they have a long way from the station to the beach on an already packed and squashed bus, it’s so off putting.”

“1) One bus company to run services in the BCP conurbation. Consider a proper bus station for Bournemouth. 2) If the two bus companies are to continue then I would like to see proper competition on fares and routes. 3) Better information. Presently some bus stops have led displays. Sadly, these are not very good at displaying up to date information. Often where a bus is late the details will disappear from the display and so no one knows if the bus will turn up. 4) Look at re-introducing trams to the area.”

“I think that, where affordable family houses are going to be built, there should be some form of public transport not too far away. If children need to get taken to school

and it is too far to walk, then obviously catching a bus would help, unless bus fares become too expensive. **There has to be a practical balance between availability of affordable accommodation and affordable transport links.** Not everyone can afford a taxi!"

"We would like to see **the reliability of the train services improve and for more trains.**"

"Bikes, walking, very cheap buses. That's it, simple. If bus journeys were cheap enough, a lot more people would switch from cars. **Bus [journeys] should be no more than £1, maybe £1.50.** You'd get loads more people on them, so rather than having half empty buses stuck in traffic, you'd have full buses, less traffic and make similar revenue."

Cycleways/Cycling infrastructure



"A way to ensure all users of the transport network are considerate of other uses. Drivers need to be considerate of cyclists if there is no cycle path but if there is a cycle path the cyclist should be using it. **Cycle paths need to be better thought out. Some seem to end abruptly or switch the side of the road they are on.**"

"A lot of the people living in the area need transport as the public transport is to inconvenient, inconsistent and too expensive. By restricting the flow with these cycle ways and road closures you are only contributing to the Town's congestion. Plus, **unless you ensure the cyclists you are trying to get using the new cycle ways follow all the Highway road rules you will only increase the accidents / deaths on our roads. Cyclist / scooter riders having no lights at night, riding through red lights, and swerving past pedestrians.** This needs sorting before you get more idiots out on the roads."

"**Appropriate bike lanes should be constructed asap. Appropriate means where it is possible without creating additional traffic congestion.** For example, cycle lanes along Barrack Road may create significant traffic issues whereas alternative routes using off road and other suitable roads would still provide suitable cycle access from for example West Christchurch to both Christchurch Town and Bournemouth and coast."

"Improved infrastructure and safety for cycling is required that links key parts of the conurbation. Areas [where existing] cycle routes with dedicated marked lanes cease in 'no mans' land' necessitating use of the main road should be considered for completion - **key cycle routes to schools should form a priority area for this element of the strategy.**"

"**Cycling infrastructure has to join up - there is still no suitable route between Bournemouth and Poole and from Bournemouth gardens up to Westbourne.** Please consider setting up an emissions zone or congestion zone for vehicles travelling into Bournemouth town centre."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

9 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- A safe, sustainable, convenient transport network should support an 8 year old making journeys unaided by an adult across BCP, as well as an 80 year old
- People, not cars, need to be the focus of the network with car use concentrated to the extremities and slowed down as much as possible
- Transfer from Heavy Goods Vehicles (HGVs) to E-cargo preferable for freight needs
- Specify a Direct Vision Standard for goods vehicles
- All new developments should have some form of delivery and servicing capacity
- Refuse is a major issue. On-site compaction/underground is preferable as on-street not possible due to safety concerns, but space required for turning and safety. Coordination needed with Waste Collection Authority (WCA)
- Smart ticketing and passenger mobility are not mentioned but should be. Seamless journeys are the primary goal
- Develop a series of public transport /car sharing hubs which enable rapid transit into places of work and are fed by a series of minibuses circulating the larger suburban residential estates
- It requires more than just cycleways to resolve the current issues of congestion and pollution
- Assess residential mass transport needs in off-peak seasons to enable easier use of such facilities over private cars
- Need a more dynamic approach and vision which supports engagement with younger generations
- Vision and objectives miss the opportunity to promote and develop a generational step-change in attitudes to transport which are cleaner and greener
- A substantial improvement in bus and rail services is required in coverage, frequency and usefulness, and not just marginal improvements from an inadequate base
- Park and ride is not a “quick fix” but it is a “real fix”. Some towns have found that facilities migrate to the parking area
- Improvements to air quality are already overdue
- Developers need to factor in impacts on air quality and this should be enforced by the council rigorously
- Reducing congestion should be a key objective
- Need to recognise the role of technology in supporting a movement strategy that optimises existing assets and informs/shapes future movement, e.g., real time wayfinding to car parks, autonomous vehicles
- A clear investment strategy in the alternative forms of transport is required, e.g., improved rail frequency, better bus routes, safer streets for cycling/walking
- More transport links and better pedestrian access to the Airport
- Not enough capacity for charging electrical vehicles and hydrogen cars will soon supersede them
- There needs to be more clarity and detail around how the issues will be addressed
- Council must focus on improving public transport, better connections, and community car share schemes

- A better bus service is needed before people will start reducing the number of personal cars on the roads
- Walking and cycling really only works when the weather is clement, unless schools and businesses provide safe areas to store the cycles and adequate shower and changing facilities with lockers

Agents

6 comments were made by agents. Below are the key points from this response:

- Local Plan should incorporate a slip road onto the A338 Wessex Way from the top of King's Park Drive assisting in the management of matchday traffic to Vitality Stadium
- Consider other measures to improve the transport network such as the temporary rephasing of traffic lights on Holdenhurst Road and Christchurch Road for the critical 45-minute period after football matches, to facilitate the dispersal of road traffic from the area around the Vitality Stadium
- Local Plan should support the retention and future development of a football stadium in King's Park. There is an important transport dimension to this as regular bus services are available on three local roads within easy walking distance – Christchurch Road, Ashley Road and Holdenhurst Road, providing connectivity to much of the conurbation
- Local Plan should make it clear that a balanced approach to active travel and sustainable travel will be pursued
- Development opportunities in sustainable locations and close to existing public transport services (bus and rail) should be prioritised with appropriate levels of car and cycle parking provision, to gradually reduce non-car use
- Proposals for the Hurn site include the potential to enhance pedestrian and cycle routes through the site and facilitate improved public transport services

Residents living outside BCP

4 comments were made by residents living outside BCP. Below are the key points from these responses:

- Low Traffic Neighbourhood's should be enforced by camera, not barricades, so blue badge holders and emergency services can still access the road
- Key roads need to be widened to be two lanes throughout, e.g., the Spur Road needs to be extended from Bournemouth West through to Tower Park to provide a proper east-west route
- New more cycle paths to encourage non-car travel
- New cycleways are underused

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Consider those of us who can't drive or cycle, disabled, sight impaired. We are forced to use taxis as no bus routes to get us to local places. We need local area buses, hop on hop off, to get around our local area or visit friends
- The whole concept of reducing the need to travel is based on an assumption that there are convenient options
- Building flats in the town centres may focus some activity near homes, but the major sites for family housing lies beyond the existing centres
- The idea that the bus and train infrastructure in Dorset can move people away from the roads is a distant aspiration. Even if people can walk or cycle to work, they need to socialise and will use their cars.
- The idea that people living in flats in town centres will not need cars and do not need car parking space is very naïve. If you are trying to attract people into leisure facilities, they will drive in and try to park as close as they can. Simply removing the ability to park just leads to cars being abandoned like last summer in Bournemouth.
- The growth of cycling at some locations has simply generated more bicycle thefts, so wherever cycles are stored have to be far more secure, either at home or beyond
- The recent upgrades to cycle lanes like Wallisdown Road are supposed to be the standard to apply to a good road system, not just make arterial roads even narrower and more congested
- Park and Rides will only work if people do not have an option to not ignore them. The town centres were designed to encourage people to come in and park up. If you are going to have an attractive bus scheme you cannot expect people to then sit in the traffic jams because the buses cannot get through
- The electric vehicle will arrive, but at present you have a policy that says that sustainable locations do not need car parking spaces, but there has to be a limited number of electric charging points. Just as limiting car parking spaces is already causing neighbour disputes, I see access to charging points may be even more contentious
- You want to cram more and more people into new housing developments and expand the provision of business and commercial zones. These businesses still need vehicle access for services and restocking
- The pedestrianisation of Bournemouth centre has never worked properly due to the services needing access with vehicles. Traffic assessments and travel plans are very little value when no one is looking at the bigger picture
- Developments around the bridges, Magna Road and Ferndown and Wimborne have all trickled in as small developments that will all join up and have a major effect on infrastructure

14. Our natural environment

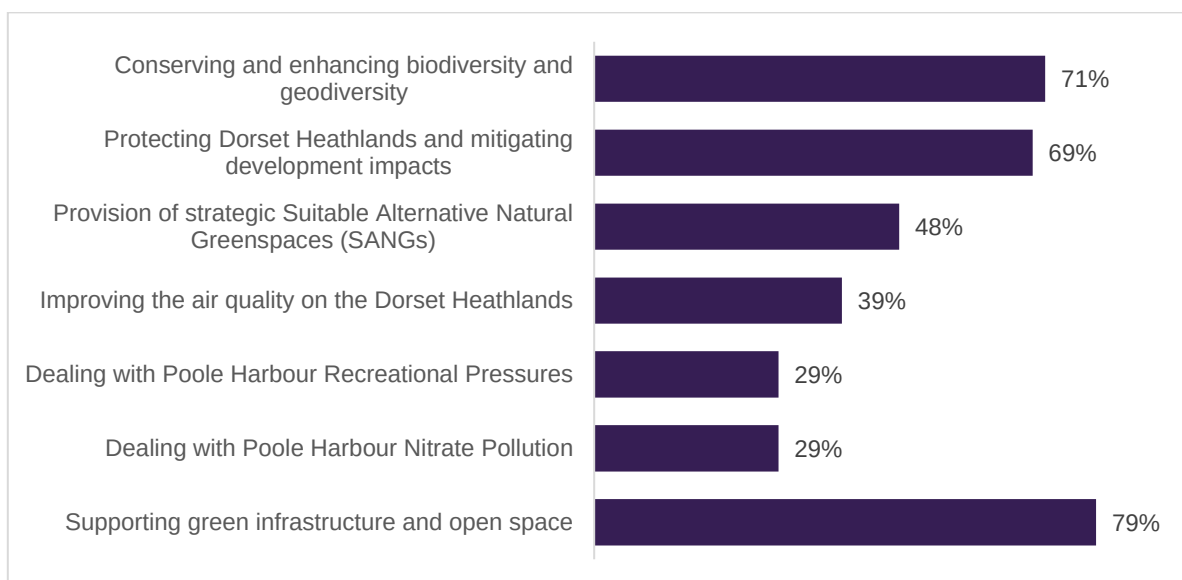
Objective: Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open space

Those respondents who were interested in our natural environment were asked which issues they were interested in giving their views about.

‘Supporting green infrastructure and open space’ (79%) had the highest level of interest, followed by ‘Conserving and enhancing biodiversity and geodiversity’ (71%) and ‘Protecting Dorset Heathlands and mitigating development impacts’ (69%).

Just under three out of ten of respondents (29%) were interested in ‘Dealing with Poole Harbour Recreational Pressures’ and ‘Dealing with Poole Harbour Nitrate Pollution’, as shown in the chart below.

Figure 40: Which of the following issues are you interested in giving your views about?



Base (435)

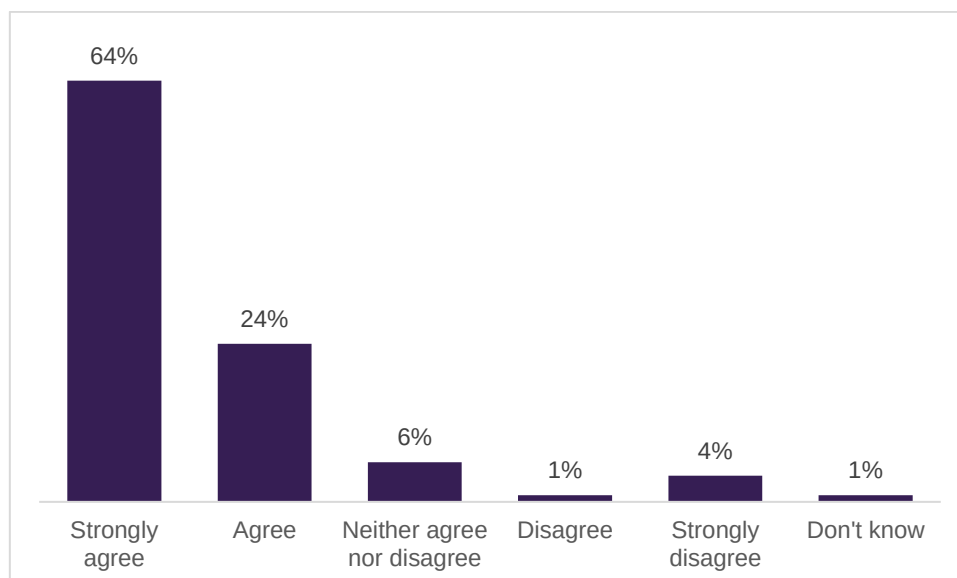
14.1. Issue: Conserving and enhancing biodiversity and geodiversity

Respondents were asked how strongly they agree or disagree with the recommendation for conserving and enhancing biodiversity and geodiversity:

Recommendation: We propose to fulfil our duty to conserve and enhance biodiversity and geodiversity by including appropriate policies in the Local Plan.

- Just under nine out of ten respondents (88%) agree with the recommendation, 5% disagree and 6% neither agreed nor disagreed.

Figure 41: How strongly do you agree or disagree with our recommendation?



Base (302)

Differences in responses

There are differences by [respondent type](#) and [age](#):

- 90% of respondents living in [the BCP Council area](#), 73% of those [not living in the BCP Council area](#) and 89% of [other respondents](#) agree with Option 1.
- Levels of agreement vary by [age](#). Up to 34 years (70%), 35-54 (92%), 55-64 (90%), 65 and over (89%).

Comments about conserving and enhancing biodiversity and geodiversity

Q72. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about conserving and enhancing biodiversity and geodiversity.



158 comments

158 respondents explained their answers, provided further comments and/or alternative suggestions about conserving and enhancing biodiversity and geodiversity. The key themes to emerge from these comments are outlined below:

Q72 Key theme	Number of comments
Suggestions	79

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about conserving and enhancing biodiversity and geodiversity. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Suggestions for areas to be protected/protect Green Belt/wildlife' (47 comments) and 'Comments on developments/housing/economy' (31 comments).

Below is a selection of comments for each of these sub-themes:

Suggestions for areas to be protected/protect Green Belt/wildlife



*"It has become so apparent we are killing our planet, so something has to drastically be done before it's too late. **BCP could be a leader here with any infrastructure, development etc within the BCP region. We should be ensuring that Green Belt, conservation areas, wildlife corridors etc are left unblemished and enlarged rather than reduced.** With additional elements added to existing measures within urban areas, i.e., green walls, environmentally, wildlife corridors, reduction of concrete/paving etc to aid with flooding, clean public transport etc. **Get residents involved with community gardens etc."***

“The best way to conserve and enhance biodiversity and geodiversity is to protect all of the remaining green space in BCP specifically...ALL of the remaining Green Belt. Indeed, there might be an argument to redefine some green space as Green Belt land where appropriate.”

“The remaining heathlands within the BCP area **must be protected with no further development allowed.**”

“Mitigation (e.g., SANGS) is not going far enough in this plan. This should be a core [principle] to enhance biodiversity and take necessary precautions to ensure no further damage is done to our wildlife/green spaces.”

“Conserving biodiversity of course means to leave nature alone and create additional spaces for wildlife. **Emphasis must be on saving what Green Belt we still have.** We NEED nature to survive and its equally important to the planet as new homes. Humans are inherently a consumer of the planet, and we must allow nature to help us to survive. **Wildlife corridors are essential and should not be destroyed.** Children need an opportunity to view deer, birds of prey, bats etc. in their natural environment, not a contrived nature park where dogs and people scare them away.”

“Stop development and conserve the natural environment. Seven words are enough.”

“The best way the council could achieve this is by developing visitor attraction sites already in existence rather than developing new sites on the Green Belt which would ruin the habitat for wildlife and biodiversity. In addition, repurposing and redeveloping buildings and housing already in existence and particularly any housing/buildings that are laying empty and brown field sites too.”

“More ranger patrols on heathlands and improve gates to heath and conservation areas to prevent motorbikes etc. More education for dog owners to observe conservation codes (such as keeping them on leads on the heaths and not leaving poop in bags on the pavements, pathways and hung on trees, and more enforcement of anti-litter initiatives). It would also be nice if there were more public toilet facilities near the entrances to such places.”

Comments on developments/housing/economy



“The remaining heathlands within the BCP area must be protected **with no further development allowed.**”

“Reduce the impact of over development. Our sewer system can't cope as it is, and raw sewage discharge is a regular occurrence in our local waterways. Over development will simply add to that.”

“Mother Nature will look after Mother Nature! Policies simply muddy waters, **get the planning right for housing, schools, shops and the rest will naturally follow.**”

“Put in place strong language in the new Local Plan that **no new developments can be allowed if they do not conserve and enhance biodiversity and geo diversity.**”

*“It is contrary to this objective to entertain any further devaluation of the limited Green Belt and greenspace in the BCP area. The promoted sites which would by default reduce any remaining Green Belt and green space including heathland in the BCP area should be dismissed. Once lost these assets will never be regained. **The 2023 Local Plan should be seen as a forward thinking plan designed to preserve the natural environment for future generations.** To degrade these areas the BCP Local Plan would be seen as a regressive plan which has failed to adapt to the changing demands brought on by issues related to climate change and health and wellbeing. The Covid pandemic has made it perfectly clear how important it is for the population to have access to open air green space. It is the BCP council's responsibility to react to these demands and preserve open green space.”*

“All open and green spaces need to be protected and safeguarded from development - both in terms of supporting the achievement of lower carbon emissions alongside improving the mental wellbeing of the local population - longer term this will lessen the burden of ill health in the local population and reduce the increasing cost of care burden.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- It would be good to see these policies align with the South Marine Plan policies, e.g., climate change, biodiversity, water quality, infrastructure etc
- The requirements to replace and enhance biodiversity are currently inadequate
- Replacement of felled trees, whether protected or not, should be insisted upon, not 1-for-1 but up to 3-for-1 and of varieties that are more appropriate to the plot size
- Enforcement to conserve biodiversity and geodiversity must be up to the challenge
- You should exceed your duty to conserve and enhance biodiversity and geodiversity to help make the area a haven

Agents

1 comment was made by an agent. Below are the key points from this response:

- Concerned about the inaccurate and misleading nature of the baseline environmental information that is included in Section 4.6 of the Issues and Options consultation document
- Significant errors have been found at both the AFC Bournemouth's main sites in the conurbation – the Vitality Stadium and the training complex site at Canford – would suggest a more general need for the environmental baseline to be audited carefully before the Local Plan progresses to the next stage of preparation

- The underlying mapping for this issue is unsound for planning purposes

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Concerns about the lack of robust biodiversity data held at the Dorset Environment Records from which to monitor net gains in biodiversity. Access to detailed high resolution arial images of relevant areas will aid public scrutiny and accountability in relation to discharging of ecological planning conditions

Residents living outside BCP

10 comments were made by residents living outside BCP. Below are the key points from these responses:

- Need to involve local people instead of relying on pressure from national agencies and national NGOs
- Object to building near Bransgore, it will negatively impact on deer and hare populations, hedgerows, and ecosystems
- It will be important to work with the New Forest to develop the natural environment for all to enjoy without destroying heathlands, forests etc

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- The natural environment has to be protected for our wellbeing
- This is so uninspired it's depressing. It says: we'll do the bare minimum, but grudgingly. This might be understandable in an area with poor access to beautiful natural environment but ours is one of the best. It's an absolute treasure. And it's threatened at every turn.

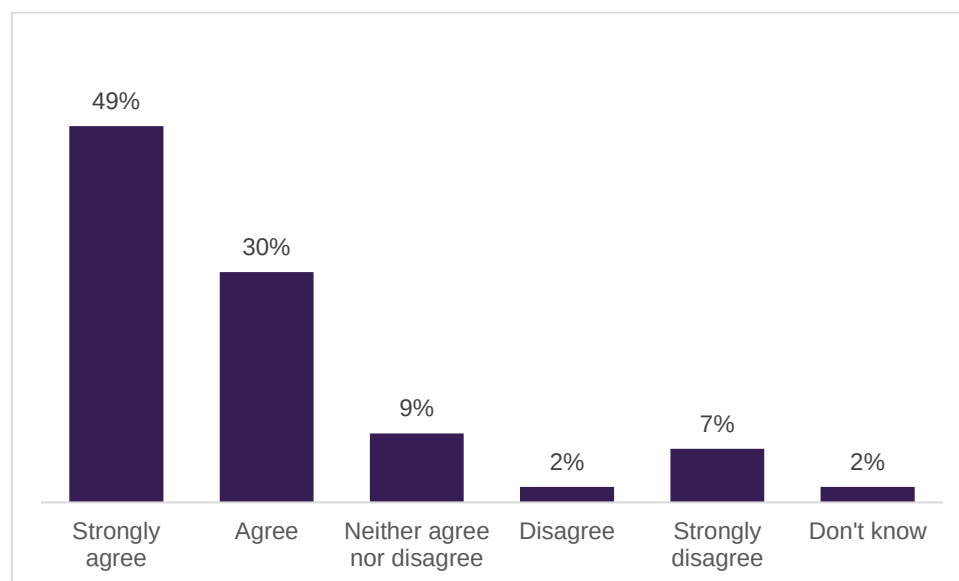
14.2. Issue: Protecting Dorset Heathlands and mitigating development impacts

Respondents were asked how strongly they agree or disagree with the recommendation for protecting Dorset Heathlands and mitigating development impacts:

Recommendation: We propose continuing to implement the approach advocated in the existing Local Plan policies and detailed in the Dorset Heathlands Planning Framework Supplementary Planning Document. We can explore the potential for other approaches that would still fulfil the council's duty to ensure mitigation of harmful impacts on the Dorset Heathlands from new development.

- Just under eight out of ten respondents (79%) agree with the recommendation, 9% disagree and 9% neither agree nor disagree.

Figure 42: How strongly do you agree or disagree with our recommendation?



Base (285)

Differences in responses

There are differences by [respondent type](#):

- 82% of respondents living in the [BCP Council area](#), 83% of [those not living in the BCP Council area](#) and 61% of other respondents agree with Option 1.

Comments about protecting Dorset Heathlands and mitigating development impacts

Q74. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about protecting Dorset Heathlands and mitigating development impacts.



132 comments

132 respondents explained their answers, provided further comments and/or alternative suggestions about protecting Dorset Heathlands and mitigating development impacts. The key themes to emerge from these comments are outlined below:

Q74 Key theme	Number of comments
Suggestions	84

[BCP Residents responses](#)

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about conserving and enhancing biodiversity and geodiversity. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were 'Importance of protecting heathland' (43 comments) and 'Comments on developments/Housing/economy' (39 comments).

Below is a selection of comments for each of these sub-themes:

Importance of protecting heathland



*"As above conservation of the **natural habitat has to be one of the drivers with the plan as often it is too late to try to repair the damage.** The encouragement of keeping people and their dogs, and their BBQs off the heath is vital, and by [ensuring] alternative areas provided are being used."*

"It is an internationally recognised special habitat, and it is BCP's responsibility to protect it for future generations."

*"Don't make claims that you then don't follow through on. **Protect these areas from greedy developers.**"*

*"Heathland is rare and needs protecting. It is one reason people visit our area. **Spoil it and it is lost forever.**"*

*"Local heathland has prospered for hundreds of years because it has been respected. If building is allowed near it the fragile ecosystem will be threatened and then destroyed. All local green spaces must be protected, or the future will be concrete and tarmac. **To ensure the mitigation of harmful impacts upon our green space, there should be no development on green areas.**"*

*"Forget the 'mitigation of harmful impacts' **just forbid building anywhere near heathland and protect green spaces for future generations.**"*

*"We need to protect heathland and all open spaces. **Do not build on these areas for the health and wellbeing of the BCP population.**"*

*"Our Dorset Heathlands require continued protection with the impact of climate change and human intervention, and we are very lucky to have so many endangered species of wildlife in the area that **we need to raise public awareness and support the wildlife/conservation teams and charities that look after these precious habitats and reduce development near to these areas.**"*

Comments on developments/Housing/economy



*"**Each new dwelling has to provide mitigation for the Heathland,** but it is not very well publicised what these funds are spent on, apart from leaflets about dog walking and wardens. **This should be more transparent.**"*

*"All developments should contribute to this if they can **provide their own SANG land.** The money collected should be used to support public and privately owned SANG's."*

*"If there is such concern for the Dorset heathlands and protecting them, **then there should be a mechanism in place to stop anyone going on them.** Anyone can travel by car and access them without restriction in the local area, if this is causing harm to the heathland it should be prevented. **I do not believe the 400 metre protection zone for new development works very well.** As the map shows there are many urban sites that could be used for much needed family homes within the 400 metre heathland zone. Other **mitigation factors could be used like restricting parking around heathland entrances, creating other SANG areas for dog walking and closing off entrances to the heathland in certain areas.** Maybe a new forward thinking planning policy like **creating homes for the disabled and wheelchair users that can only be done within the 400 metre heathland zone** could help in many areas, and users would not be able to go onto the heathland anyway."*

"The 400m [zone] should be revised to at least 1 km for the consideration of any building work. No amount of money is going to compensate for the loss of wildlife habitat."

*"In order to avoid harmful impacts on any of the Heathlands, no developments should be permitted anywhere near them - **create large buffer zones to protect them.**"*

"Too much local development is degrading the environment and we need action to redress this to assist in tackling climate change and protect the natural world for the benefit of all."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Development impacts on the coast are also important here
- Ensure the heathlands are not lost and are protected through appropriate mitigation measures
- Cautious over the use of the term "mitigation" and would advocate preservation, restoration, and improvement of Dorset Heathlands

Developers/landowners

1 comment was made by a developers/landowner. Below are the key points from this response:

- The council are restricting so many perfect sites from having much needed residential developments within our towns due to an outdated heathland 400 metre zone planning condition
- You need forward thinking intelligent planning policies, not a blanket 400 metre rule

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Object to mitigation that creates negative impacts on other highly sensitive areas such as the Green Belt, conservation areas and Parish areas
- Object to proposed development of Hicks Farm as mitigation for overuse at Hengistbury Head

Residents living outside BCP

9 comments were made by residents living outside BCP. Below are the key points from these responses:

- Heathland can generate income from reducing carbon. This should be invested into conserving heathland biodiversity
- Removal of trees and diversion of recreational use should not be priorities
- Stop building on green belt land
- Collaboration with neighbouring councils will be essential to protecting natural corridors for wildlife and enhancing biodiversity
- The main threat to Dorset heathlands is from unnecessary development
- There is very little heathland in the BCP area apart from Canford and Upton heaths

Other respondents

5 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Protect nature!
- Object. 400m is too close to a nature reserve. Need a larger buffer zone around nature reserves and strictly no building into buffer zone
- Don't lose green spaces, you'll never get them back
- BCP Council must meet all the responsibilities of The Conservation of Habitats and Species Regulations 2010. Other consultations and input, must be given to consider all the areas, especially around Poole Harbour and the Quay and back water channels, all of which has considerable development plans in the offing, which would be more harmful to conservation and these regulations
- Future growth must be looked at and if considered harmful, or damaging to the local environment planning permission should be refused
- BCP must enhance the areas ecological network and must involve the Royal Society for the Protection of Birds, local environmental groups, and Birds of Poole Harbour, etc, to make sure these essential Government Policies are adhered to and that no development harms, or reduces, the natural environment that we have here
- The Environment Bill that is with Parliament should be worked with very closely and BCP must put this before development, that will damage the areas we have, many within Poole Harbour and the backwaters within the town and open spaces that we have

- More opening up of land and creating links to bordering parks and heathlands must be encouraged and done, so that people and wildlife can have a much wider open area and clean air
- Traffic has to be looked at across the whole of BCP as pollution is a major concern. Any mitigation measures must be paid for by developers and they must prevent any harmful impacts on heathland if developments are to be granted
- You can't mitigate harmful impacts on complex biodiverse systems that have taken hundreds if not thousands of years to develop. Instead, stop building lots of new houses that would not be needed if a) properly researched figures on housing need were used, not the government algorithm version, and b) ring fencing housing local people and make second homes unaffordable?

14.3. Issue: Provision of strategic Suitable Alternative Natural Greenspaces (SANGs)

Respondents were asked how strongly they agree or disagree with each of the recommendation and option for the provision of strategic SANGs:

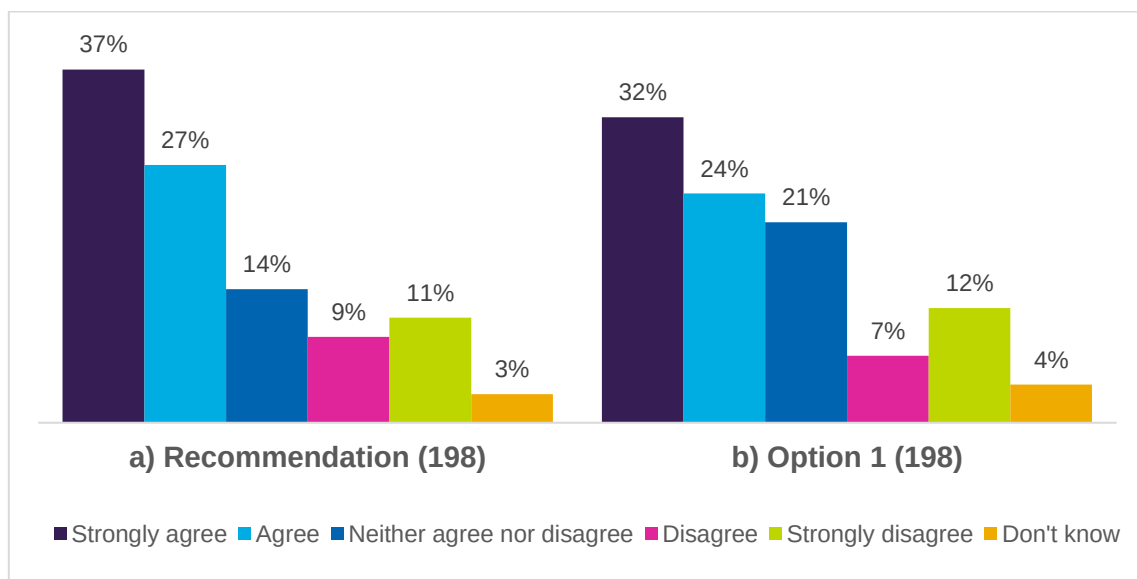
Recommendation: We propose to continue the current approach to the provision of strategic SANGs through both public and private SANGs, including the continued emergence of SANGs within the Stour Valley Park.

We could also explore:

Option 1: Changing the use and/or management of some of our existing open spaces e.g., golf courses, to provide strategic SANGs.

- 64% agree with the **recommendation**, 20% disagree and 14% neither agreed nor disagreed.
- 56% agree with **Option 1**, with 19% disagreeing. 21% neither agreed nor disagreed.

Figure 43: How strongly do you agree or disagree with each of the two options for the provision of strategic SANGs?



Bases (as shown)

Differences in responses

There are differences in responses for the options by [respondent type](#), [legacy council area](#) and [age](#).

Recommendation - to continue the current approach to the provision of strategic SANGs through both public and private SANGs (Base = 198)

- Levels of agreement vary by [age](#). Up to 34 years (60%), 35-54 (65%), 55-64 (56%), 65 and over (79%).

Option 1: Changing the use and/or management of some of our existing open spaces (198)

- 57% of respondents [living in the BCP Council area](#), 33% of respondents [not living in the BCP Council area](#) and 87% of [other respondent types](#) agree with Option 1.
- 69% of respondents living in [Bournemouth](#), 44% of those in [Christchurch](#) and 58% of those in [Poole](#) agree with Option 1.

Comments about the provision of strategic SANGs

Q76. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about the provision of strategic SANGs. Please use a) or b) to show which option you are referring to.



113 comments

113 respondents explained their answers, provided further comments and/or alternative suggestions about the provision of strategic SANGs. The key themes to emerge from these comments are outlined below:

Q76 Key themes	Number of comments
Objection	29
Suggestions	21

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents made objections to one or more of the proposals about the provision of strategic SANGs. Most of the objections were made in relation to 'Option 1: Changing the use and/or management of some of our existing open spaces e.g., golf courses, to provide strategic SANGs' (22 comments)

Below is a selection of comments for each of these sub-themes:

Option 1: Changing the use and/or management of some of our existing open spaces e.g., golf courses, to provide strategic SANGs



"Golf Courses are already fulfilling all the requirements of open space. They are not to be used to magic up SANG space and certainly not to be utilised as housing land UNLESS they are privately owned and subject to the normal rules of Town Planning."

"The only problem with option 1 is that, in time, the SANG will be [considered] a green space to develop with housing."

"a) A Strategic SANG should be an area that can be accessed by car, bicycle or pedestrian pathways and be available all year round, in other words not to flood during winter months."

b) A SANG should not be imposed on an area that is already being used by the community to change its use, i.e., a golf course."

"A SANG never works as intended as too many conflicts of interests. Does not support conservation of wildlife."

"Yes, [SANG's are a] good idea but taking away golf and outdoor sports area would [not] help with health and fitness."

- Do not allow the SANG in Throop as it will ruin an already natural environment and wildlife habitat b. Do not deteriorate existing green spaces - more are needed not less - SANGS introduce unnatural issues - gravel paths/kerbs/car parks - which affects existing wildlife."***

Suggestions

These respondents made a variety of suggestions about the provision of strategic SANGs. No particular theme stood out from these comments as many topics were addressed apart from that they were all suggestions for changes.

Below is a selection of comments:



“Having SANGs away from development sites makes it difficult for people to access them without cars resulting in more car use. Will SANGs charge for parking? Upton country park currently charges car users but does not charge cyclists and walkers. This is discriminatory and is outpricing those on low incomes who are not within walking distance from using the open space. We need to encourage families with young children to get out into these open spaces for their health and

wellbeing. Those with small children can't always walk long distances, are unable to cycle, if they go by bus, it is expensive and if they go by car there is the expense of petrol and possible parking fees. The council should be encouraging developers to create open spaces within the developments so that local families can access the open space easily.”

“[Golf] courses should be more openly accessible to the public. At the moment - golfers treat the land as if they own it. Queen's Park being a good example.”

“a) all of our SANGs should be public. It is not right that those people who live on new developments have to pay service charges to support the SANGs. b) I would like to see some of our golf courses rewilded.”

“a. SANGs need to be within walking or cycling distance for those they are intended to serve. They should not be provided as a sop when Green Belt is being eaten up.”

*“I am not against SANGs but the one near us floods regularly so doesn't feel like the best pay-off for all the houses that had to be built to get it. **Why not open up the Green Belt as SANGs instead to help preserve and make more use of it?**”*

“Make them easily and cheaply accessible by public transport.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Get rid of the golf courses and convert them to SANGs and continue expanding the Stour Valley Park as well
- As long as SANGs are for everyone's health and not for commercial gain

Developers/landowners

1 comment was made by a developers/landowner. Below are the key points from this response:

- Need big purpose-built SANGs within the local Green Belt
- Encourage high density in our towns and direct people out of town for large green open spaces, purposely built for use by lots of people

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Object to BCP's current approach for the provision of strategic SANGs upon the Stour Valley water meadows which are in direct conflict with Historic England's Conserving Historic Water Meadows Policy and BCP's 2050 Climate Action Plan
- Strongly agree to the change of use of existing urban open spaces e.g., golf courses to provide strategic SANGs which will be within walking distance of the proposed urban developments

Residents living outside BCP

4 comments were made by residents living outside BCP. Below are the key points from these responses:

- SANGs are a poor substitute for genuine green spaces
- Concerns that this policy treats green space as a commodity which can be swapped. Green spaces are loved by communities are irreplaceable
- Any change in the management of SANGs should be designed to provide natural corridors
- Reject the proposal to use existing golf courses as this only removes one form of recreation and replaces it with another that increases dog walking in those areas

Other respondents

3 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Do not change children's play parks. Lots of old buildings and sad town centre housing to upgrade instead
- The council's current approach with SANGS should continue and be monitored carefully and other groups must be involved and consulted as well as Heathlands, and other green spaces in and around the area and town centre
- We are on the brink of a climate catastrophe. There has to be better thinking on this and urgently. Once our pristine green spaces are gone, they are gone. Just as planting a sapling because you cut down a healthy 500 year old oak tree does not make sense...keep the oak tree. And plant the sapling. Old trees support thousands of other species. They clean water, clean air, help prevent flooding, create cool microclimates through shade, store masses of carbon, build the soil...and so on and so on. To think for one second that we can simply replace what has taken our natural world hundreds and hundreds of years to develop is the purest form of arrogance at this point in time. And note -- the old tree does all the things that we run around trying

so desperately to achieve with science. And lots of money. And lots of time. And likely loads more pollution.

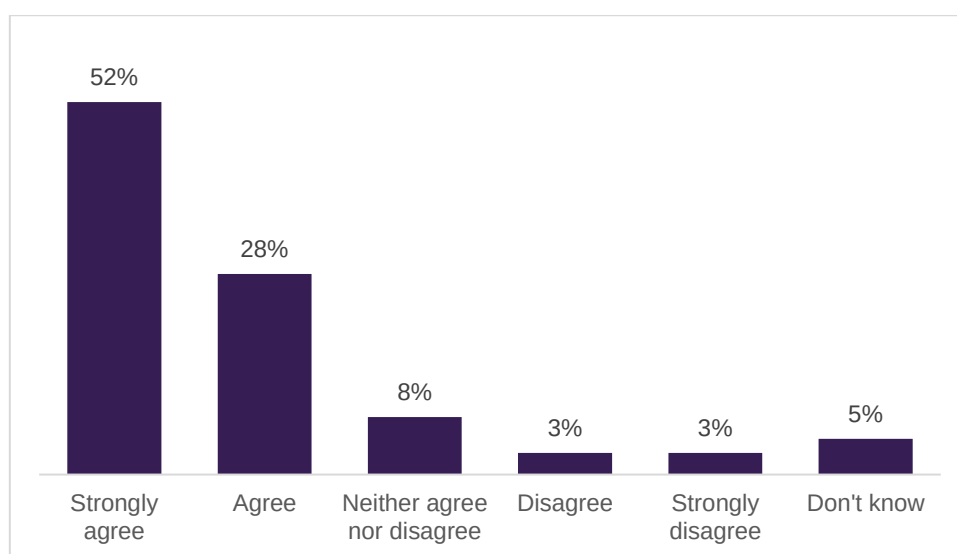
14.4. Issue: Improving the air quality on the Dorset Heathlands

Respondents were asked how strongly they agree or disagree with the recommendation for improving the air quality on the Dorset Heathlands:

Recommendation: We propose to implement the Dorset Heathlands Interim Air Quality Strategy up to 2025, and then align projects to new policies in both the BCP Local Plan and the Dorset Local Plan.

- Eight out of ten respondents (80%) agree with the recommendation, 6% disagree and 8% neither agreed nor disagree. 5% did not know.

Figure 44: How strongly do you agree or disagree with our recommendation for improving the air quality on the Dorset Heathlands?



Base (164)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about improving the air quality on the Dorset Heathlands

Q78. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about improving the air quality on the Dorset Heathlands.



56 comments

56 respondents explained their answers, provided further comments and/or alternative suggestions about improving the air quality on the Dorset Heathlands. The key themes to emerge from these comments are outlined below:

Q78 Key themes	Number of comments
Suggestions	27

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about the provision of strategic SANGs. The key theme to emerge from these comments was 'Identifying impacts, e.g., cars, fires' (13 comments).

Below is a selection of comments:

Identifying impacts, e.g., cars, fires



"Air quality could be improved by preventing Forestry Commission and RSPB using fires to dispose of shrubs/trees cut down.

"What are the policies? Also, less cars doing less journeys is the single biggest impact that can be had. Also, no wood burning stoves. and compulsory solar/heat pump energy."

"Need to stop diesel and petrol vehicles anywhere near heathlands AND CHILDREN."

"Better air quality generally, i.e., reducing as much vehicle traffic as possible will have the knock on effect of improving wellbeing, reducing hospital admissions and social service's needs."

*“It’s a no brainer - increased vehicle emissions will be hugely detrimental to our greens spaces, conservation areas and [Sites of Specific Scientific Interest]. **Large scale development of the Green Belt should be avoided at all costs.** The country roads cannot cope with increased traffic, congestion and air pollution.”*

*“Air quality needs to be improved across the whole of BCP, and I have suggested (above) ways in which this could be achieved: **air quality zones, policies to actively shift travel away from petrol/diesel vehicles, more rail freight (which could use hydrogen fuel more effectively than road haulage), electric tramways, active travel and hydrogen fuel cell buses and taxis.** However, another major nitrifying factor on heathlands is dog-walking - consideration may have to be given to dog bans on large areas of heath.”*

*“**It is not just the Heathlands that need an air quality strategy** (important though they are), the people living in the conurbation need to have some sort of strategy for protection as regard air quality.”*

*“Air quality measurements should be measured at not only Dorset heathland areas **but also other key spots which could impact such heathlands.**”*

*“As one of the few nitrogen-limited ecosystems, is incredibly important that [nitrate] deposition is minimised. **Banning dog walking is also needed along with measures to address air pollution.**”*

*“**The golden rule is not to allow development near the heathland.** A buffer zone, such as Highmoor farm's remaining fields is ideal. **Built up areas should also be regreened-** e.g., the [university] sites, and heathland plants such as native heathers and gorse used for hedging instead of laurels, non- native berberis, etc. **Grassed areas should not be sprayed and should have local wildflower seed planted, but not by strip weedkilling...**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

1 comment was made on behalf of an organisation/association. Below are the key points from these responses:

- The marginal increase from new development is pitiful compared with existing pollution, Natural England should address existing problems rather than tinker at the edges

Agents

1 comment was made by an agent. Below are the key points from this response:

- The Dorset Heathlands Interim Air Quality Strategy should be used by BCP as an effective tool to take ownership of, and manage, this issue as a Local Planning Authority rather than divesting it to external agencies

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Agree in principle, however, the sensitive lower valley water meadows within Throop and Holdenhurst Village Parish should be given equal status to that of the Heathland infrastructure projects as part of the Interim Air Quality Strategy

Residents living outside BCP

2 comments were made by residents living outside BCP. Below are the key points from these responses:

- The Recommendation does not go far enough. Traffic needs to be reduced

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Air quality needs to be good.
- With regard to air quality in the area, this must be looked at more thoroughly, as the amount of cars, vans, freight-lorries, motor bikes, etc and boats and commercial ships in the harbour all produce a lot of pollution, (as well as noise), which can have an adverse effect on the natural environment
- With BCP and Dorset Councils having produced an air quality strategy, this must be rolled out amongst the Borough and findings made known to everyone. These are legal requirements and air quality is of vital importance both within the Towns and also parks and heathlands, harbour and shoreline
- We have to invest in a reliable, clean and safe public transport system. This could free up the roads for those who have to use their own vehicles, such as tradesmen, delivery drivers etc. Also, the introduction of a car sharing scheme, so people can use a car when needed, rather than utilising a parking space all day, every day, just for one 30 minute meeting?

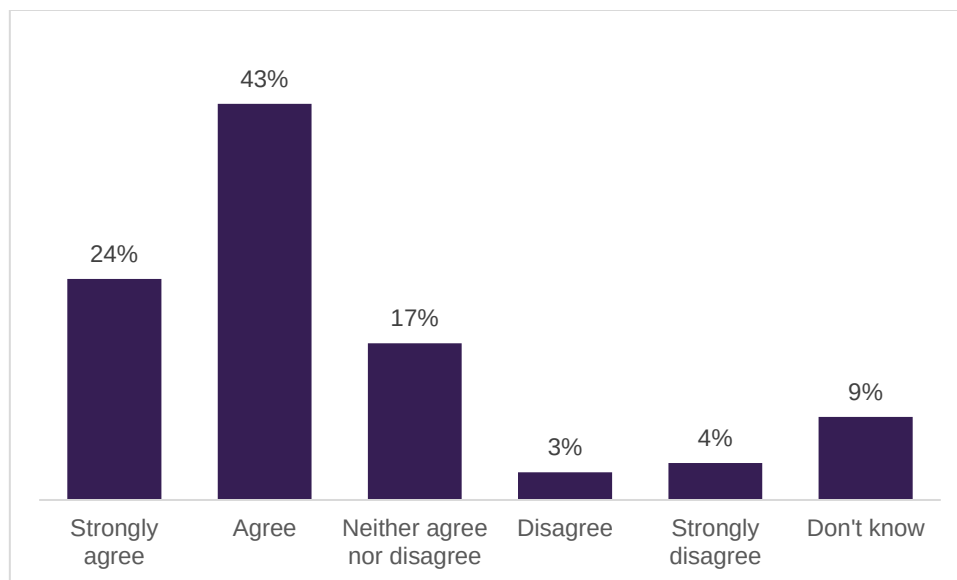
14.5. Issue: Dealing with Poole Harbour Recreational Pressures

Respondents were asked how strongly they agree or disagree with our recommendation for dealing with Poole Harbour recreational pressures:

Recommendation: We propose to continue the strategy detailed in the existing Poole Harbour Recreation Supplementary Planning Document (SPD) and examine whether there are other realistic strategies for dealing with this issue.

- Just over two thirds of respondents (67%) agree with the recommendation, 7% disagree and 17% neither agree nor disagree. 9% did not know.

Figure 45: How strongly do you agree or disagree with our recommendation our recommendation for dealing with Poole Harbour recreational pressures?



Base (116)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about Poole Harbour recreational pressures

Q80. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about Poole Harbour recreational pressures.



37 comments

37 respondents explained their answers, provided further comments and/or alternative suggestions about Poole Harbour recreational pressures. The key themes to emerge from these comments are outlined below:

Q80 Key themes	Number of comments
Suggestions	23

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about Poole Harbour recreational pressures. The key theme to emerge from these comments was 'Support measures to protect Poole harbour' (12 comments).

Below is a selection of comments:

Support measures to protect Poole harbour



"Marine life and their ecosystem is often very fragile and needs to be protected. The [Strategic, Access Management and Monitoring] (SAMM) collected for every new dwelling is to be applauded - but what does the money get spent on?? I feel that the harbour needs more protection than the Heathlands and so the contribution could be increased."

"Poole Harbour should be protected in anyway it can be."

"This precious area must not suffer because of unbridled commercial development."

"Such a harbour should be protected [from] a lot of residential development."

"The harbour and wildlife must be protected."

"Keep the harbour for residents of Dorset only. People are coming from as far away as London/Birmingham for day trips. These people are not helping our economy as most bring all their food and drink with them, and just leave devastation."

“I would like to see policies that safeguard the future biodiversity of Poole Harbour for the masses, rather [than] pander to the damaging leisure exploits of the wealthy few now - i.e., curbs on massive carbon emitting outboards, anchors that wreck the seabed etc.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Important to manage recreational pressures so that social, economic, and environmental impacts can all be managed sustainably
- This is a money-making exercise to fund projects that are not budgeted for otherwise
- Existing pressure on the harbour should be tackled by the statutory bodies before taxing new development
- Mitigation measures in the Supplementary Planning Document are strongly encouraged as visitor information is key for the Poole Harbour area
- Mitigation factors would need to be supported through appropriate facilities such as information boards, wardens, and appropriate waste disposal, particularly with regards to fishing equipment such as fishing lines
- Mitigation measures could be further enhanced by creating a wildlife haven site which would encourage visitors who want to see the wildlife rather than anti-social visitors

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Poole Harbour should be rewilded and managed like a safari park with conservation at its heart

Other respondents

1 comment was made by respondents from the 'other' category type. Below are the key points from these responses:

- The existing Poole Harbour Recreation Supplementary Planning Document (SPD) must continue
- Natural England must be consulted more on this, as with the whole area being an area for special protection
- Overdevelopment and unsuitable use of land is to be stopped

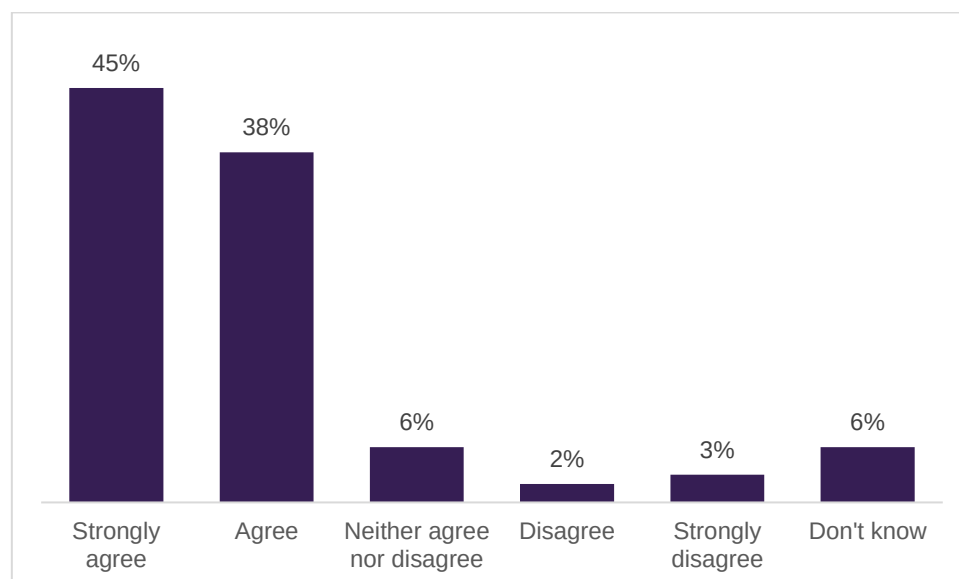
14.6. Issue: Dealing with Poole Harbour Nitrate Pollution

Respondents were asked how strongly they agree or disagree with our recommendation for dealing with Poole Harbour Nitrate Pollution:

Recommendation: We propose to continue the strategy detailed in the existing Nitrogen Reduction in Poole Harbour Supplementary Planning Document (SPD) and incorporate the strategy into the new Local Plan. We will also examine whether there are other realistic strategies for dealing with this issue.

- Just over eight out of ten of respondents (83%) agree with the recommendation, 5% disagree and 6% neither agree nor disagree. 6% do not know.

Figure 46: How strongly do you agree or disagree with our recommendation for dealing with Poole Harbour Nitrate Pollution?



Bases (as shown)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about dealing with nitrate pollution in Poole Harbour

Q82. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about dealing with nitrate pollution in Poole Harbour.



44 comments

44 respondents explained their answers, provided further comments and/or alternative suggestions about dealing with nitrate pollution in Poole Harbour. The key themes to emerge from these comments are outlined below:

Q82 Key theme	Number of comments
Suggestions	26

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about dealing with nitrate pollution in Poole Harbour. The key theme to emerge from these comments was 'Comments on sewage dumping' (10 comments).

Below is a selection of comments:



"I think maybe, lobbying central government to stop allowing water companies to dump raw sewage in the harbour might be the biggest priority in this area."

"Go further, limit farmers from allowing run off of animal waste, limit numbers of animals, and look at what they are fed, and **do more about companies processing sewage so it doesn't enter our water.** Encourage plant-based eating, particularly in places where you can support or make the changes like schools, universities, pre-schools and any council owned properties."

"I would like to see more detail on Wessex water's role in Nitrogen reduction. **The current dumping of untreated sewage into local waterways must be stopped.**"

"There has been a lot of publicity over sewerage being pumped into our sea along this coastline. **As well as reducing nitrogen sewerage dumping should be tackled with urgency.**"

*“The plan is a start but more needs to be done to manage the problem. The **council need to be tougher with local water company over their regular discharges of sewage.**”*

*“A tricky one, nitrate pollution comes from intense farming practices which is needed for food production. Hopefully, **there may be some way of preventing the run-off and recycling it,** but I don't know how, perhaps science can help? The use of 'green [waste]' (sewage) is being used more these days but that has its own problem with contamination of all sorts of nasties!”*

- 1) *With regard to nitrate pollution, in view of the planned massive increase in housing, **surely upgrading/new sewage treatment works should be an absolute priority BEFORE construction of large developments occurs?** 2) **All new residential developments should incorporate the separation of foul sewerage from surface water drainage.** I would also like to see the incorporation of [missing] in gardens or beneath new housing, as in Greece, to provide water in times of drought that could be used for flushing toilets, watering gardens, etc.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Local Plan should ensure that the land removed from agricultural production is planted with trees as abundant evidence shows that trees have the most powerful effect at helping prevent nitrate run-off (whilst also sequestering more carbon than any other habitat)
- Agree and is in line with the Marine Plan Water Quality Policy
- Natural England and Environment Agency should address existing problems rather than taxing needed housing. Go after the agricultural sector and water companies
- Strongly agree with direct mitigation measures to enhance sewerage infrastructure and significantly reduce the risk of storm run-off being used inappropriately. These enhancement measures are actively encouraged along with natural mitigation measures
- Mitigation measures for BCP need to be conducted in partnership with Dorset Council due to the close neighbouring nature of the harbour coastline

Residents living outside BCP

3 comments were made by residents living outside BCP. Below are the key points from these responses:

- Facilitate wetland creation upstream to absorb nitrates
- Too much sewage going into Poole Harbour
- Need to address water companies polluting rivers and seas in Poole

14.7. Issue: Supporting green infrastructure and open space

Respondents were asked how strongly they agree or disagree with each of the recommendation and options for supporting green infrastructure and open space:

Recommendation: We propose to maintain and expand the Green Infrastructure Network, including the creation of the Stour Valley Park, protecting existing open spaces and enhancing their appeal to more people, connecting green spaces for people and wildlife and greening the urban area.

In addition, for open spaces we could consider a combination of the following options:

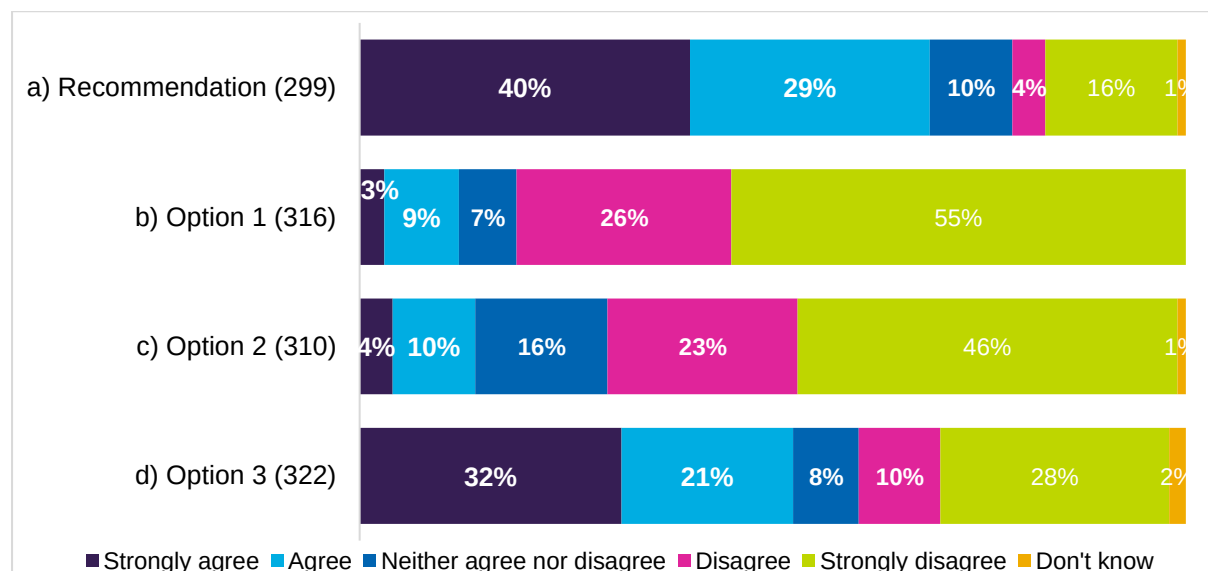
Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements.

Option 2: Allowing the loss of open space for community uses that outweigh the loss of the open space.

Option 3: Making new developments pay financial contributions towards enhancing or providing alternative open space if they cannot provide open space on site.

- 69% agree with the **recommendation**, 20% disagree and 10% neither agree nor disagree.
- **Option 3** has the highest level of agreement (53%). 38% disagree.
- 12% agree with **Option 1** and 14% agree with **Option 2**.

Figure 47: How strongly do you agree or disagree with each of the options for supporting green infrastructure and open space?



Bases (as shown)

Differences in responses

There are differences in responses for the options by [respondent type](#), [legacy council area](#) and [age](#):

Recommendation - to maintain and expand the Green Infrastructure Network (Base = 299)

- 62% of respondents living in [Bournemouth](#), 69% of those in [Christchurch](#) and 71% of those in [Poole](#) agree with the recommendation.

Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements (Base = 316)

- Levels of agreement with Option 1 decreases with [age](#). Up to 34 years (33%), 35-54 (12%), 55-64 (13%), 65 and over (9%).

Option 2: Allowing the loss of open space for community uses that outweigh the loss of the open space (Base = 310).

- 14% of respondents [living in the BCP Council area](#), 5% of respondents [not living in the BCP](#) Council area and 29% of [other respondent types](#) agree with Option 2

Comments about supporting green infrastructure and open space

Q84. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about supporting green infrastructure and open space. Please use a) to d) to show which option you are referring to.



196 comments

196 respondents explained their answers, provided further comments and/or alternative suggestions about supporting green infrastructure and open space. The key themes to emerge from these comments are outlined below:

Q84 Key themes	Number of comments
Objection	72
Suggestions	26

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents made objections to one or more of the proposals about supporting green infrastructure and open space. Most of the objections were made in relation to 'Option 3: Making new developments pay financial contributions towards enhancing or providing alternative open space if they cannot provide open space on site' (41 comments) and 'Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements' (40 comments).

Below is a selection of comments for each of these sub-themes:

Option 3: Making new developments pay financial contributions towards enhancing or providing alternative open space if they cannot provide open space on site



*"a) I am very sceptical about this project as feel it will encourage excessive amounts of people to sensitive areas that cannot handle this type of pressure and need protecting. An example of this is what I have witnessed at Throop over the years and seen it decline rapidly. People do not respect the area and as a result wildlife suffers. Rubbish gets discarded and more traffic will clog up the inadequate roads that surround these sensitive areas. Paddle boarding/canoeing will also add to the rivers decline. b) open space is never underused and is of huge benefit to the environment. c) I don't really get the loss of open space as we should be protecting it as much as possible. Not much left!! d) **is this in relation to SANG's? If so, I am not a fan as this just gives developers an option to develop Green Belt and which in-turn leads to further development of more Green Belt.**"*

*"[Option] 1 - We cannot allow loss of open space at all [Option]2 - Confusing statement and doesn't make sense [Option] 3 - **No more paying contributions that go into BCP coffers and used for other things. Make developers provide/create space.**"*

*"New developments should provide open space on site **not just be able to pay their way out of not providing it.**"*

*"A= All green spaces are precious and should be protected by those who have the authority to support this. D= **New developments should not be allowed to be built on Green Belt land or previous Green Belt areas, no matter how much financial contributions are agreed.**"*

*"**It's not in developers interests to provide green space and I fear it would be a token gesture at best. Stop profiting from the loss of our green spaces.**"*

“Financial contributions do nothing to compensate for loss of open spaces. If the developer cannot provide open space on site, then the development should not be permitted. End of.”

*b) it is subjective whether an open space is underused so this provision would be open to misuse. c) If the new use is purely community based. d) Developers should not be able to pay their way to destroying limited open spaces. Again, what is suitable **“Alternative” open space is subjective and open to abuse.**”*

*“Option 1 - BCP should be repurposing that open space with additional facilities for example adding gym equipment to encourage the use of the outdoor space. Option 2 - this can ALWAYS be twisted in planning proposals “community block of 20 flats” for example. Yes, if this was maybe providing a community farm or allotments that still encourage people to get outdoors. **Option 3 - this is just green washing and should never be considered. The fair price will never be paid.** How do you cost the future impact that open space may have?”*

Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements



*“Shouldn't allow the loss of greenspace but **instead understand why it is underused and rectify.** If underused; plant trees on it instead.”*

*“**We do not need to lose any existing open spaces;** we need to focus on developing brown field sites.”*

“Leave open spaces alone! We have few enough as it is for human use, let along for the use of wildlife.”

*“**There is no 'surplus to requirements' open space in this new Borough.** Underused, certainly, but not surplus.”*

*“Open space is **never surplus.**”*

*“Remaining undeveloped open space should not be lost **under any circumstances.**”*

*“**Stop building on land that you think is underutilised. Please listen to the people who use the land and hear their opinions.**”*

*“b) **Underuse is not sufficient reason;** “enhancing their appeal” and promoting use where appropriate would be more positive. d) The cumulative effect of loss of gardens when replacing a house with a block of flats should be given consideration with the policy.”*

Suggestions

These respondents made a variety of suggestions about supporting green infrastructure and open space. The key theme to emerge from these comments was ‘Comments on developments - housing/overdevelopments/developers’ (13 comments).

Below is a selection of comments:



*“Given that raised water levels are **inevitable** most open land should be **retained**. Water does not drain through concrete. Brown field sites should be strongly prioritised, and their **development subsidised if necessary**.”*

“Support green infrastructure by not allowing any building on it.”

*b) - I don't believe we should look at losing any of our open spaces, these are vital areas within our community, too many open spaces have been lost and these are key areas to assist with becoming carbon neutral. c) - I feel that this could be a good idea if managed correctly and dependant on the community use, such as allowing for disused open spaces to become allotments so people can have an area to grow their own produce. d) - Totally agree that **developers should be made to pay for open spaces if they cannot provide within their sites, they make far too much money on developments and very rarely provide anything to the wider community.**”*

*“Option 3 if new developments can't provide green spaces maybe **they shouldn't be allowed at all?** Maybe **there should be a scale of payment decreasing with the increase of green space on the development.** i.e., If a block of flats doesn't have the foot space for green areas but could add a green roof garden they wouldn't need to pay as much as a development that provided no green space at [all].”*

*“Financial contribution may not be the answer if we end up with no open space. **Limits should be applied.**”*

*“As already commented, we already have less than optimal green and open spaces. To allow any further development on such would only exacerbate an existing issue. **We should investigate why areas of open space are underused and then set about addressing such issues to make use of such areas correctly used.** (Understanding the reasons for low use is critical - is it awareness of such, safety concerns, inappropriate layout etc).”*

*b) **the green space should be rewilded or repurposed as a different type of green space** c) not unless a replacement green space can be created d) **these [charges] need to be very substantial to allow a significant rewilding/green space creation project elsewhere** - additionality must be guaranteed otherwise there is ongoing attrition of habitat at the expense of development.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Object to the loss of some spaces as it conflicts with the proposal is to maintain and expand the Green Infrastructure Network (Recommendation and Option 1)
- What is meant by “underused”? Even if it is not used by the public a green space serves a very useful function through its contribution to health and wellbeing (Option 1)
- What makes a green space surplus to requirement? A sports field may no longer be needed for sporting activities, but it should not be allowed to be built on - conversion to other greenspace uses could be beneficial, e.g., the provision of allotments in an area where none exist (Option 1)
- All new developments should provide sufficient amenity space for residents whenever possible (Option 2)
- Planners should have a more holistic approach to the development of the three towns rather than just allowing developers to dictate what is built because this will not lead to good placemaking, e.g., lost opportunity to add sufficient amenities including green space for 66 flats in Poole
- There is little open space, so it could instead be enhanced for all users (flora and fauna too) instead of community uses that may encourage building hard infrastructure (Option 1 and 2)
- Option 3 would need strict regulation to ensure it enables the provision of open space and to prevent siphoning off for alternative uses
- Doubtful Option 3 works. We should not be losing green spaces

Agents

1 comment was made by an agent. Below are the key points from this response:

- Locations such as verges in 60s estates could be used as they are just there for aesthetic reasons and could be put to better use (Option 1)
- Larger areas should not be lost

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Unable to give a detailed response until the council has published its Green Infrastructure (GI) Strategy
- More clarity over the relationship between BCP Council and the Parks Foundation over the management of all open spaces/park spaces within BCP
- As the council has declared a climate crisis, the focus should be on geodiversity and biodiversity as opposed to the current focus on human leisure
- Opportunities for leisure should be focused on urban park space, thus protecting the sensitive natural environment & wildlife habitats within the Parish area

Residents living outside BCP

11 comments were made by residents living outside BCP. Below are the key points from these responses:

- Stour Valley should not be a SANG but a nature reserve (Recommendation)
- Consider biodiversity, climate change and potential future use of open spaces (Recommendation and Option 1)
- Slades Farm is and could be built over (Option 1)
- Reword Option 1 to "Allowing the loss of an open space if an alternative is first provided"
- Places such as football fields, e.g., in Burton, need to be maintained for local residents and youth organisations for exercise, to prevent local villages merging and to prevent a "Greater Bournemouth" conurbation with loss of local identity (Option 2)
- Developers should include natural green space in all plans and contribute to the cost of green space as it is essential to mental wellbeing (Option 3)
- Concerns about financial contributions to open spaces being wasted (Option 3)
- Option 3 incentives developers not to provide green spaces on sites. This policy is not going to promote healthy sustainable developments
- Green space should be expanded and connected, not developed
- Loss of space green not only destroys wildlife, but it also negatively impacts on the local carbon footprint

Other respondents

3 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Protect nature in order to protect ourselves!
- Unfortunately, all the proposals are too easy to manipulate. What's happening at Throop and Talbot Heath right now show that whatever reasons, excuses, or reasoning is supposed to be happening clearly isn't. Again, ticking boxes and money talks
- With the objective to conserve and enhance the protected habitats and green spaces that we have around Poole, we need to look at keeping a lot more open space and have low level buildings and create more open space for any new developments
- More green and open space is required. The Government recognises the benefits of green spaces, infrastructure and BCP should maintain, and expand this everywhere across the Borough
- New Infrastructure Strategy for BCP has been mentioned here but must be more widely advertised and updated as new developments and ideas are brought to the Council. More consultations and more local involvement with people is critical if we are to achieve this
- High density is not the type of schemes that should be encouraged. We need to keep as much green space as we can within the whole of BCP. Once the green

space is gone, it's gone forever! The development of communal green infrastructure should be actively supported

Comments about natural environment

Q85. Please tell us any other comments about the natural environment in the Local Plan, including any other issues or ideas you feel that we should consider.



256 comments

256 respondents made further comments about the natural environment. The key themes to emerge from these comments are outlined below:

Q85 Key theme	Number of comments
Suggestions	158

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about the natural environment. The key theme to emerge from these comments was 'Importance / high priority of protecting natural environment / improving existing spaces / education' (57 comments).

Below is a selection of comments:



*"The Council should consider how it can help create green wildlife corridors across the conurbation, both for people and wildlife. **The protection of the area's natural environment must be given the highest priority.** Other areas the Council should consider are how to reduce light and noise pollution and the awful problem of littering and fly-tipping."*

*"It's also **important to ensure our water is safe and clean, including our beaches.** The issues with untreated sewage water going into rivers and the sea puts me off going to the beach."*

*"The latest example of Canford SANG cannot replace the precious biodiversity of the heath, moving...space to another area is not the solution. **The heath should be protected from any further development.**"*

*“All existing green areas in our towns must be protected for the reasons I mentioned above, and **all new developments should provide parks and green spaces to promote people’s health and wellbeing.**”*

*“**More space for wildlife, higher quality spaces and improve existing spaces, link our green spaces with nature corridors and only cut grass verges once a year. Dig up hard standing areas and convert them for wildlife.**”*

*“Spaces/areas such as Sea View **should be protected for future generations.**”*

*“**Protect our trees - developers are chopping them down as it is too easy to get round the planning system.** Stop suburban backyard development which destroys the neighbourhood feel as it squashes up houses, reduces amenity space, and the character of the area. Generation rent will need to retire one day, and we need to plan for social housing back up plan. That is (preferably council owned) build to rent brownfield urban development. Not acres of Barratt home overpriced characterless 'cookie cutter' dormitory estates.”*

*“**It is essential to protect what exists already.** Any new housing would increase the need for sewage disposal and water consumption - they are overstretched already.”*

*“There should be **attention given to promote biodiverse areas, no matter how small, and both encourage and capitalise on volunteer help.** Perhaps encourage local nature groups, designating re-wilding space, e.g., partial re-wilding of green spaces within existing housing developments, wild borders around playing fields, any green spaces/verges etc in industrial estates and business parks.”*

*“Only 12 areas in the whole of England have zones designated as Green Belt. They should be honoured as the special areas they are and not built on. **Communities need to be involved more in their local environments and informed as to why things like not cutting the grass is so beneficial to wildlife and how it is far from a cost cutting exercise.** Put up more information noticeboards about the wildlife in local areas - to try to engage more people with what is on their doorstep.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

Organisations/associations

9 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Green infrastructure should be a 'green thread' running through the Local Plan and forming part of every policy and every type of site use
- It would be good to see an increased role for woodlands throughout the Plan
- New woodland on the new SANGs could provide additional benefits such as water quality improvements, flood alleviation, biodiversity increases, robust recreational greenspace, shade and shelter for people and animals in a changing climate, and carbon sequestration (substantially greater than any other habitat type)
- Important to identify a hierarchy of green corridors right down to local level e.g., where rear gardens provide a continuous stretch of green space, albeit it private

- Equally important are islands of woodlands/copse or other green space that can act as a steppingstone to another stretch of green corridor or significant open space. This approach has helped protect an area of woodland from inappropriate development
- Objection to any SANGS being utilised by changes of use of any open-spaces which have an already existing community benefit either as play-parks or recreational spaces, e.g., golf-courses
- SANGs should be located in the Stour Valley Park only
- Enhancement of protected areas is particularly welcome
- Oakley Fields in Poole could be returned to their recent protected status within an enhanced Green Belt
- Any disturbance to some species is illegal and attempts to "minimise" any such disturbance also illegal
- Promotion of the conservation of watercourses will require evidence that Wessex Water can limit pollution to the satisfaction of all stakeholders
- Aim to continue enhancing the area's ecological network could be usefully accelerated by insisting on a 10% biodiversity net gain for all developments including the development of any SANGs
- Development of policies to protect the Bournemouth cliffs should not exclude those on the Poole seafront
- It is appreciated that some care homes are not so damaging to designated heathland, but such peripheral locations are not so effective for those receiving the care and who may have friends/relatives wishing to make visits therefore maintain the Green Belt without any loss of openness
- Financial contributions which fund Strategic Access Management and Monitoring (SAMM) should ensure that further extinctions of locally valued species are not aided by this
- The Plan fails to recognise the concerns about the damage to habitats and species caused by SANGs (especially Strategic SANGs) and should be suitably adjusted
- The plan being developed by the Stour Valley Park must comply with the Local Plans of both the Unitary Authorities in Dorset and protect valued habitats and species and secure at least a 10% biodiversity net gain
- Sewage discharges and existing pollution levels must be reduced not just maintained at their current levels
- Any policy that allows pollution levels in the Harbour to 'get worse before they get better' is unacceptable
- Object to all three options for supporting green infrastructure and open space
- In order for the three towns to become a "gateway to a wonderful experience of nature and naturalness, both on land and at sea", additional planting, green roofs and living walls need to be incorporated
- No doubt the eventual Local Plan will respect the 'bigger picture' (involving both councils in Dorset) that will ensure the developments in both planning areas are symbiotic

- Support the greater than 10% target for net gain. Some local plans are already setting 20% net gain targets which increases the chances that worthwhile amounts of net gain will be delivered, considering green initiatives may fall short in practice
- Creating accessible woodland as part of the SANGs strategy will help with meeting targets for carbon capture, climate resilience and nature recovery
- Trees and woodland offer an effective way to screen sites from air pollution, by capturing particulate matter and by absorbing nitrogen oxide
- Planting trees and woodland offers an effective way to mitigate nitrate pollution
- Local Plan should include green infrastructure and green areas as essential components of any development sites

Agents

13 comments were made by agents. Below are the key points from this response:

- Data employed to define a 'potential ecological network' is not a suitably robust evidence base for a Local Plan
- Local Plan will need to strike a reasonable balance between ecological objectives and the other purposes served by open spaces
- Concerned that plans in the 'BCP open space' section include various areas of land that are incapable of fulfilling this function, including the Vitality Stadium's forecourts, the car parks to the west and south and the players' pavilion and secure training pitches
- Concepts such as green infrastructure and open space will need to be defined more rigorously and mapped in the Local Plan more accurately, with land serving other purposes omitted
- Support the consideration of the use and/or management of the existing open spaces e.g., golf courses to provide strategic SANGs. In particular, this is considered important especially given the emerging requirements through the Environment Act 2021 to deliver biodiversity net gain and that more land will be required for biodiversity offsetting
- The Habitats Regulation Assessment of the Local Plan will be essential in determining the mitigation required over the Plan period in order to protect the various habitats across BCP. However, associated costs of mitigation on development industry are of concern. Any mitigation costs should be considered in combination with other development costs thorough a Viability Assessment
- Figure 16 of the Issues and Options Consultation Document includes areas designated as open space that may not be suitable as open space and/or does not align with the definition of open space as per section 336 of the Town and Country Planning Act 1990
- Further evidence should be given to provide a Quality Assessment of which existing areas are suitable as open spaces
- Support aspirations to encourage the provision of more SANG land and develop the Stour Valley Park
- Concerned that Hicks Farm site is the only viable new SANG for Bournemouth

- Council needs to ensure more land is brought forward as SANG to enable the completion of new development

Developers/landowners

1 comment was made by a developers/landowner. Below are the key points from this response:

- To protect and save the protected Dorset heathlands dog walkers and mountain bikers should have restricted access
- Do not restrict the building of residential homes near heathland

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Main priority is the protection and enhancement of our natural environments in times of climate change

Residents living outside BCP

10 comments were made by residents living outside BCP. Below are the key points from these responses:

- Liaise with farmers and catchment-management groups about creating wetland upstream to absorb nitrates
- Object to proposed housing development in Bransgore village. Green fields are needed flood protection and there is insufficient infrastructure for new housing
- Need more nature reserves and nature officers to teach people why these sites are needed and valuable
- Ensure public green spaces are accessible to all by improving footpaths and adding facilities, e.g., changing places, toilets etc
- Make heathland paths accessible to wheelchair users
- If land is unused, it does not mean it is suitable for development
- Create more natural corridors for wildlife
- Preserving the natural environment and allowing development in villages that surround conurbations is a contradiction and will lead to more traffic on insufficient road networks and increase pollution
- There is nothing about protecting the Green Belt
- Trees, wildlife, and established areas of biodiversity need to be protected as a priority

Other respondents

4 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- People and wildlife do not mix. To protect nature reserves and wildlife don't put family friendly dog parks right next to it. How will this ever get better if we keep encouraging

people to the river Stour? It's truly mind boggling. There has to be a line, not all places should be for all people if it's detrimental to wildlife

- Convert empty buildings into homes before building on green land
- High Buildings along the waterfront would be the wrong thing to do in Poole itself, especially along the backwater channels as well as by the bridges, as these currently have many green spaces and land that is used by birds, insects, and other creatures, and these should remain and not be disturbed
- Natural environment should be our absolute top priority right now. That's why this plan, and the Dorset Plan should be put on pause. The thinking is outdated. A radical approach is needed

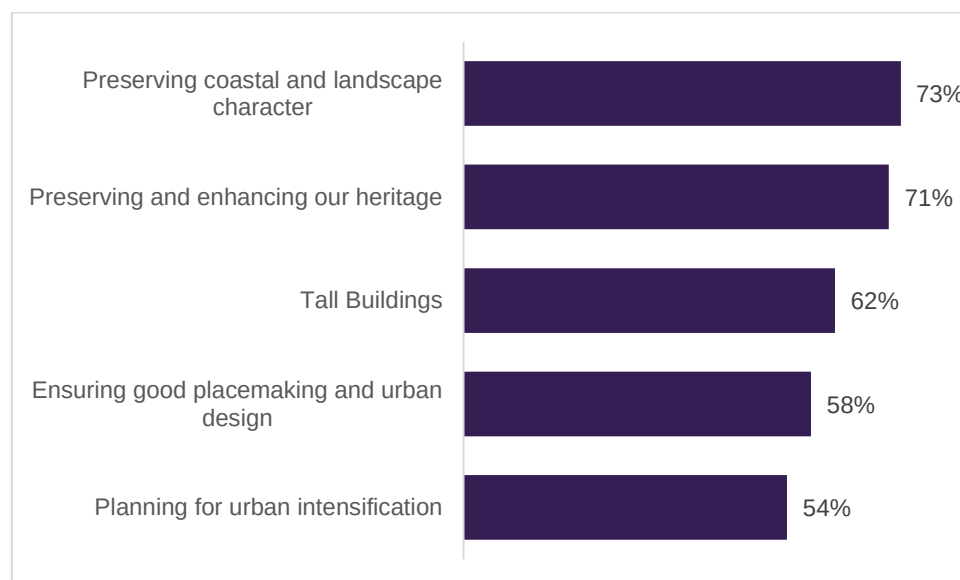
15. Our built environment

Objective: Promote local character and the delivery of high-quality urban design

Those respondents who were interested in promoting local character and the delivery of high-quality urban design were asked which issues they were interested in giving their views about.

'Preserving coastal and landscape character' (73%) had the highest level of interest, followed by *'preserving and enhancing our heritage'* (71%), *'Tall Buildings'* (61%), *'Ensuring good placemaking and urban design'* (58%) and *'planning for urban intensification'* (54%), as shown in the chart below.

Figure 48: Which of the following issues are you interested in giving your views about?



Base (237)

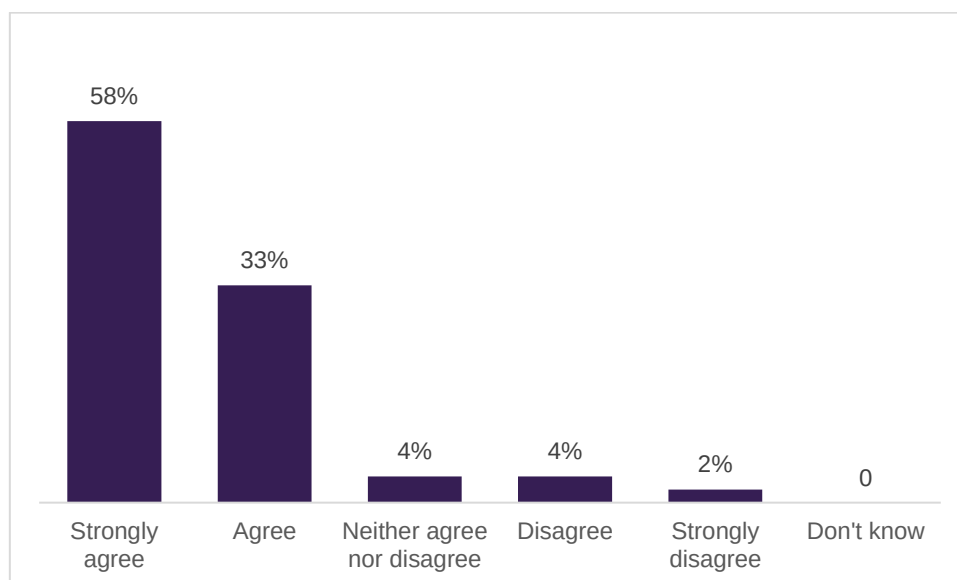
15.1. Issue: Ensuring good placemaking and urban design

Respondents were asked how strongly they agree or disagree with the recommendation for ensuring good placemaking and urban design:

Recommendation: We propose to set out a policy in the Local Plan that requires good design in accordance with the National Design Guide, and that in the majority of cases new development respects the prevailing characteristics of the local area.

- 91% agree with the **recommendation**, 6% disagree and 4% neither agree nor disagree.

Figure 49: How strongly do you agree or disagree with our recommendation for ensuring good placemaking and urban design?



Base (132)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about ensuring good placemaking and urban design

Q88. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about ensuring good placemaking and urban design.



65 comments

65 respondents made further comments about ensuring good placemaking and urban design. The key themes to emerge from these comments are outlined below:

Q88 Key theme	Number of comments
Suggestions	33

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about ensuring good placemaking and urban design. The key theme to emerge from these comments was 'Comments/Concerns about developments - housing/overdevelopments/developers' (20 comments).

Below is a selection of comments:



"There are so many estates built that are characterless, square, concrete jungles, that haven't aged well, look bland & boring and built with the cheapest of materials that haven't stood the test of time. It's time for aesthetics to play a part in future design, alongside managing environmental issues, green spaces. Developers will always look for the cheapest options and BCP should have a say for environment longevity and to be pleasing to the eye."

"There has been a move to allow any 'new' development - this is changing the local landscape, not always for the better. It needs a considered approach so that new developments 'fit' with the local area and enhance it."

"Why only a majority respecting local character? Surely all should. It can't be changed easily retrospectively, please make use of the design phase, and add practical support if smaller businesses lack...the resource to design what is needed."

*“This **urban design should also include open spaces, public walkways and greenery** (trees/plants etc).”*

*“**Don’t continue letting developers get away with bland featureless boxes.**”*

“We need to convert brown field sites first. Building new homes on green field sites is not sustainable or ecologically sound and would contribute negatively towards the climate.

Low developments that match existing developments should have priority - no more flats in Southbourne!”

*“Good design is more than a visual matter. Any new or replacement development involves embedded energy costs. Thus, **design policies should include materials used, and should encourage re-use and recycling of materials, subject to safety standards.** Design also includes functionality of buildings - in particular energy use and environmental impact. **New build should be zero emissions and at least carbon neutral. Landscape design should encourage natural, rather than hard surfaces, because of the ecological, carbon capture and drainage reduction advantages of natural surfaces. Hence the design guide needs to be built into all aspects of development control policy and implementation.**”*

*“Yes, to good design **but the environment needs to be at the top of the agenda to make homes sustainable and low cost to run.**”*

New buildings must be planned and executed to the highest possible standard. In particular, housing must accord to exceptional standards. We do not want BCP to become renowned for poor-quality housing, which is a real concern here now.”

*“Should be stronger. Let’s look at best practice when it comes to our [regeneration] sites and **insist on great and beautiful design that uses sustainable principles to mitigate climate change and make neighbourhoods better places to live.**”*

*“No building should be permitted **on flood plains/fields.**”*

*“**You will need to enforce this though** - often what is actually built can vary significantly in terms of quality from the architects plans and aspirations - **how will it be enforced?**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Local Plan should have clear guidance on what good design is and is not. It should:
 - specify where particular design should be proposed
 - detail the types of public realm expected for a range of uses and locations
 - clarify where conflict exists with other policies
 - clarify which standards have priority and where (street design)
- Policies should use active phrasing. i.e., “must”, “will” etc. not passive phrases like “should” or “could”

- Good design and place making are essential elements that lead to greater wellbeing, more attractive places, and therefore greater vitality
- If retaining the existing character of a place will be a fundamental element in the Local Plan then there should be a series of design codes which are much more specific in nature
- New development should deliver sustainable high quality urban design. To be supported development proposals must:
- Respond positively to the area's character, scale, grain and identity, creating or reinforcing local distinctiveness. Raising the standard of architecture, landscape and design within the Plan area
- Conserve or enhance the Plan area's important built and archaeological heritage assets and their settings
- Respond to the key existing development aspects of the Plan area's layout, landscape, density, mix, height, massing, details and materials
- Promote accessibility and permeability by creating places that connect with each other and are easy to move through
- Promote legibility through the provision of recognisable and understandable places, routes, intersections and points of reference,
- Deliver a coherently structured, integrated and efficient built form that clearly defines public and private space,
- Analyse and protect/enhance strategic views defined as (1) St James Church Tower from Dee Way (2) Brownsea Island from Poole Quay (3) Poole Quay from Poole Harbour
- Deliver a safe, healthy, attractive, usable, durable and well-managed built environment comprising high quality buildings and spaces that integrate with green infrastructure and are accessible to all
- Create a multi-functional, lively and well-maintained public realm that sensitively integrates different modes of transport, parking and servicing
- Encourage the delivery of permanent and temporary public art
- Safeguard the amenity and context of existing development and create a high-quality environment for future occupiers
- Promote diversity and choice through the delivery of a balanced mix of compatible buildings and uses
- Create buildings and spaces that are adaptable to changing social, technological, economic and environmental conditions
- Incorporate design features that deter crime or disorder and the fear of crime
- Developers need to demonstrate how they aim to achieve building inline with the National Design Guide

Residents living outside BCP

2 comments were made by residents living outside BCP. Below are the key points from these responses:

- Concerns about modern housing designs overshadowing traditional Dorset designs
- Need clarification on why the "prevailing characteristics of the local area" should be a principle. Good new design could transform tired old areas and bring new dynamism to them

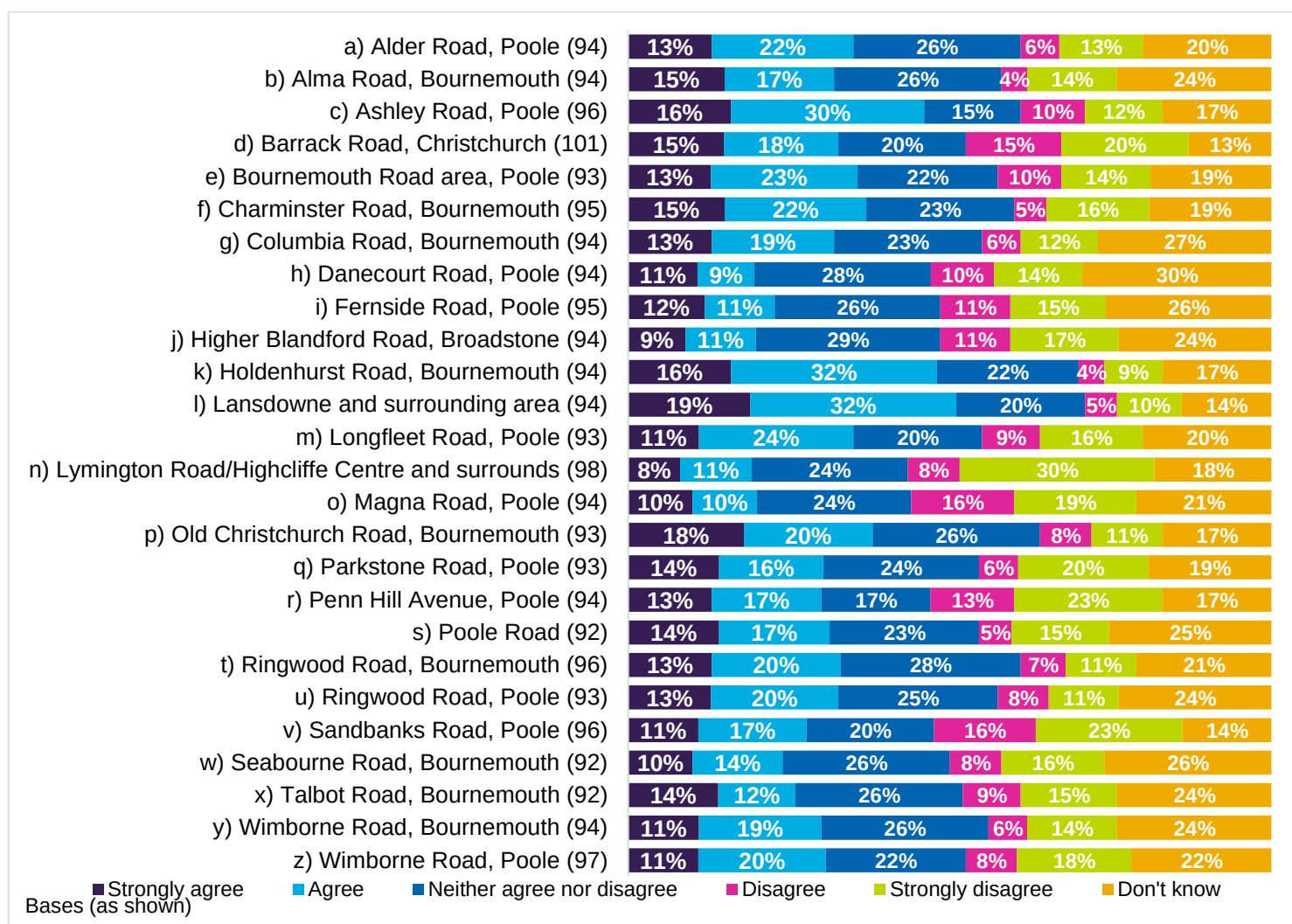
15.2. Issue: Planning for urban intensification

Respondents were asked how strongly they agree or disagree with our recommendation for planning for urban intensification

Recommendation: We have significant pressures for new homes across Bournemouth, Christchurch and Poole. To help address this, we propose to be proactive about supporting a change in character in specific areas. For example, through allowing building heights to increase or different type of development to take place.

- The greatest levels of agreement are for Lansdowne (51%), Holdenhurst Road (48%) and Ashely Road (46%).
- The highest levels of disagreement are for Sandbanks Road, Poole (39%). Lymington Road/Highcliffe Centre and surrounds (38%), Penn Hill Avenue (36%) and Magna Road (35%).

Figure 50: How strongly do you agree or disagree with our recommendation for planning for urban intensification?



Comments about planning for urban intensification

Q90. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about planning for urban intensification. Please use a) to z) to show which area you are referring to.

 67 comments

67 respondents made further comments about planning for urban intensification. The key themes to emerge from these comments are outlined below:

Q90 Key themes	Number of comments
Objection	23
Suggestions	22

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents made objections to one or more of the proposals about planning for urban intensification. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were: 'Concerns over traffic congestion/ air pollution' (7 comments), and 'Comments on local character' (7 comments).

Below is a selection of comments for each of these sub-themes:

Concerns over traffic congestion/ air pollution



*"Both Barrack Road (d) and Lymington Road/Highcliffe (n) struggle with the levels of traffic. **Both are a nightmare to try and travel through, regardless of the time of year and I cannot think of worse places locally (in Christchurch) for urban intensification. Appalling idea.**"*

*"C) [Ashley Road is] **already too congested.** [d)] need a Christchurch bypass if you want to develop further m) do not want Longfleet Road to become over-developed with high rise-flats to lose character of the area v) this is one of the jewels so overdevelopment may spoil whole approach to Sandbanks."*

*"m/n/o/q/r) **Most of [the] roads are overloaded and cannot take any more developments.** Putting vast building up **would also destroy the character of the roads** and place strains of local amenities."*

*"Urban intensification **will inevitably lead to more cars and more congestion.** For many areas on the above list, it would lead to a complete change of character."*

*"j) The zone for potential urban intensification shown on the interactive map is either side of Lower Blandford Road, not of Higher Blandford Road as indicated in the consultation document. I assume this is a mistake, so my comments relate to Lower Blandford Road. Broadstone has a distinct village character and for this reason I would strongly object to urban intensification in the area shown on the map, in particular, anything other than a very slight increase in the height of buildings. **Additional development would almost certainly increase traffic congestion** in The Broadway (Lower Blandford Road)."*

Comments on local character



“Do not change the character in Christchurch or Highcliffe, it would be inappropriate. The local ambiance is why people visit our area.”

*“I really don't know. It so depends on what the development is going to look like, what extra pollution or environmental degradation might be caused. **The ones I had disagreed with are areas that I think have a pleasant and unique character that I fear would be spoiled by high density development.** In my opinion Sandbanks Road looks a mess with too many properties “cheek by jowl”.”*

*“m/n/o/q/r) Most of [the] roads are overloaded and cannot take any more developments. **Putting vast [buildings] up would also destroy the character** of the roads and place strains of local amenities.”*

“We are not a city; we are a seaside town with flooding risk.”

“We do not need a change of character in the Christchurch/ Highcliffe area. I support the Highcliffe and Walkford Neighbourhood Plan <https://www.highcliffewalkfordplan.org.uk/> and suggest that this is incorporated in the BCP plan.”

*“Urban intensification will inevitably lead to more cars and more congestion. For many areas on the above list, **it would lead to a complete change of character.**”*

Suggestions

These respondents made a variety of suggestions about planning for urban intensification. The key theme to emerge from these comments was ‘Comments/Concerns about developments - housing/overdevelopments/developers’ (12 comments).

Below is a selection of comments:

Comments/Concerns about developments - housing/overdevelopments/developers



“I have already said that the height of buildings needs to remain similar to those already in place if it is an “infill” development. Large areas could be taller but not to overpower the skyline. Mental health is affected if people [feel] too enclosed, particularly if the area is residential.”

“Given a free hand, developers would love to turn Poole into Benidorm, with block after block of soulless holiday flats. Prevent high-density projects near the shores of Poole Harbour.”

“Most of the roads/areas listed in a) to z) are already clogged with traffic. Any intensification of development should only be considered after the necessary improvements to transport infrastructure have been put in place. Pressures for development from national development need to be resisted as far as possible as it is partly through national government policies that the need has arisen. National governments

should obviously have discussed these policies with local governments first rather than just allowing mass immigration and not discouraging break up of nuclear families (e.g., through use of the tax system) and then forcing local governments to shoulder the results.”

*“[d)] Barrack Road - I've seen some plans for the development on the old police station site. It is a good site to build homes but again **they need to be the right sort of home**. They **need to have their own parking facilities as parking is an issue** in Christchurch and there needs to be pedestrian access to the green over the road. Again, **energy efficient homes should be built**.”*

*There may be parts of the Wimborne Road in Winton and Moordown which could be changed to provide more housing. However, they both have a wide variety of shops, most of them local businesses. In addition, some are housed in attractive buildings which add to the character of the area. So, **any intensification would need to be done carefully - not just sticking blocks of flats in without considering how they may impact on the area**. There are countless unused shops and commercial properties in the town centre, can these not be used to support additional housing.”*

*“The special nature of the centre of Highcliffe is gradually being eroded to the favour of developers, and the detriment of residents. It is appalling to note that several old buildings have been removed recently to be replaced by blocks of flats. At least a third of the flats built in Highcliffe in the last 3 years remain empty. Barrack Road is also a very characterful area.
Please leave them alone!!”*

“There are plenty of high rise unused shops in Bournemouth town centre - these can be converted to housing.”

*“**Keep development of tall buildings to areas where they already exist**. Retain other areas as they are now until other redevelopment opportunities have been built and then reassess need/consult again.”*

*I think this is a good approach, but with two caveats: - how do you compensate residents who find they live in an area that you have now earmarked for intensification? - **you also need to have rules in other areas, for example leaving some areas with family-size houses with a garden** - the current plot-splitting pattern will ruin the character of the area and leave no housing available for families who want a garden.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Locations missing: Ensbury Park Road, Kinson Road, Richmond Park Road, Christchurch Road, Belle Vue Road, Castle Lane West, Tuckton Road, Bargates, Fairmile Road, Stour Road, Somerford Road, Carbery Avenue, Castle Lane East, The Grove, Wallisdown Road, Purewell, and Herbert Avenue

- The list of intensification locations should match the Bus Service Improvement Plan (BSIP) network and other main routes
- Disagree with intensification along Higher Blandford Road, Broadstone, primarily because the area shown on the map is not Higher Blandford Road, but Lower Blandford Road
- Agree if the consultation is referring to Lower Blandford Road as it is suitable for further intensification especially with the addition of an additional storey or two
- Commercial centres with existing mixed development and roads close to town centres can support higher densities of housing but there should be sufficient amenity space available for residents
- Ashley Road has character in its current guise and heavily used by the local population so would be a shame to intensify the urban nature
- Penn Hill Avenue, Poole Road & Sandbanks Road are gateway areas to tourist destinations and should be enhanced as visitor facilities to support residents and visitors alike rather than add to urban intensity
- Cramming all of the intensification and housing into Poole and Bournemouth Town centres is not sustainable, it will increase congestion and overwhelm services. Regeneration of the wider area and the '20 minute neighbourhood' should be considered
- We consider that the urban intensification should be spread throughout the Local Plan area and not be concentrated into the Poole regeneration area. It is essential that the maximum density of development should be capped by the Local Plan at a level that does not overwhelm the character and infrastructure of the immediate area
- Urban intensification and, in particular tall buildings, should not be permitted that could cause greater congestion on the roads, and threaten the water and sewerage systems, schools and other services

Agents

1 comment was made by an agent. Below are the key points from this response:

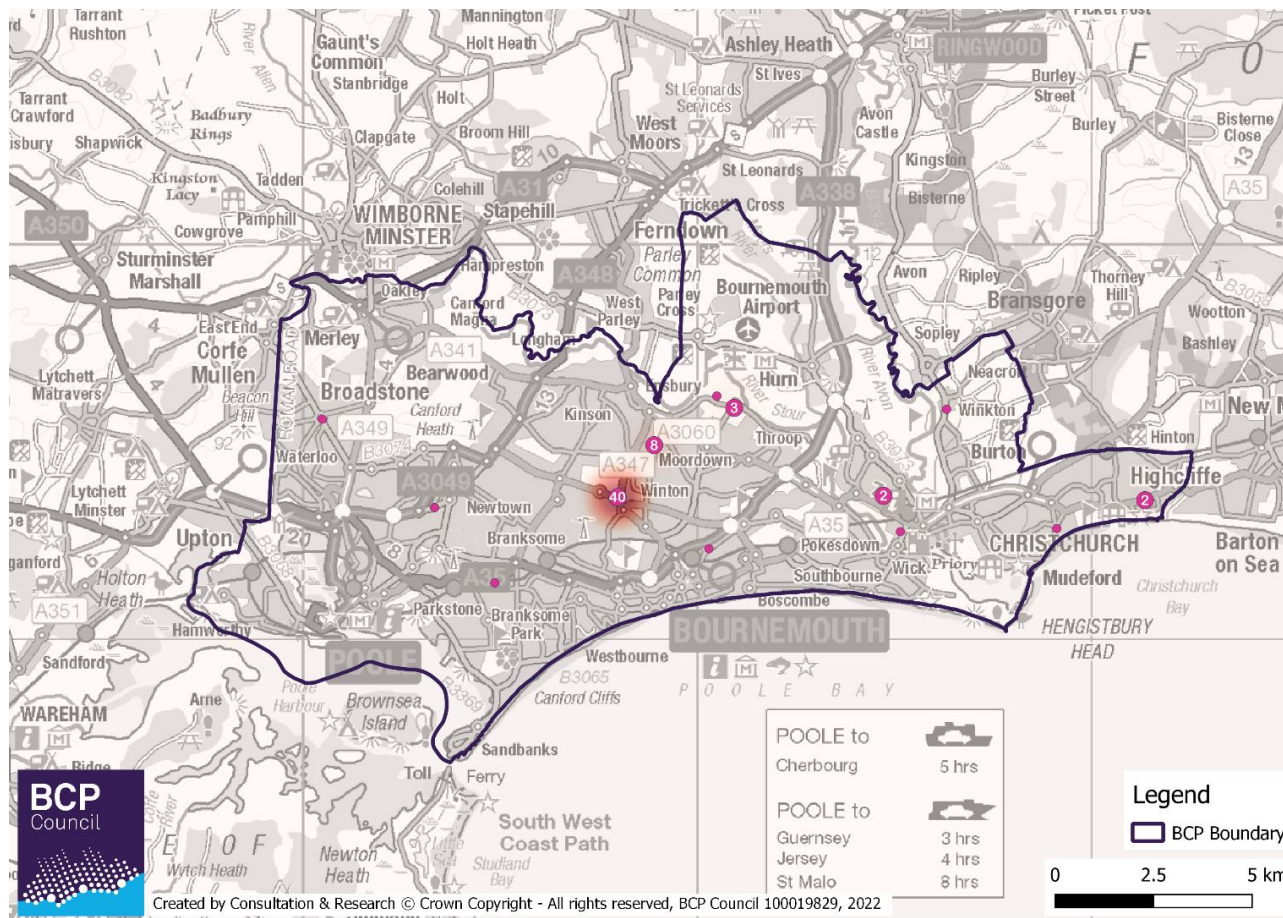
- Agree only to intensifying areas of local shopping centres not entire roads. Fernside Road - only on the garage site or college site near to the base of the hill

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Tall buildings can work if designed well

Interactive map comments on Potential Areas of Change



Please note this map shows the approximate location of comments and some comments were left outside of the potential areas of change boundaries.

Respondents were given the opportunity to comment on potential areas of change.

23 respondents left 63 comments on the potential areas of change interactive map¹².

The potential area of change at Talbot Road had the most interest, with 40 comments by 23 respondents, followed by the potential area of change at Wimborne Road which received 8 comments by 6 respondents.

9 comments made by 7 respondents were placed in locations outside of the potential areas of change as shown in the Area Name column of the below table, but they will be considered.

The numbers of comments and respondents per area are shown in the table below.

Table 51: Number of respondents and comments on Potential Areas of Change

Area Name	Number of Comments	Number of Respondents
Talbot Road, Bournemouth	40	23
Comments left outside of the potential area of change boundaries	9	7
Wimborne Road, Bournemouth	8	6
Lymington Road/Highcliffe Centre and surrounds	2	2
Barrack Road, Christchurch	1	1
Higher Blandford Road, Broadstone	1	1
Holdenhurst Road, Bournemouth	1	1
Penn Hill Avenue, Poole	1	1

Key Themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Concerned intensification would negatively impact highway safety/congestion/parking	38
Feels area not appropriate for change/no change required	37
Disagree with increased residential density	30

¹² Some respondents commented on more than one site and/or on sites multiple times. Please also note that this section only addresses comments made in relation to Potential Areas of Change that have been submitted through the interactive map. Comments made in relation to Potential Areas of Change that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report.

Concerned intensification would negatively impact amenity	25
Concerned intensification would negatively impact biodiversity	20
Feel intensification would negatively impact area character	12

The most prevalent themes raised is also provided for the potential areas of change in the table below:

15.3. Key themes raised through interactive map comments on Potential Areas of Change

Potential Area of Change	Number of respondents (and pins dropped)	Key themes (and number of comments)
Talbot Road, Bournemouth	27 (40)	- Concerned intensification would negatively impact highway safety/congestion/parking (37) - Feels area not appropriate for change/no change required (34) - Disagree with increased residential density (28) - Concerned intensification would negatively impact amenity (25) - Concerned intensification would negatively impact biodiversity (20) - Views there are more suitable locations for change (8)
Wimborne Road, Bournemouth	6 (8)	- Feel intensification would negatively impact area character (4) - Feels area not appropriate for change/no change required (3) - Suggests public space enhancements needed (3)
Potential areas of change with less than 3 respondents	(6 in total)	Below are the themes raised most regularly regarding potential areas of change with less than 3 respondents taken together: - Feel intensification would negatively impact area character (4) - Agree with urban intensification in area (3) - Disagree with increased building height in area (3) - Disagree with urban intensification in area (2) - Suggests provision of improved cycle infrastructure in area (2) - Suggests provision of improved pedestrian infrastructure (2) - Suggests provision of trees in area (2)

15.4. Issue: Tall Buildings

Respondents were asked how strongly they agree or disagree with each of the two options for managing tall buildings:

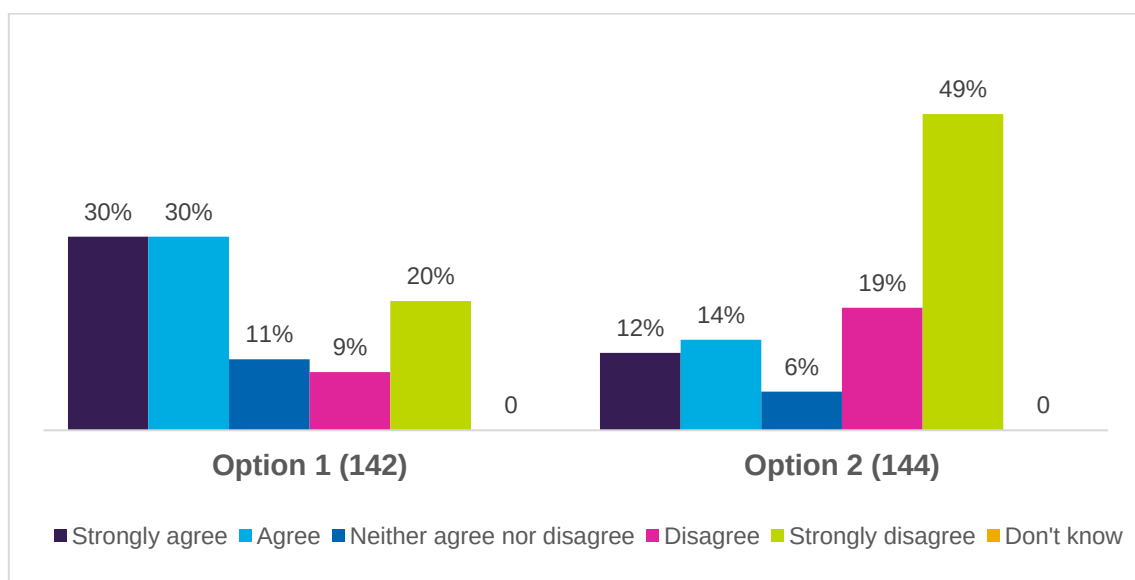
To manage tall buildings, we could consider one or both of the following options:

Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres.

Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity.

- **Option 1** has the highest level of agreement (60%), (29% disagree).
- 68% disagree with **Option 2** (26% agree).

Figure 52: How strongly do you agree or disagree with each of the two options for managing tall buildings?



Bases (as shown)

Differences in responses

There are differences in responses for Option 2 by [legacy council area](#) and [age](#).

Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity
(Base = 144)

- 24% of respondents living in [Bournemouth](#), 6% of those in [Christchurch](#) and 36% of those in [Poole](#) agree with the recommendation.
- Levels of agreement with Option 2 decreases with [age](#). Up to 34 years (70%), 35-54 (24%), 55-64 (16%), 65 and over (22%).

Comments about managing tall buildings

Q92. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about managing tall buildings.



90 comments

90 respondents made further comments about managing tall buildings. The key themes to emerge from these comments are outlined below:

Q92 Key themes	Number of comments
Objection	32
Suggestions	30

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents made objections to one or more of the proposals about managing tall buildings. These comments have been coded into sub-themes to make them easier to interpret. The most prevalent subcodes were: 'Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity' (29 comments), and 'Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres' (23 comments).

Below is a selection of comments for each of these sub-themes:

Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity



*"b) - Tall buildings should only be considered within town [areas] where these already exist, **reframe from allowing tall buildings to be built elsewhere as this will dramatically [affect] the skyline and create an imposing atmosphere.**"*

*"There are areas in the town centres where tall buildings already exist. The addition of other tall buildings is unlikely to detract from the overall atmosphere and visual impact of the areas. **There have been some developments built in the past which can only be described as carbuncles in the built environment. Developers seem to believe they have a right to build tall because it's the only way they say they can make money.** There are certain areas, especially Conservation areas, where tall buildings are totally out of character, and I believe should not be allowed."*

*"**Option 2: These [types] of buildings would be completely out of character** for the historic town of Christchurch. It is important to maintain this town in keeping with its roots, it is the reason that so many people visit the area. We should encourage this tourism as it brings much needed income to local businesses."*

*"Tall buildings in suburban areas with generally narrow streets **produce a canyon like environment.** For example, the current build and planned builds of 6 storey blocks in Alton Road. **Walking along suburban residential roads it should not only be possible to see the sky by looking vertically up - that is what will happen if tall buildings are allowed.**"*

*"Do not make our towns ugly with modern high rise buildings, not just ugly, **they destroy views and take away light.**"*

*"**Higher buildings do not work in rural areas.** We need to build high end tall buildings and in rural communities build family homes."*

*"Tall buildings in this context **only show deficiencies in the plan in [general].**"*

*"**Option 2 is not an 'option' if Option 1 is adopted,** it is merely a blank cheque to smother the district in higher buildings. **Ditch it.**"*

Option 1: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate and local amenity



"Option 1: There are already tall buildings in the vicinity so they would fit in better there."

*"a) this would work in Bournemouth where tall buildings already exist. **But in Poole I disagree as it would change the feel and character of the area as there are only a few tall buildings at present and these are often poorly maintained in appearance.**"*

*“Building tall buildings doesn't help taking away lovely views. **Building flats making the town like a city is not the answer it would take away the love of Poole.**”*

*“**I do not believe very tall buildings are acceptable anywhere within our BCP area but certainly not outside the town.**”*

*“[Tall] buildings outside of Bournemouth and Poole town centres **would spoil our beautiful towns.**”*

Suggestions

These respondents made a variety of suggestions about planning for urban intensification. The key themes to emerge from these comments were ‘Suggestions for height limits in types of areas or specific areas’ (12 comments) and ‘Comments/Concerns about developments - housing/overdevelopments/developers’ (11 comments).

Below is a selection of comments:

Suggestions for height limits in types of areas or specific areas



*“Poole has historically maintained a low skyline as seen from the sea. **This should be maintained. Tall buildings which do not breach this skyline should be considered.**”*

*“b) **New building heights should not exceed three floors and should be capped at this level.** You should look to cities in the Netherlands for Inspiration.”*

*“**3 storeys in Christchurch** to protect character bulk.”*

*“As I have said this **needs to be in line with existing heights in each area and not adding floors to buildings.**”*

*As I have indicated, given the climate and ecological implications, all increases in housing, services and employment net negative consequences for greenhouse gas, biodiversity and health and well-being. If new build cannot be avoided, then the only options are to build up, or to infill. As already suggested, the latter **should be in areas of lowest current density - levelling up.** There should be clear design standards limiting the height of buildings in all neighbourhoods. I would expect to see **a detailed analysis of the whole BCP area to identify the density and height limitations imposed by the strategic needs of the plan,** (i.e., to be sustainable, by ‘pursuing economic, social and environmental objectives in mutually supportive ways’ – [National Planning Policy Guidance]). This also means **no further incursions into the Green Belt.**”*

“Maintain the historic skyline of outlying coastal areas.”

“Bournemouth town centre already has a number of tall buildings, which have impacted on the coastal skyline. Any additional development of this type must be away from the sea front areas of the town and be limited in height to those that already been built in the Lansdowne and station areas.”

*“Remember Grenfell. **Limit of 5 storeys on all new buildings.**”*

“a) We should encourage considered massing of heights up to 150-200m in certain parts of Bournemouth centre b) We should allow some gateway or notable buildings in some of the suburbs. In general, I think we should see more building 3+ floors.”

*“A. The only place in Poole where I think tall buildings would be ok is where the Dolphin Centre is. In Bournemouth, we already have some. Wherever they are, **please consider their capacity to ruin their surroundings by casting shadow.** Remember that for some purposes, **building down one storey may make just as much sense.**”*

Comments/Concerns about developments - housing/overdevelopments/developers



*“High density developments **should be located next to public transport stations and shopping centres.**”*

*“Everyone needs access to outside space for health and wellbeing. **Tall buildings should have communal garden space and/or balconies for this both for work and residential buildings.** However, can't see this happening as everything comes down to cost. Where are the cars owned by residents of tall buildings going to be parked? **Underground car parks should be a requirement in new tall buildings.**”*

*“Do not need them everywhere and **risk building them and leaving them unoccupied,** as many building in London are.”*

*“a) **Tall buildings in the town centres would have a detrimental effect on the historic character that makes (particularly Poole) an attractive venue for visitors.** As there are so many unused retail units it would be better to use the space that these occupy for housing. b) In other areas tall buildings, if they are absolutely necessary, should be very sparsely distributed.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Taller buildings should focus on the Bus Service Improvement Plan (BSIP) and other main corridors with a minimum number of stories (4/5) and density specified to deliver transit-orientated development
- Consideration of tall buildings away from specific town centres could lead to applications for developments in key 'world-class' resort sites which would significantly detract from the ambiance of the area and lead to inappropriate urban intensification (Option 2)

- Concerned that Option 2 could lead to developers creating tall buildings in areas currently contested which would devalue the visitor offer, increase pressure on decrepit sewerage, utility and communication infrastructure and increase nitrogen pollution into Poole Harbour
- All new development must respect the prevailing characteristics of the local area. A formal definition of “tall buildings” is needed to guide potential developers. Tall buildings should not be permitted within or adjacent to conservation areas
- b) Support Option 2. There are parts of the conurbation which are not within the Poole and Bournemouth town centres that could help fulfil the housing goals by intensification with tall buildings
- It is sensible to allow higher densities, but this must be balanced across the whole conurbation
- Any development must preserve or enhance the character or appearance of the conservation area

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Building design is the most important factor

15.5. Issue: Preserving and enhancing our heritage

Respondents were asked how strongly they agree or disagree with each of the two options for preserving and enhancing our heritage:

We have to preserve and enhance heritage assets as required by government and would set out a positive strategy for heritage.

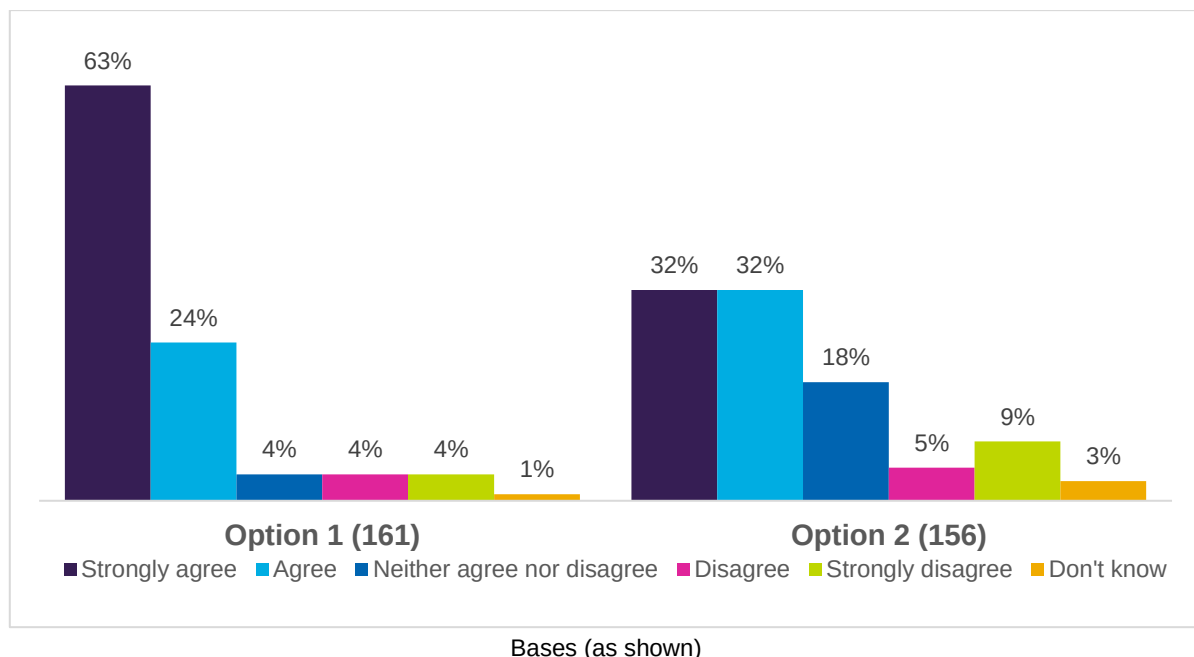
In addition, we could consider one or both of the following options:

Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets.

Option 2: Undertake a comprehensive review through Conservation Area Appraisals to ensure the designations remain fit-for-purpose.

- 87% agree with **Option 1**, with just under two thirds strongly agreeing. 8% disagree.
- 64% agree with **Option 2**. 14% disagree and 18% neither agreed nor disagreed.

Figure 53: How strongly do you agree or disagree with each of the two options for preserving and enhancing our heritage?



Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about preserving and enhancing our heritage

Q94. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about preserving and enhancing our heritage.



78 comments

78 respondents made further comments about preserving and enhancing our heritage. The key themes to emerge from these comments are outlined below:

Q94 Key themes	Number of comments
Agreement	33
Suggestions	12

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, and Town or Parish Councils, are detailed at the end of this question.

Agreement

These respondents expressed agreement with one or both of the proposals about preserving and enhancing our heritage. The most agreement was expressed for: 'Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets' (32 comments).

Below is a selection of comments for this theme:

Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets



*"a) **Any older property should really be assessed before demolition.** I understand that some 50/60's architecture is quite unattractive and no longer fit-for-purpose, but **any elements of heritage should be assessed in great detail.** History, be it good or bad, has its place and a story to tell.
b) If Conservation areas were previously assessed then most would surely remain fit for purpose to ensure the environment, heritage and protection of these elements are not destroyed. If anything, an appraisal to increase the areas should be more important."*

“Option 1. Heritage assets must be preserved. These must be considered as any structures that **help maintain the special character of an area.** Option 2. This is necessary but must be swayed by local [consultation].”

“Context is everything, **local criteria essential for maintaining local conservation.**”

“A lot of change in character has already occurred so **further loss of heritage should absolutely not be allowed to occur.**”

“We should ensure all historical heritage assets are preserved and protected for this and future generations. That is not to say every historical building should be maintained as clearly some of little or no heritage value and therefore appropriate professional assessment needs to be conducted in each case.”

“a) Bournemouth and Poole do not have a vast wealth of historic assets, therefore it is vital those assets are protected. b) I think we need more conservation areas; I'd like to see the Alum Chine area become a conservation area before it loses all of the Victorian architecture that the area was founded on.”

“a) Christchurch in particular has already lost a lot of its character with unsympathetic buildings and others being 'crammed in' all just adding to the degrading of the Town's historical heritage. Any new building in the Town needs to be sympathetic to its adjacent buildings!”

Suggestions

These respondents made a variety of suggestions about preserving and enhancing our heritage. The key theme to emerge from these comments were ‘Comments on Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets’ (6 comments).

Below is a selection of comments:

Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets



“What is locally important? Any development in Hamworthy needs a heritage asset statement because of a Roman Road that is invisible and no longer exists. The Heritage Assets need updating. Then we can keep and cherish the things that are worthy, not just old.”

“Create budgets to support heritage buildings that are private but strongly contribute to the local environment and heritage of the area.”

“Leave our heritage alone and get rid of all the eyesores.”

“1) So many interesting older buildings have been demolished in the past which has led to very bland looking towns. Equally older buildings aren't very environmentally friendly. 2) If there are older buildings that have no historical merit but give a diversity to the surrounding

area, is there a way to keep the façade and build environmentally friendly structures behind?”

“Any review should be aimed at increasing conservation areas and individual buildings NOT reducing.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- If buildings are of value, they should have formal status (Option 1)
- The designations are no longer fit for purpose. Queens Park has more good-to-excellent quality buildings than Meyrick Park or Talbot Woods despite lacking a conservation area status (Option 2)
- Poole Hill and West Cliff should be totally removed (Option 2)
- Only exceptional buildings should be worthy of retention (Option 2)
- Local heritage assets need to be reviewed from time to time but a fundamental issue is why have some been allowed to deteriorate to the extent that they are no longer fit for purpose?
- The approach should always be "enhancement of the conservation area" not building at any cost. There is a place for design codes here
- Recommend local consultations to ascertain non-designated locally important heritage assets, particularly with regard to how these can enhance the visitor offer
- Support Option 1. There needs to be an audit of underused, potential community space. The proposal to weigh the balance in favour of community development should be applauded. The Barn, on the Dibbens site, provides a striking example that could address the needs within the cultural hub in order to widen engagement and participation
- Object to a Conservation Area Appraisal that might be used to reduce the area or effectiveness of the existing Poole Old Town Conservation area

Agents

1 comment was made by an agent. Below are the key points from this response:

- Option 1 is inappropriate. If assets are worthy of a higher level of protection, then they should be assessed and designated accordingly. The National Planning Policy Framework approach should be followed in BCP, not one of special control or prevention

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- There should be no compromise or dilution of the existing Green Belt and conservation areas within the BCP area especially within Throop and Holdenhurst village Parish

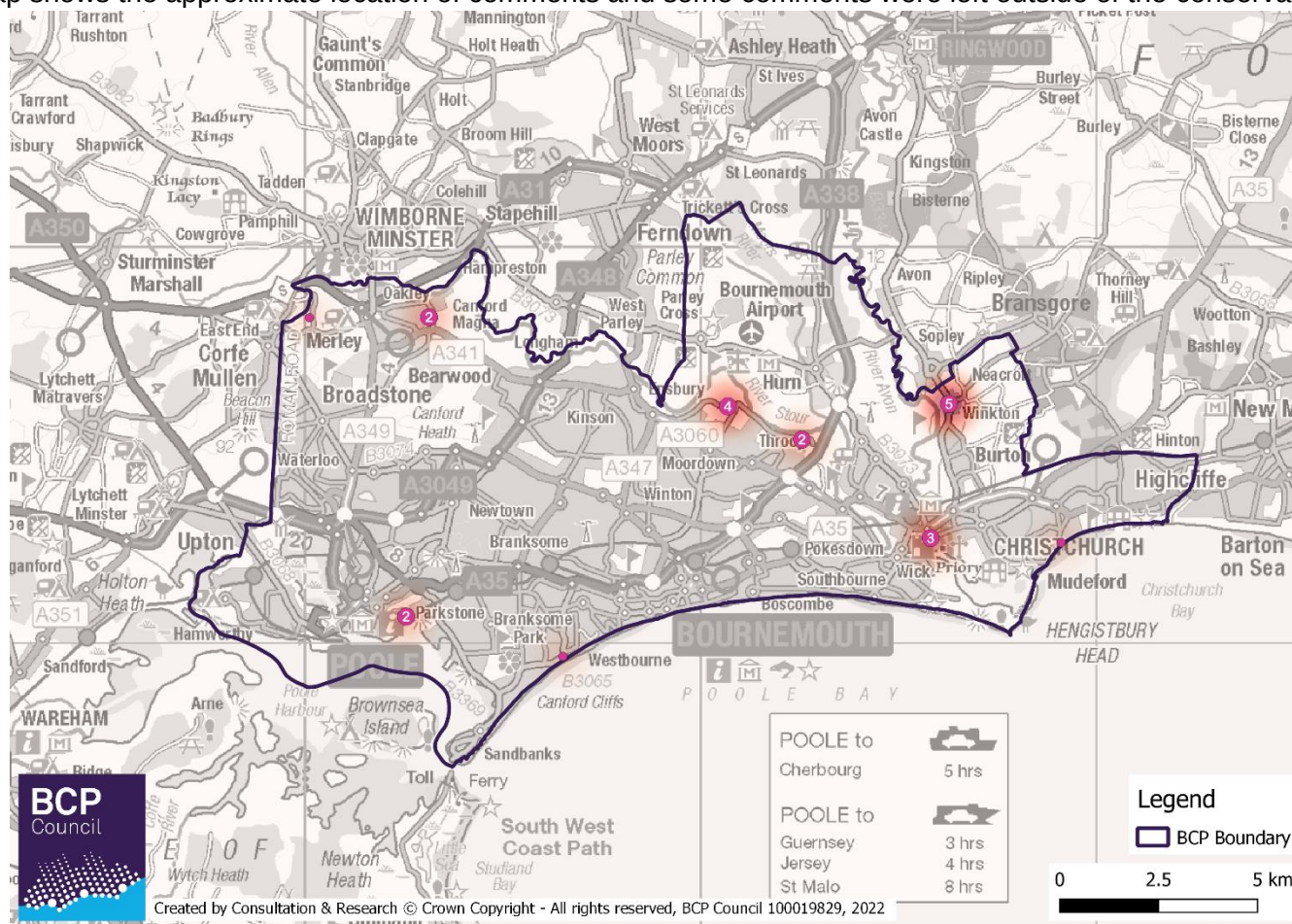
Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- BCP Council does not need any more power

Interactive map comments on Conservation Areas

Please note this map shows the approximate location of comments and some comments were left outside of the conservation area boundaries



Respondents were given the opportunity to comment on the existing Conservation Areas in the BCP Council area.

21 comments were left by 16 respondents on the Conservation Areas interactive map¹³.

8 conservation areas received comments through the interactive map. Winkton Conservation Area received the most interest with 5 comments from 4 respondents.

3 comments were left outside of the Conservation Area boundaries as shown in the Conservation Area column of the below table. These comments will be considered.

The total comments and respondents per Conservation Area are shown in the table below.

Table 54: Number of respondents and comments on Promoted Leisure Sites

Conservation Area	Number of respondents	Number of comments ¹³
Winkton	5	4
Comments left outside of the Conservation Area boundaries	3	3
Christchurch Central	3	3
Canford Magna	2	2
Holdenhurst	2	2
Muscliff Lane	2	2
Throop & Muccleshell Village	2	2
Ashington	1	1
Mudeford Quay	1	1

Key themes

Respondents made a variety of comments that have been coded into themes to make them easier to interpret. Please note that where respondents have provided comments that relate to more than one theme, their feedback has been categorised into multiple categories.

The most prevalent themes raised across all of the comments are:

Key themes	Number of comments
Agrees with Conservation Area designation	11
Views all or part of area has historic value	7
Views part of area has biodiversity value and should not be developed	5
Disagrees with proposed development within/near area	4

¹³ Some respondents commented on more than one site and/or on sites multiple times. Please also note that this section only addresses comments made in relation to Conservation Areas that have been submitted through the interactive map. Comments made in relation to Conservation Areas that were submitted through other systems, including by emails and letters, will be considered alongside these comments and are addressed in other sections of this report.

Views all or part of area has landscape value	4
Concerned about potential erosion/compromise/degradation of Conservation Areas	3
Views new Conservation Area/extension to existing Conservation Area required	3

The most prevalent themes raised are also provided for the Conservation Areas in the table below:

Key themes raised through interactive map comments on Conservation Areas

Conservation Area	Number of respondents (and pins dropped)	Key themes (number of comments)
Winkton Conservation Area	4 (5)	• Agrees with Conservation Area designation (3) • Views part of area has biodiversity value and should not be developed (3) • Disagrees with proposed development within/near area (2) • Views all or part of area has historic value (2)
Conservation areas with less than 5 respondents	(13 in total)	Below are the themes raised most regularly regarding Conservation Areas with less than 5 respondents taken together: • Agrees with Conservation Area designation (8) • Views all or part of area has historic value (5) • Concerned about potential erosion/compromise/degradation of Conservation Areas (3) • Views all or part of area has landscape value (3) • Concerned about potential loss of green space/open space/countryside (2) • Disagrees with proposed development within/near area (2) • Views part of area has biodiversity value and should not be developed (2) • Views new Conservation Area/extension to existing Conservation Area required (2)

15.6. Issue: Preserving coastal and landscape character

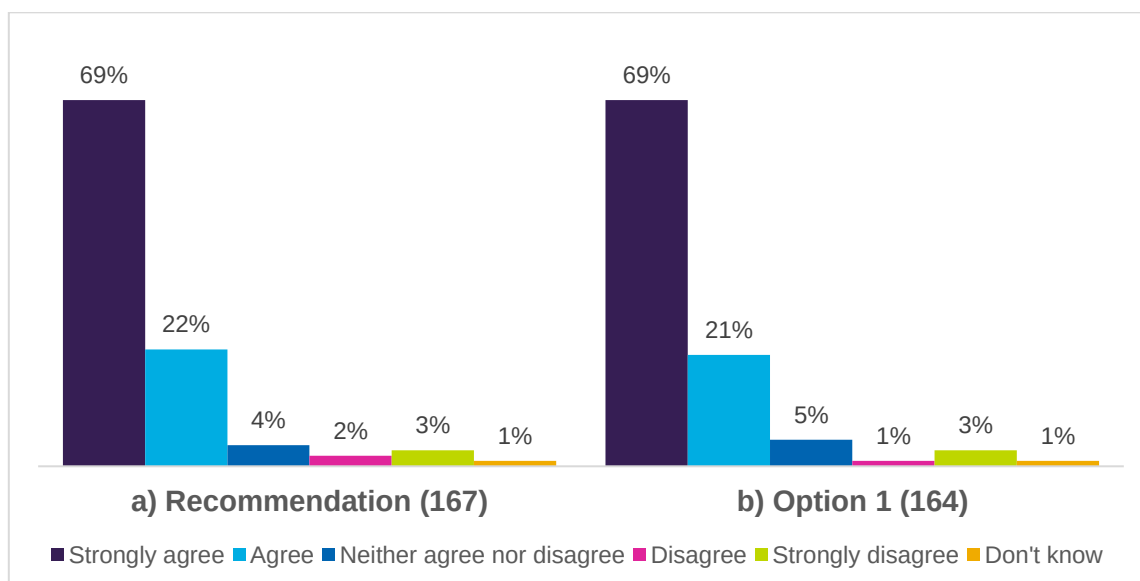
Respondents were asked how strongly they agree or disagree with the recommendation and option for preserving coastal and landscape character:

Recommendation: We want to preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this. Landscape Visual Impacts Assessments will be used to help to assess proposals.

Option 1: We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs.

- 91% agree with the **recommendation**. 5% disagree.
- 90% agree with **Option 1**. 4% disagree.

Figure 55: How strongly do you agree or disagree with the recommendation the recommendation and option for preserving coastal and landscape character?



Bases (as shown)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about preserving coastal and landscape character

Q96. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about preserving coastal and landscape character.



68 comments

68 respondents made further comments about preserving coastal and landscape character. The key themes to emerge from these comments are outlined below:

Q96 Key themes	Number of comments
Agreement	32
Suggestions	20

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement

These respondents expressed agreement with one or both of the proposals about preserving coastal and landscape character. The most agreement was expressed equally for: 'Recommendation: We want to preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this. Landscape Visual Impacts Assessments will be used to help to assess proposals' (20 comments) and 'Option 1: We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs' (20 comments).

Below is a selection of comments for this theme:

Recommendation: We want to preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this. Landscape Visual Impacts Assessments will be used to help to assess proposals



*"Excellent. **Well done on these. Good proposals!**"*

*"Our coastline is our biggest asset and the reason that tourism is so popular in our town. **I believe it should be left alone predominantly, or very strictly controlled as to what is allowed there.**"*

*"Our shoreline is beautiful **do not destroy it.**"*

*"Cannot agree with this one enough! **So, so important for preserving the wonderful character and health giving benefits of the area.**"*

"Most important!"

*"I think this is without question, **it's the reason any of it is here in the first place.**"*

Option 1: We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs



*"a) I would say, nationally valued. Please include their importance as a habitat. b) **Very welcome.** These areas command high building prices and have tended to produce properties which conspire to exclude other people from views and access, but **I think much more thought should be given [to] having NO MORE development.**"*

*"b. **Our beaches and coastal areas are vital assets which need to be protected** against over development."*

*"Our house is in coastal Christchurch: **the qualities of this environment should absolutely be protected and prioritised** when any changes are under consideration."*

Suggestions

These respondents made a variety of suggestions about preserving coastal and landscape character. The key themes to emerge from these comments were 'Comments on Option 1: We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs' (8 comments).

Below is a selection of comments:

Option 1: We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs



it. Keep

*"a) We can quickly lose character and turn areas into commercial eyesores. Visual landscapes should be natural and enticing and there for all to share.
b) Many outsiders are buying 2nd homes on priceless bits of land and building modern properties. **The essence of our coastline is exactly that and should be available to all not just those fortunate enough to afford spaces open for all.**"*

*"b) the **cliffs are not the only coastal landscape that should be preserved** and whose character should be protected."*

*b) a policy could be a benefit and **should consider long term impact as well as short term** - some building design looks tired and dated quickly and heavily detracts from views."*

"a) Who will be involved in assessing Visual Impacts. One contentious example springs to mind: the view across the whole of Poole to the Purbecks from the Broadstone War Memorial should have been preserved, but it was deemed right to let the belt of trees hiding

*that view to grow up and obscure it. b). **Not only views from the cliffs, but also along Poole Harbour and Evening Hill.***

*“Not only views of cliff but **over development on coastal cliffs causes traffic congestion and hardship for people living there.**”*

*“Particularly with **reference to tall buildings.**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

1 comment was made on behalf of an organisation/association. Below are the key points from these responses:

- This is not required. Good design policies will achieve the same thing
- Support Recommendation. Support the principle of Option 1 but consider that it does not go far enough
- The word “cliffs” restricts the application of this principle and should be replaced by “coastline” which for the avoidance of doubt should include views of Poole Harbour and Christchurch Harbour. It is important that views of the Harbours are protected to ensure that development does not dominate or detract from views of the harbour which are unique assets of the area

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Request that BCP update, or provide, a Landscape Character Area Assessment for the Throop and Holdenhurst village areas
- Adequate attention has not been paid to the Landscape Visual Impact Assessment and the sensitivity of the Throop and Holdenhurst area

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- BCP Council does not need any more power

Comments about our built environment

Q97. Please tell us any other comments about our built environment in the Local Plan, including any other issues or ideas you feel that we should consider.



140 comments

140 respondents made further comments about our built environment in the Local Plan. The key themes to emerge from these comments are outlined below:

Q97 Key theme	Number of comments
Suggestions	90

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about our built environment. The key theme to emerge from these comments was 'Comments on development/housing/building design' (45 comments).

Below is a selection of comments:

Comments on development/housing/building design



"We need to convert brown field sites first. Building new homes on green field sites is not sustainable or ecologically sound and would contribute negatively towards the climate."

"Please include liberal sprinklings of soft landscaped, pedestrian only areas. This is so important for every living thing's health and wellbeing."

"Avoid building on Green Belt- it is a huge error which we will regret in the long term."

"Discourage second homes. Limit AirBnBs."

"I would like to suggest that the Planners and Planning Committees have a comprehensive portfolio of really [well] designed areas in towns and cities that they can compare the designs in applications to at the pre-application stage."

*“Much of the affordable new housing will be for people with young children. **These properties should have gardens where children can play, and not be blocks of flats.** Many flats, whilst nice when first developed, soon become the slums of the future.”*

“I’d like to see creative ‘greening’ urban spaces. Would also like to see space for community gardens / growing spaces - good for; food security, community building, environment, mental health and wellbeing.”

“Developments should not dominate residential areas that already have sea views. In your own words – “We want to support a high standard of amenity for existing residents and future occupiers of new homes considering levels of sunlight and daylight, privacy, emissions, noise/vibration and whether a development is overbearing or oppressive”.

*“We repeat, **NO BUILDING WHATSOEVER** should be permitted on land adjacent to rivers, which are natural flood plains.”*

*“I think [it’s] vital **to protect our Green Belt, heathlands and natural harbour.** There should be no release of land on these for building or development.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

6 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Support introduction of policies and approaches for tall buildings which constrain any future developments in the parish-wide wards of Christchurch to 3 storeys only
- Preserving and enhancing our heritage - Support options 1 and 2 in combination
- Preserving coastal and landscape character - Support option 1
- More information on what design/methods could be used to successfully develop the Poole power station site. Consider attaching suitable conditions to future decisions and incorporate them into Local Plan
- A "Long Life / Loose Fit/ Low Energy" policy should be included in the Plan as it could still serve the three towns for the foreseeable future
- Dramatic urban intensification would occur if all bungalows were converted to houses
- The provision of adequate space around tall buildings needs to be addressed
- Option 2 for the issue of ‘preserving and enhancing our heritage’ should be given priority in the Local Plan and there should be more emphasis on natural heritage assets
- Some heritage assets are ‘at risk’ and the suggestion that improvements may not occur is disappointing, particularly when heritage assets are a key element of visitor attraction
- The options for ‘coastal and landscape character’ need to clarify the extent to which commercial pressure can adversely influence perception of our coastal and landscape character

- Leave our car parks alone
- To meet the aspirations of the National Design Code for greenspace and nature, we recommend including the following elements in requirements for placemaking and design:
 - Buffer zones to protect ancient woodlands and root protection areas for ancient and veteran trees
 - Increase in tree canopy cover, through a mixture of retention and new planting
 - Use of Capital Asset Value for Amenity Trees (CAVAT) to ensure the value of mature trees is incorporated into decision making
 - Encouraging connectivity in location of new planting and suitable species selection
 - Recommend surveying these areas for ancient and veteran trees to update the Ancient Tree Inventory (ATI) and ensure National Planning Policy Framework protection requirements are met
- We note that the conservation area near Lambs Green and Ashington is adjacent to Dirty Lane Coppice Planted Ancient Woodland Site (PAWS). Any review of the boundaries or guidelines should respect the need to protect the woodland from harm, encroachment, or fragmentation
- Support value placed on tree-lined ridges and on preserving the natural and semi-natural landscape
- Support including a recognised design framework, but a degree of flexibility will be required in its deployment, to manage conflicts and achieve an acceptable balance in determining applications
- Need a review of the definition of a “tall building” and of the tall building zones
- The conservation areas (CA) in Bournemouth town centre cover a significant area but their management is constrained by limited resource. The extent of the CA's puts pressure for higher density development on areas outside of the CAs in order to meet housing / other development targets. A review of CAs in the round, as opposed to area by area, would therefore be welcomed
- Support the Recommendation, it should have been implemented already. We would prefer that it be done on every application

Agents

10 comments were made by agents. Below are the key points from this response:

- Local Plan must encourage all new development to achieve high quality design in accordance with national policy. This objective can be achieved alongside the aims of intensification, promoting tall buildings, and maintaining heritage and landscape protection, providing all development is carefully designed and assessed
- Support Option 2 for ‘Tall buildings’ and ‘Preserving and enhancing our heritage’ issues
- Housing need is at a level which requires high density development and tall buildings in suitable locations within the built up area. Therefore, we strongly support the recommendation for planning for urban intensification
- The former gas works is a vacant contamination site according to the National Planning Policy Framework and the draft Local Plan should give substantial weight to its reuse. Redevelopment could create an important new identity for this part of the

town whilst delivering much needed new homes. We consider this site, together with the Council Civic building as a prime site for urban intensification, where a change in character could occur. These sites should be included in Figure 18

- Support the approach for urban intensification, which would allow building heights to increase - particularly within town centre locations such as the Lansdowne area
- Concerns that urban intensification will most likely be for flatted developments and therefore unlikely to deliver the housing types and sizes needed across BCP, critically for family and affordable housing
- Taller buildings across BCP, whilst supporting the provision of flatted development, will not add to the choice and range of sites needed to deliver family housing
- Support Option 2 for 'preserving and enhancing our heritage'. Whilst it is important to respect the qualities of conservation areas there are opportunities to allow for development within conservation areas that are well designed and respect the current build form and local character
- Support Option 2 for 'preserving and enhancing our heritage' as the areas need to be reviewed and instead of expanded, a critical look at these areas to concentrate on preserving areas of actual merit
- 'Preserving coastal and landscape character' - there is little to preserve, and most views are hidden by the cliff edge and not impacting upon the area if only visible from the sea
- Tall buildings: Option 2 - there needs to be more flexibility across BCP regardless of conservation areas as some are of decreasing merit

Developers/landowners

1 comment was made by developers/landowners. Below are the key points from this response:

- Building taller is the only way to achieve housing targets. Too much of the conurbation is constrained for low density development

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Throop and Holdenhurst Parish contains the largest collection of listed buildings in BCP and therefore the historical context in which they lie should be preserved and maintained
- Throop and Holdenhurst have important heritage values that pre-date the creation of Bournemouth and therefore should be preserved under exceptional circumstances
- The Home for Heroes on Muscliff Lane are currently not identified as listed buildings, however they are crucial elements for conservation listing and bear significant historical importance to the conservation area and BCP
- Greater attention should be paid to the restoration and conservation of several important listed buildings within the Parish of Throop and Holdenhurst village that are fast deteriorating including those under the ownership of BCP Council

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Our built environment must be compatible with efforts to reduce and mitigate the effects of climate change
- Infrastructure is fundamental to development but needs some drastic decision making and can be very susceptible to outside influences. Bournemouth has a travel interchange hub, Poole and Christchurch do not
- Local rail needs major financial investment, e.g., Pokesdown and Boscombe stations
- The airport has also been highlighted for changes in its infrastructure but suffers from having no direct rail or major links, and quite limited parking
- Town and Local Centre planning may need a more unsympathetic approach over affordable housing viability assessments, since at present about the only people complying with the council's policy is the council when it builds its own properties
- New communities need education, health services, cultural facilities, sport and leisure facilities. One of the biggest excuses given by young people being dealt with for criminal behaviour is that there is nothing to do around here
- Developments in town centres need to be accessible by the emergency services, and no consideration is taken of where the nearest Police, Fire and Ambulance may be operating from
- There have been some very good habitat regulation projects implemented, but the council may need to review how a condition to set up a SANG delayed the Winter Gardens for months
- Despite pressure to release Green Belt land for housing, preference should be given to recreational sites and green corridors
- Another thing to include will be how the Council will deal with major green infrastructure projects like wind farms and solar farms

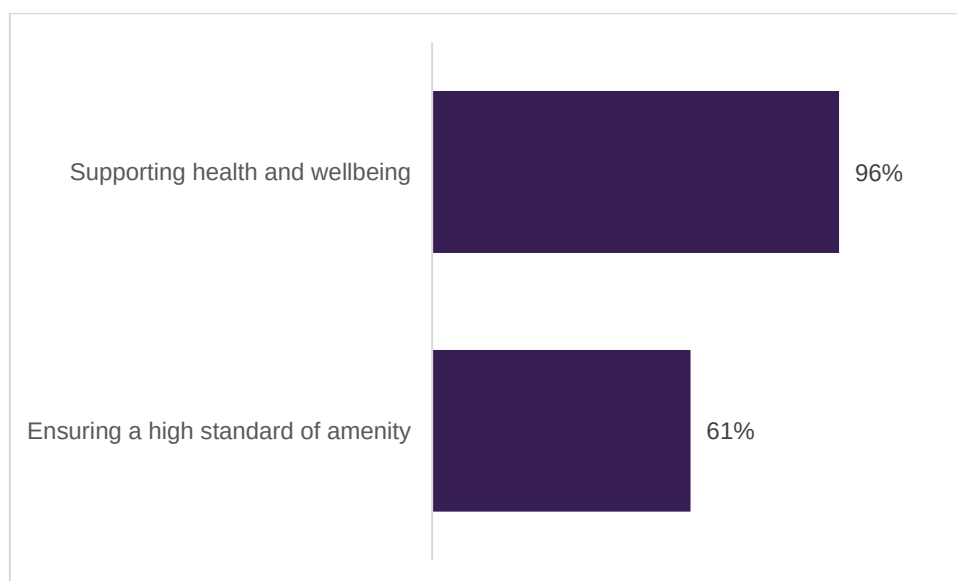
16. Promoting health and wellbeing

Objective: Improve health and wellbeing and contribute towards reducing inequalities

Those respondents who were interested in health and wellbeing were asked which issues they were interested in giving their views about.

'Supporting health and wellbeing' (96%) had the highest level of interest, followed by *'Ensuring a high standard of amenity'* (61%), as shown in the chart below.

Figure 56: Which of the following issues are you interested in giving your views about?



Base (223)

16.1. Issue: Supporting health and wellbeing

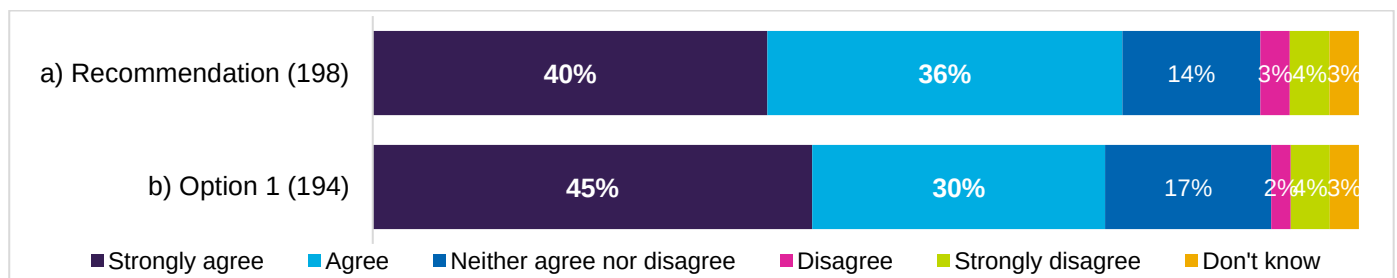
Respondents were asked how strongly they agree or disagree with the recommendation and option for supporting health and wellbeing:

Recommendation: We propose to set out a specific policy in the Local Plan to support health and wellbeing and require that certain developments prepare a Health Impact Assessment (HIA). The size and type of development would determine the focus of the HIA and for smaller developments we propose applicants use the NHS Rapid Health Impact Assessment Tool to assess potential health impacts.

Option 1: In addition, we could explore introducing a specific financial contribution from new developments towards health infrastructure.

- 76% support the **recommendation**, with 7% disagreeing. 14% neither agree nor disagree and 3% do not know.
- 75% support **Option 1**, 6% disagree. 17% neither agree nor disagree and 3% do not know.

Figure 57: How strongly do you agree or disagree with the recommendation and option for supporting health and wellbeing?



Bases (as shown)

Differences in responses

There are differences in responses by [respondent type](#) for the recommendation and Option 1.

Recommendation: Health Impact Assessment (198)

- 82% of respondents [living in the BCP Council area](#), 32% of respondents [not living in the BCP Council area](#) and 79% of [other respondent types](#) agree with this recommendation.

Option 1- explore introducing a specific financial contribution from new developments towards health infrastructure (194)

- 79% of respondents [living in the BCP Council area](#), 36% of respondents [not living in the BCP Council area](#) and 80% of [other respondent types](#) agree with Option 1

Comments about supporting health and wellbeing

Q100. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about supporting health and wellbeing.



77 comments

77 respondents made further comments about supporting health and wellbeing. The key themes to emerge from these comments are outlined below:

Q100 Key theme	Number of comments
Suggestions	30

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions supporting health and wellbeing. The key themes to emerge from these comments were 'New developments should contribute to health infrastructure' (8 comments) and 'Comments on Recommendation: Health Impact Assessment (HIA)'.

Below is a selection of comments:

New developments should contribute to health infrastructure



*“Not financial but **health infrastructure should be part of their plans.**”*

*“As already stated, **the core of health and wellbeing [is] a Plan based on reducing greenhouse gas emissions, measures to avoid and mitigate against unavoidable consequences of in-built global heating, preservation of natural habitats and open spaces, reductions in pollution, and promotion of active travel.** [Health Impact Assessments (HIAs)] should address all of these factors. I have also already highlighted the need for ALL of the negative consequences of additional development to be costed in. That implies [Environmental Impact Assessment EIA]’s for all significant developments to, and some sort of [EIA] tool as part of development control for smaller developments.”*

*“Both) 1000s of new houses have gone up in BCP and yet no GPs/Dentists etc have been accounted for. **This has to change.** Hospitals are at capacity and even with their new expansions, they still cannot cope with the amount of new housing you are suggesting.”*

*“(A) The ability to make timely medical appointments and waiting times for treatment must not be compromised when new building developments are planned. **Developer contribution to health infrastructure should be the norm.**”*

*b) **Developers should make a contribution towards the creation of primary healthcare services in the area of their development,** as well as towards other services such as roads, sewerage, drainage, renewable energy generation and telecommunications. **I agree with the restrictions on hot food takeaways close to schools.**”*

Below is a selection of comments:

Recommendation: Health Impact Assessment (HIA)



“(A) consider how busy an area can get before it becomes detrimental to the health of its inhabitants.”

*“a) and b) **They are not specific. They should include no smoking outdoors in BCP. No e-scooters, encourage walking instead. Limit fast food restaurants and limit opening hours. Make fast food restaurants responsible for their own litter. Build more gyms and give incentives to people to visit them. Limit sale of alcohol through age, cost, availability and strength.**”*

*“a) The ability to make timely medical appointments and waiting times for treatment **must not be compromised when new building developments are planned.** Developer contribution to health infrastructure should be the norm.”*

“a) The NHS Rapid Health Impact Assessment Tool must be made compulsory for any developer/property owner creating new homes or converting properties.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Instead of providing schools with the basic BB 99/103 spaces standards outside, increase playing fields and sports provision
- Introduce daily mile tracks on the outer edges of playing fields
- Seek better playing fields, not cramped through developer contributions
- Consider the use of Sport England's Leisure Locals and Activity hubs as either retrofits on existing sites or as part of new housing developments
- Not very clear what you're trying to achieve with the Recommendation. A better approach would be to target hot food takeaways to reduce their concentrations like Houses of Multiple Occupancy (HMOs) and have exclusions zones near schools
- You're already asking for money to fix other existing problems why not health as well

Agents

3 comments were made by agents. Below are the key points from this response:

- Sites should ensure that they are designed with health in mind, and this should not be offset elsewhere through financial contributions
- Option 1 is inappropriate. Health infrastructure should be funded through tax revenues
- Where a development has a specific impact on health infrastructure that would render it unacceptable without mitigation, and where the relevant tests are met, funding should be sought through a planning obligation, not a generalised financial contribution (in effect a health tax)
- The 'Rapid Health Impact Assessment Tool' was published in April 2017 and contains various dated, and London-specific, references underpinning its evidence. Using this tool unamended in BCP is not an appropriate response to the local challenges, mitigation, and enhancement measures
- Any specific financial contribution must be evidenced, and viability tested
- It is unclear where the proposal for a financial contribution originates from

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- Protect leisure activities like Poole stadium!

- The purpose of the consultation is to endorse key principles as a framework for direct action. These will need to be explicit, agreed and used to monitor all planning
- The diagrammatic rainbow for this section of the consultation illustrates the permeability of health and wellbeing at the heart of well-designed, sustainable planning. To not simply make the case, but to embed across all sectors is unarguable.
- The challenge will be in practical implementation. To ensure this the introduction and adoption of Health Impact Assessments (HIAs) is therefore a “should” and not a “could”. To avoid this being a mechanistic ticklist of laudable aspirations, sourced via consultancy, advisory bodies of local medical, educational and community/ social providers need to be engaged, with the role of long term monitoring and target setting with quantifiable, measurable outcomes. This will require an holistic, cross-sector approach to gain validity and priority
- Local experience, knowledge and expertise should be tapped and harnessed to provide a holistic approach to planning
- Instances of specific support for housing for the elderly and disabled, openly admit the need for higher access standards. This should be a requirement for all future planning applications
- The case for embedding health and well-being in local planning has been amply and widely disseminated. The challenge will be to ensure sufficient expertise and priority are given to practically achieving this.

16.2. Issue: Ensuring a high standard of amenity

Respondents were asked how strongly they agree or disagree with the recommendation and two options for ensuring a high standard of amenity:

Recommendation: We want to support a high standard of amenity for existing residents and future occupiers of new homes considering levels of sunlight and daylight, privacy, emissions, noise/vibration and whether a development is overbearing or oppressive.

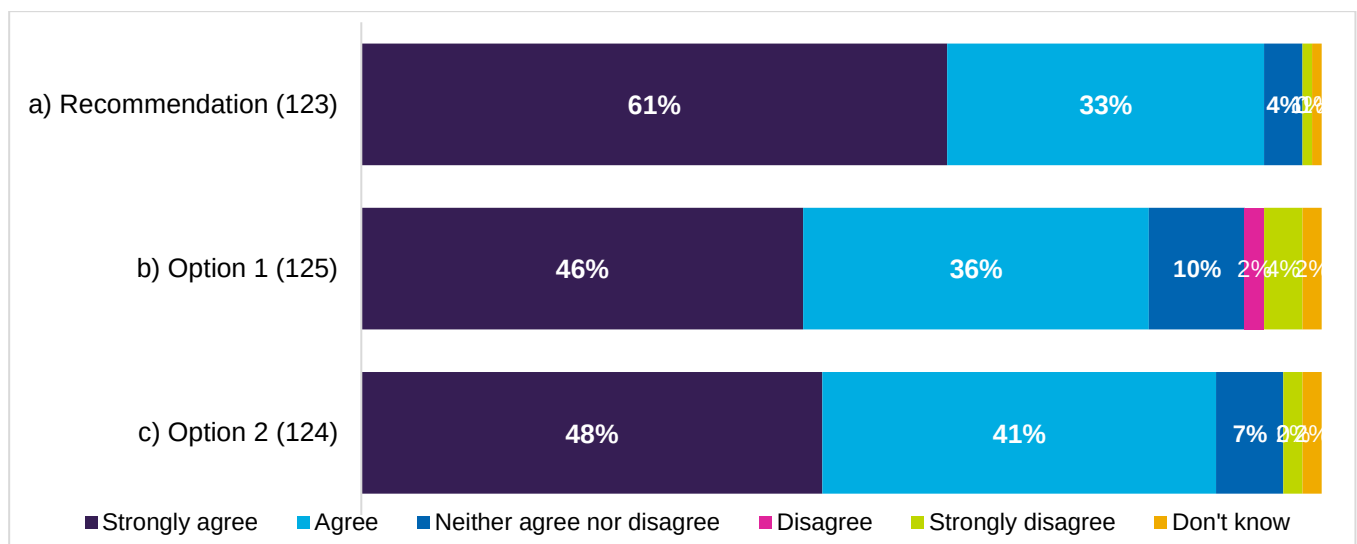
There are some additional options we could explore:

Option 1: Setting internal space standards for new residential development in line with nationally described space standards.

Option 2: Setting standards for external space on residential development for flats.

- 94% support the **recommendation**, with 1% disagreeing. 4% neither agree nor disagree and 1% do not know.
- 82% support **Option 1**, 6% disagree. 10% neither agree nor disagree and 2% do not know.
- 89% support **Option 2**, 2% disagree. 7% neither agree nor disagree and 2% do not know.

Figure 58: How strongly do you agree or disagree with the recommendation and two options for ensuring a high standard of amenity?



Bases (as shown)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about ensuring a high standard of amenity

Q102. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about ensuring a high standard of amenity.



48 comments

48 respondents made further comments about ensuring a high standard of amenity. The key themes to emerge from these comments are outlined below:

Q102 Key theme	Number of comments
Suggestions	15

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions ensuring a high standard of amenity. The key themes to emerge from these comments were 'Option 2: Setting standards for external space on residential development for flats' (7 comments) and 'Comments on development/developers/housing quality/location' (6 comments).

Below is a selection of comments:

Option 2: Setting standards for external space on residential development for flats



"No more rabbit hutches. Not good for mental health just imposes costs on health services while developers make large profits."

"Option 2: It is most important that **enough parking spaces are provided** especially as there are many 2 car families."

“Option 2, go further than national standards.”

Comments on development/developers/housing quality/location



“No flats, no new developments, no building on green land! This is not an option!”

*“Having lived for many years in flats I know how depressing it can be to have too little space, too little light and constant noise not necessarily from other tenants being deliberately noisy but from everyday living. I was able to hear my neighbours open their kitchen drawers! **Soundproofing is essential as is personal space.** Crowding people on top and around each other is not healthy even when you do get on and causes mental health problems when there is conflict. **Communal areas are only of benefit when everyone who uses them does so respectfully** otherwise, they become void spaces that no one uses.”*

*“The current pandemic **has highlighted the need to consider adequate ventilation as a factor in health and wellbeing**, especially for social, community and business premises - this should be included in Option 1. [My] comments on the potential growth of homeworking suggests that **this needs to be considered in setting standards for both new build and development control, (e.g., extensions, loft conversions etc.)**. I have also raised the issue, in relation to Option 2, of the **environmental and drainage implications of the increase in hard surfacing - this needs to be included in any set of design principles, as does a tougher stance on tree preservation.** Similarly, **any decline in the overall ownership and use of private vehicles (i.e., transport policy) raises opportunities to enhance open spaces (e.g., verges and open landscaping in older developments).**”*

*“**BCP has the opportunity to set the highest standards of housing for its future residents.** This must be the objective now for the Council. Put **people before profit - and do not cow under pressure from short-termist developers.**”*

*“**a&c) The Broadway Lane Throop/Muscliffe area would benefit from brownfield sites and commercial sites including some poor quality Green Belt small holdings being developed into quality and affordable residential, to reduce/eliminate commercial/non-residential traffic and activity that detracts from the beautiful countryside** that has become so much more important to our community's health and wellbeing during the Covid pandemic.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- “Amenity” is poorly defined currently and subjectively applied with new developments. Greater clarity is needed. This should apply to areas of hard standing, materials, dropped kerbs, hedging, walls, street trees and other features that define the public realm
- A complete review of back to back, side to front and other distance measures for privacy is required, ideally reducing the onerous requirements
- Requirements for storage space should be set
- Impose an Article 4 policy on dormer windows
- Provide clear policy on use of space and access to buildings including design of paths and cycle facilities
- External space could be achieved with balconies but not Juliette balconies

Agents

1 comment was made by an agent. Below are the key points from this response:

- Strongly disagree with Option 1
- If the Council wishes to apply the optional National Described Soace Standards (NDSS) to all dwellings, then this should only be done in accordance with the 2021 National Planning Policy Framework (para 130f & Footnote 49)
- Council should provide a local assessment evidencing its case for requiring internal space policies in line with National Planning Policy Guidance
- There is a direct relationship between unit size, cost per square metre (sqm), selling price per sqm and affordability. The impact of NDSS should be fully accounted for in an updated Viability Assessment
- Council should also recognise that customers have different budgets and aspirations. An inflexible policy approach to NDSS for all new dwellings will impact on affordability and effect customer choice
- An inflexible policy approach imposing NDSS on all housing removes the most affordable homes and denies lower income households from being able to afford homeownership. If the proposed requirement for NDSS is carried forward, the Council should put forward proposals for transitional arrangements

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Outside space is important to everyone

Other respondents

2 comments were made by respondents from the ‘other’ category type. Below are the key points from these responses:

- If people are going to make money from building homes, then build quality and user friendly homes with amenities and green spaces that make it a pleasurable experience to live there, should be delivered

- Locally, internal space standards fall short and need to be addressed and reimplemented. This should be within the revision of planning application requirements
- There is no linkage to external space standards. It is essential that adequate external space standards are enforced for physical and mental wellbeing
- Health Impact Assessments (HIAs) should be introduced to measure and monitor external space standards

Comments about health and wellbeing

Q103. Please tell us any other comments about health and wellbeing in the Local Plan, including any other issues or ideas you feel that we should consider.



139 comments

139 respondents made further comments about health and wellbeing in the Local Plan. The key themes to emerge from these comments are outlined below:

Q103 Key themes	Number of comments
Suggestions	87

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about our health and wellbeing. The key themes to emerge from these comments were 'Suggestions for developments/developers/housing' (24 comments) and 'Importance of access to open spaces/allotments' (22 comments) and 'Community initiatives/regulation, e.g., events, promoting health and wellbeing, smoking/alcohol/fast food bans' (21 comments).

Below is a selection of comments:

Suggestions for developments/developers/housing



“Another option would be to *cease further development and protect what space we have left.*”

“*Health and wellbeing is not in buildings and development. It is in outdoor space and the fresh air.*”

“*New building should not extend beyond front or rear building lines, to preserve light levels and preserve highway visibility. If more than 50% of the surrounding properties believe a proposed development is overbearing or oppressive then it should be refused.* Currently developers can remove trees and hedges before a planning application is submitted to avoid having the environmental impact of the development being properly assessed, I would like to see **wildlife habitat and natural assets enjoyed by the community (trees, hedges, etc) be considered as if they were still present if they have been removed within a year of the planning application.”**

“*[Build] less houses and get traffic under control* may also assist.”

“*Strictly control the building development* of our existing Green Belt and Spaces.”

“*Outdoor communal meeting areas must be compulsory* especially in properties with no private outdoor space.”

“*Green space and horizons. Low density housing with green areas. No to 5G masts. Consideration of the health impacts of Radio and Electro-magnetic fields on health including Wifi, Phone masts and signals. All new masts etc to be subject to local resident approval, with proper consultation.*”

“*Keep green space green. Improve active transport. Ensure that all new developments have cars taken off the roads when not in use.* More initiatives like the Beryl bikes. Work on reduction in [pollution] from traffic. - reduce speed throughout BCP -side roads, main roads - the lot. Be known as the 'Slow City' if you must.”

Importance of access to open spaces



“*We need to be aware of open spaces, even if not well used, are good for mental health and wellbeing.*”

“*Nature is so important for everyone’s health, wellbeing, and happiness. Please don’t deprive our communities of the natural spaces we have in the BCP areas, over the past two years open spaces have been incredibly important to us all. Please preserve them.*”

*“Good, nearby, accessible green space is essential for everyone, **particularly people with disabilities.**”*

*“**Open space on every development for sport, exercise play. Community meeting places.** I have long entertained the idea that, as **no new [village] greens are being designed (but should be - that's an idea)**, then some **benches placed [along] residential roads** would soon perform a similar function. People hide away in their homes, having lost a sense of community, but lonely, not even knowing their neighbours, maybe having no family nearby. **Communal benches [would] soon attract people around to site, chat, pass the time of day, and enhance their mental health.**”*

*“**Working with local NHS staff, events/activities should be outlined to encourage the use of our natural spaces in aid of our health.** It has been scientifically proven to be of benefit, saving our NHS money and benefiting our local communities. This could also encourage innovative business opportunities into the area.”*

*“**Health is not about having a home. Having spaces to snag age with, play and be physically active is vital.** The New Forest should not be considered a play area. Our families need local play parks [they] can walk to. **None of our current parks should be removed to make homes** that will make a busy area busier.”*

*“Considering outside spaces for health and exercise benefits, not the improving and building of new indoor spaces to exercise to encourage people to use the natural environment around them, for a coastal district, **more funding to support local people to use the sea would be hugely beneficial.**”*

*“**Outdoor communal meeting areas must be compulsory** especially in properties with no private outdoor space.”*

*“**Green space and horizons.** Low density housing with green areas. No to 5G masts. Consideration of the health impacts of Radio and Electro-magnetic fields on health including Wi-Fi, Phone masts and signals. All new masts etc to be subject to local resident approval, with proper consultation.”*

*“Generally, **allotments, recreation grounds and play areas, opens spaces, woodland areas and walks, natural open areas with lakeside amenities** are all areas that promote health and wellbeing.”*

Community initiatives/regulation, e.g., events, promoting health and wellbeing, smoking/alcohol/fast food bans



*"a) **Ban smoking. Ban drinking alcohol outdoors.** Limit betting shops, Find jobs for vagrants. **Make fast food restaurants responsible for their own litter. Introduce refund scheme to encourage return of plastic bottles and aluminium cans. Introduce a sugar tax** to discourage consumption of unhealthy food and drink."*

*"**Ban all smoking in town and all fast food [restaurants]** - people's health and the litter situation will soon improve."*

*"a) Ban e-scooters, **ban fast food**, ban chewing gum, **ban smoking, ban alcohol on the street.**"*

*"a) **Ban smoking and drinking of alcohol in public.** Ban outflow of sewage into the sea. **Make fast food restaurants pay heavily for the collection of their litter** - they make too much profit, and we pay for their mess!"*

*"**Health and wellbeing is enhanced by spending time in green space and exercising.** Green spaces need to be protected for wildlife and people to be easily accessible in all areas of BCP. **Leisure and sports facilities need to be maintained and people encouraged to use them.** People's health suffers if they do not care well for themselves. **Good nutrition, exercise opportunities to spend time in green space and socialise are key to this.**"*

*"a. **Encourage walks, fun runs and gym membership. Start a local sugar tax. Limit fast food shop development. Ban smoking. Ban drinking alcohol in public. Ban e-scooters and encourage walking instead.**"*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

7 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Developments themselves should be designed to create healthy places. Please refer to the Sport England Active Design document which was published in conjunction with Public Health England: <https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design>
- Option 1 is best for the 'Supporting health and wellbeing' issue
- Option 1 is best for the 'Ensuring a high standard of amenity' issue
- It is hard to accept the possibility of achieving the objective of 'improving health and wellbeing and reducing inequalities' when the Dorset Clinical Commissioning Group (CCG) is implementing a plan that converts Poole and Bournemouth hospitals into one hospital. [This](#) expects all planned procedures to involve everyone concerned travelling to Poole and all severe trauma procedures to involve everyone concerned having to be transported to Bournemouth. This will lead to potential delays beyond

Dorset CCG's recommended time, of the single 'golden' hour, for emergency treatments

- It is unclear the extent to which the reduction in beds and access points will serve the increased population (and its distribution) that any adopted Local Plan will be fostering
- The concept of a Health Impact Assessment may be useful in determining whether the NHS has adequate facilities to support occupants of developments
- The lack of clarity concerning the basis of the population being served by the Dorset CCG plans suggests more collaboration is required now
- The issue about 'ensuring a high standard of amenity' should include implementing high standards of insulation, the use of solar panels on buildings and the opportunity to step outside or very good ventilation if no balcony is relevant
- It is understood that the three towns have approximately 206,000 roofs with about 6,000 of them with reported solar panel installations. Obviously, an opportunity exists to generate electricity closer to where it is used (reducing transmission costs) on more urban roofs than the current reported 3% and thus allow fields to be kept for carbon capture, food and general health benefits: promoting health and wellbeing
- The concept of spending Community Infrastructure Levy monies to help fund primary care seems odd when the operation of Economic Evaluation Assessments (EVAs) limits the availability of such monies. Perhaps, under certain circumstances, the adopted Local Plan will require such EVAs to be conducted in public
- Support proposal to ensure residential developments have access to external space on site and that this should include natural elements
- Support the proposal to provide access to the natural environment in the local area, including to woodland
- Recommend adopting policy standards for residential developments that support access to the natural environment and woodland for informal recreation
- Natural England's Accessible Natural Green Space Standard recommends that all people should have accessible natural green space of at least two hectares in size, no more than 300m (five minutes' walk) from home. It also recommends:
 - at least one accessible 20-hectare site within 2km of home
 - one accessible 100-hectare site within 5km of home
 - one accessible 500-hectare site within 10km of home
 - A minimum of one hectare of statutory local nature reserves per 1,000 people
- The Woodland Trust has developed a Woodland Access Standard to complement the Accessible Natural Green Space Standard. This recommends that:
 - no person should live more than 500m from at least one area of accessible woodland of no less than 2 hectares in size
 - there should be at least one area of accessible woodland of no less than 20 hectares within 4km (8km round trip) of people's homes
- Support the principles of nationally described space standards and the requirement for external amenity space in balance with the viability and delivery of new development
- Object to all options. Keep open space and develop brownfield sites.
- Support Objective to 'Improve health and wellbeing and contribute towards reducing inequalities' and encourage more outdoor collective organisations like Parks in Mind

- Support Option 1 for 'Supporting health and wellbeing' issue
- Support both options for 'Ensuring a high standard of amenity'
- Internal and external space should be adequate! National standards for room sizes should be set

Agents

14 comments were made by agents. Below are the key points from this response:

- External spaces should allow for eating out sat in a chair per occupant with room to manoeuvre around to get to the door. The London plan suggests 5 sqm plus 1 sqm per occupant with a minimum 1.5 metre depth.
- Support the council's aspiration to improve health and wellbeing through development but object to the requirement for Health Impact Assessments (HIA) or specific financial contributions as outlined in Option 1
- Support Option 1 for 'ensuring a high standard of amenity'
- Support Option 1 for 'Setting internal space standards for new residential development in line with the nationally described space standards'
- Objects to Option 2 for 'Setting standards for external space on residential development for flats'
- Concerned that an additional cost will be imposed on development through the introduction of a specific financial contribution towards health infrastructure. Vital that the associated costs are tested in combination with other costs imposed on development to ensure ongoing viability and delivery of the housing needed over the plan period
- Imposing internal space standards must be tested as part of the Viability Assessment to ensure that development remains viable and deliverable
- The Green Belt and land around Bournemouth Airport currently support a range of leisure and recreation uses including playing fields, golf courses, theme parks and other outdoor activities. These facilities are vital for the urban population and help to promote health and wellbeing. There are opportunities to complement these uses and help to improve general accessibility to the area by promoting improved public transport, and creating new walking and cycling routes
- Health and wellbeing: any contributions should be taken from the Community Infrastructure Levy (CIL) pot
- Amenity: agree that the national space standards should be adopted but flat development will not be able to provide for a set standard of garden space. This is delivered through housing sites. Releasing the Green Belt in places will deliver this

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- For a council that has declared a climate crisis, the focus should be on geodiversity and biodiversity as opposed to the current focus on human leisure

- Opportunities for leisure should be focused on urban park space, thus protecting the sensitive natural environment & wildlife habitats within the Throop and Holdenhurst village Parish area

Residents living outside BCP

2 comments were made by residents living outside BCP. Below are the key points from these responses:

- The Community Infrastructure Levy (CIL) needs to more accurately reflect the impact developments have on local infrastructure
- Need more outdoor gym equipment in parks and make it wheelchair accessible. People with disabilities need more opportunities for exercise

17. Tackling climate change

Objective: Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological

Those respondents who were interested in tackling climate change were asked which issues they were interested in giving their views about.

'Maximising the uptake of energy from renewable sources' (86%) had the highest level of interest, followed by *'Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions'* (83%) and *'Flood and coastal erosion risk management'* (65%), as shown in the chart below.

Figure 59: Which of the following issues are you interested in giving your views about?



Base (249)

17.1. Issue: Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions

Respondents were asked how strongly they agree or disagree with each of the two options for ensuring new developments will be built to reduce their energy use and minimise carbon emissions:

Building regulations (Part L) sets out energy efficiency requirements and CO2 target emission rates for new buildings. New changes to Part L have recently been made introducing a timeline towards 'zero carbon ready' homes and buildings by 2025.

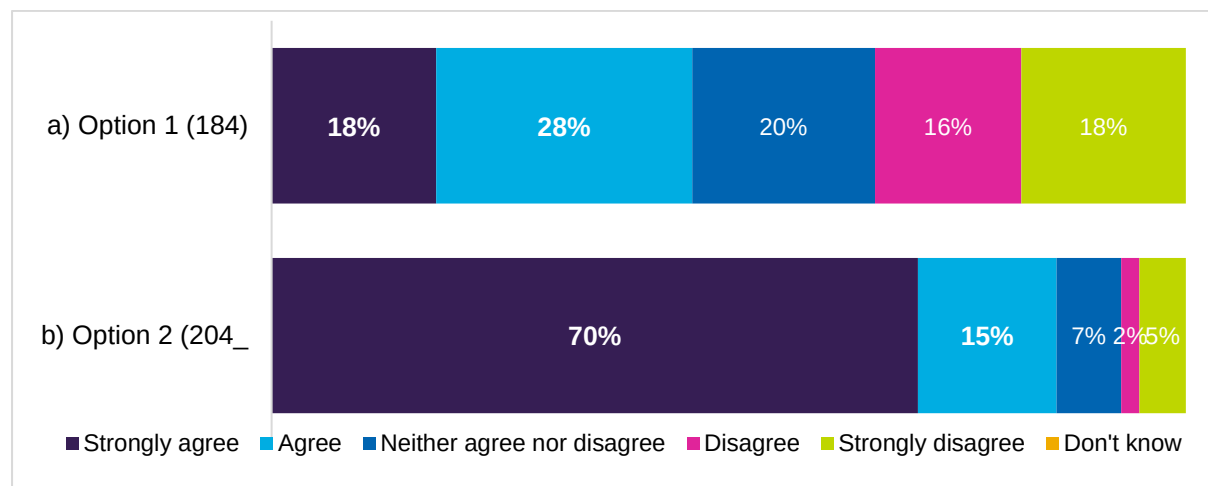
We could consider either one of the following options:

Option 1: Allow new development to comply with the national building regulation (Part L) requirements.

Option 2: Set a higher local standard beyond the building regulations (Part L) requirements.

- 46% support **Option 1**, 34% disagree. 20% neither agree nor disagree.
- 85% support **Option 2**, 7% disagree. 7% neither agree nor disagree.

Figure 60: How strongly do you agree or disagree with each of the two options for ensuring new developments will be built to reduce their energy use and minimise carbon emissions?



Bases (as shown)

Differences in responses

There are differences in level of agreement with to Option 1 by [age](#), with two thirds of those aged 55-64 agreeing with allowing development to comply with national building regulations Part L, as shown below:

- Up to 34 years (38%), 35-54 (41%), 55-64 (66%), 65 and over (50%).

Comments ensuring new developments will be built to reduce their energy use and minimise carbon emissions

Q106. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about ensuring new developments will be built to reduce their energy use and minimise carbon emissions.



118 comments

118 respondents made further comments about ensuring new developments will be built to reduce their energy use and minimise carbon emissions. The key themes to emerge from these comments are outlined below:

Q106 Key themes	Number of comments
Agreement	58
Suggestions	36

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement

These respondents expressed agreement with one or both of the proposals about ensuring new developments will be built to reduce their energy use and minimise carbon emissions. The most agreement was expressed for: 'Option 2: Set a higher local standard beyond the building regulations (Part L) requirements' (55 comments).

Below is a selection of comments for this theme:

Option 2: Set a higher local standard beyond the building regulations (Part L) requirements



"We should be striving for the best. Viability should be the focus of scrutiny as we are all aware that developers have plenty of money to afford these enhancements but are better at manipulating the numbers than the council are."

"BCP is surrounded by nature, heathlands, forests & sea - we are incredibly lucky. Ensuring this luxury is retained, why shouldn't BCP be the market leaders in ensuring our building regulations are above and beyond those that are stipulated for energy efficiency[?] Cost will always become an issue with developers so investment needs to be made locally so we can become carbon ready sooner rather than later."

“We need to be pioneers and strive to achieve the best possible design and outcomes for new builds. This industry/specialty is progressing rapidly and I believe that national building regulations will be slow to catch up.”

“Option 1 should be the minimum standard, but we have a lot of high value homes being built that **could easily manage to raise their game and go beyond this** - we want buildings for the long term, not just short term profits.”

“This is an emergency, not an option. We’ve been doing the bare minimum for too long. We must all aim for the highest possible standards if we’re to prevent catastrophe.”

“If we want to be a national leader and a modern, progressive authority, we need to aim high. As I’ve said earlier, **climate change is the biggest challenge facing us and our children**, and we need to do everything that we possibly can.”

“The government is not taking sufficient action on climate change, which is the most important threat to mankind. **Many councils are setting ambitious carbon and energy targets beyond building regulations which is very positive, and I would love for BCP to do the same.**”

“More energy efficient homes reduce fuel poverty and studies show Zero Carbon housing is not significantly more expensive to build – asking for better buildings does not reduce house building. The government’s own Climate Change Committee reports that “...past impact assessments and viability studies examining the impact of more ambitious energy standards have generally found risks associated with these standards to be limited.”

“It’s vital that the...local council take a lead in ensuring we protect our future and we should be setting the highest possible standards and ensuring any development is not just carbon neutral, but carbon reducing. BCP Councillors should feel empowered by the people they represent and brave enough to step up to this challenge.”

Suggestions

These respondents made a variety of suggestions about ensuring new developments will be built to reduce their energy use and minimise carbon emissions. The key themes to emerge from these comments were ‘Comments on developers/developments/housing standards’ (14 comments) and ‘Suggestions for policy issues, e.g., solar panels, photovoltaic panels, electric vehicle charging points, insulation’ (14 comments).

Below is a selection of comments:

Comments on developers/developments/housing standards



“If you want to set an example, the minimum standard should be [passive house] or net zero. If that cannot be achieved, the development should not go ahead.”

“New [builds] must focus on reducing environmental impact and climate change. We cannot continue ignoring the damage done to our globe by infrastructure and housebuilding.”

*“Climate change can be best tackled by **[limiting] new developments not fiddling with their thermal efficiencies.**”*

*“I strongly believe **all...new and retrofit older homes should be strongly insulated, double glazed, have rainwater collection systems.** I would also love for all homes to be **given access to or their own composting systems, bee and bat bricks (Brighton is doing it!)** and why stop there, **fund solar panels and have electric charging ports** to futureproof for cars.”*

*“(a) As BCP is a mainly urban environment **it is essential that BCP encourages best practice for new builds and provides resources for retrofitting existing housing stock to comply with higher environmental standards.** The **wide provision of [electric vehicle] charging points is essential** to encourage the shift to electric vehicles.”*

*“Retrofitting buildings after they are built is costly and time consuming (we know, we've been slowly doing it to our house). Building [regulations] do not go far enough. **We should be aiming for Passive House standards for so many reasons.** We need to measure building performance after build too. Passive House standard would do this. Need to also encourage retrofit of older buildings - we just needed some good advice and tips to get us going. **Council approved/recommended retrofitters would be great.** Need to encourage more self builds too. We'd love to do this.”*

*“It should be **less costly to build energy efficiency into a building [to] start with than to try and add it on later.**”*

*It is critical for this planet's future for higher standards in housing. **We need a strategy to maximise a reduction in energy. Help and advice is also needed for people living in older houses** so that hopefully, they can do something to reduce emissions without freezing to death in the winter.”*

*“Quality has got to be the gold standard. **Quality passive energy policies are essential.** Especially so with affordable housing now that the cost of energy is souring and is likely to remain so.”*

Suggestions for policy issues, e.g., solar panels, photovoltaic panels, electric vehicle charging points, insulation



*“In 2038, most buildings in BCP will be those that already exist. To make any impact, **new build must be virtually zero emissions and carbon neutral**, (as suggested above, this should include consideration of the embedded carbon in building materials. Additionally, it could be a condition of changes to existing properties (change of use, extensions, etc.) that improvements include upgrading of insulation standards and installation of more efficient heating, light and cooking. Above all, the Council must do more to ensure that existing private dwellings and businesses improve insulation levels, in order to stand a chance of achieving (and ideally exceeding) national and local targets for reductions in carbon emissions.”*

*“b) **council planning policy should insist that all new houses generate sufficient solar or other green energy to be carbon neutral.** Gas boilers should not be permitted in new builds or refurbishments. Consideration should be given to using harbour or sea water to power large scale water source heat pumps for home and business use.”*

*“The climate crisis is deepening and tipping points are being reached faster than previously expected. **Zero carbon by 2050 will be too late.** The energy hierarchy shown seems to be out of date - surely **renewable energy should be the most important factor? Incorporating green energy measures at the time of construction**, such as ground- or air-source heat pumps, solar panels, insulation, and car chargers, **is far cheaper than retrofitting.** Solar panels should be installed to all new housing and larger retail and industrial units to contribute to the country's energy supply. Electric cars can also be used as storage to balance the grid at times of high demand. Would it not be possible to install ground source heating during construction of larger developments? Developers should be forced to incorporate these measures, regardless of a reduction in profits.”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

6 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Local Plan should consider full scope emissions which would encourage building using wood rather than carbon-heavy materials such as concrete, steel and plastic. The use of local timber will work twice over to reduce carbon as it would allow the sequestration of the growing timber to be locked up for a generation whilst substituting and preventing the emissions associated with the production and end of life carbon of other unsustainable materials
- More fuel efficient homes can help alleviate fuel poverty, which continues to be a significant issue as this year's record price rises show
- It's far, far more expensive to retrofit buildings to be lower energy in the future than it is to build them right in the first place. This burden shouldn't be passed on to the next person! 80% of the buildings we'll be using in 2050 already exist
- BCP Council has declared a climate emergency, committing its own operations to be Zero Carbon in less than eight years' time, with the whole region to follow by 2050. This can't be done without an ambitious policy on Zero Carbon buildings
- Let's create policy that compares new buildings against the benchmarks and targets set in other city regions and towns
- Planning should incentivise people to reuse and adapt more existing buildings and bring these up to a modern standard of insulation and comfort
- The consultation document says that “Be Clean considers how to use energy efficiently”, but other authorities say this refers to the clean generation of power

through heat networks or communal systems. Let's match other city regions in this way

- New policy needs to be properly enforced. Let's mirror what other authorities and building control are doing, by asking developers to prove their performance at the end of the build.
- The national standard is a good start, but we should as an area with a climate emergency be demonstrating leadership in requiring a higher standard now
- With the pressures from climate change and global warming it is essential new properties are built to the highest possible environmental standards. The current level of making up to 10% savings is inadequate
- There has to be greater emphasis upon maximising solar insolation in the overall design of a building, whether for domestic or commercial use
- Higher standards of insulation, use of solar panels/ground source heat pumps, etc should all become standard features of any new proposals
- It is important that not just new council housing should be to passive house standards, but this should be an aim for all new dwellings

Agents

2 comments were made by agents. Below are the key points from this response:

- Going beyond should be encouraged however not required. Going beyond would lead to things affordable housing not being provided.
- Strongly agree Option 1 and strongly disagree with Option 2
- The key to success is standardisation and avoidance of individual Council's specifying their own policy approach to energy efficiency, which undermines economies of scale for product manufacturers, suppliers, and developers
- BCP Council does not need to set local energy efficiency standards to achieve the shared net zero goal because of the higher levels of energy efficiency standards for new homes set out in the 2021 Part L Interim Uplift, which are effective from June 2022, and proposals for the 2025 Future Homes Standard

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Option 2 is never inferior to Option 1
- National standards are regularly reviewed and BCP will need to ensure they maintain these regulations

Residents living outside BCP

10 comments were made by residents living outside BCP. Below are the key points from these responses:

- Carbon neutral is unachievable

- Set a higher local standard beyond the building regulations as they have been proved to be inadequate, e.g., Grenfell and many high and low rise apartments
- Need developers to prove their performance at the end of a build similar to other authorities. This gives more flexibility as designs can change throughout a project and provides greater scrutiny at the end
- BCP Council needs to set higher building standards similar to other councils. Building to higher standards now is cheaper and easier than retrofitting in the future
- Object to Option 1 as it will create more energy inefficient buildings, and a higher production of carbon. This will worsen climate and ecological problems which will make our living conditions worse
- Agree to Option 2 as this will ensure that new buildings are easier to heat and cool and cheaper over time. Low energy buildings are essential to achieving the reduction in emissions that is required to decelerate global warming and maintain a habitable planet
- Need strict building regulations to tackle Climate Change. The support of government incentives to insulate homes, encourage removal of gas boilers etc is essential
- Concerns that going beyond Plan L will not be economically realistic when balancing the delivery of more affordable homes with reducing CO2 emissions
- Need targets for reducing methane gas which is more deadly than greenhouse gases

Other respondents

1 comment was made by a respondent from the 'other' category type. Below are the key points from this response:

- Part L requirements are too low

17.2. Issue: Maximising the uptake of energy from renewable sources

Respondents were asked how strongly they agree or disagree with each of the two options for maximising the uptake of energy from renewable sources:

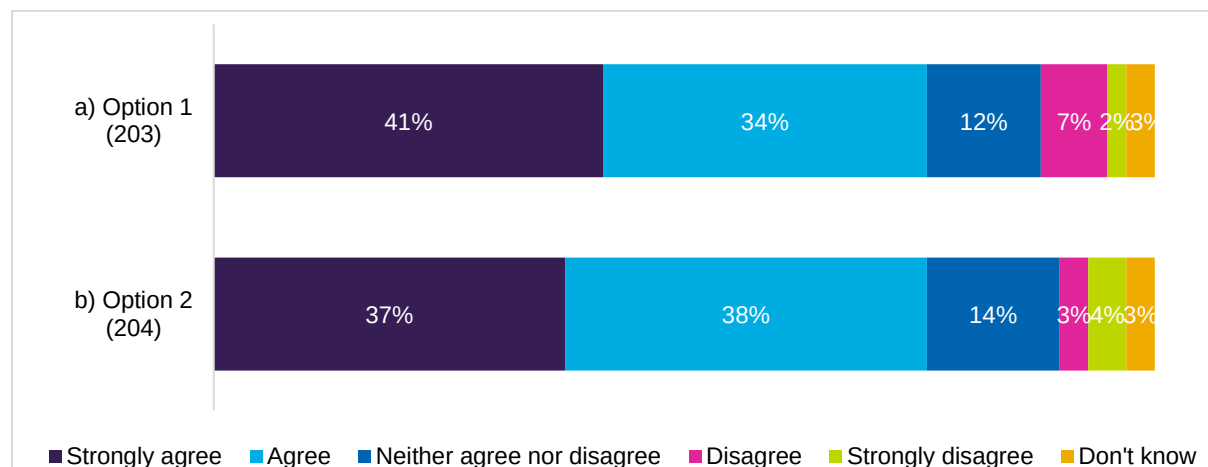
To maximise the uptake of energy from renewable sources we could consider one, or both, of the following options:

Option 1: Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure.

Option 2: Determine renewable and low carbon energy proposals, subject to policy criteria for example, respecting landscape quality and residential amenity.

- 75% support **Option 1** (with 40% strongly agreeing). 9% disagree. 12% neither agree nor disagree. 3% do not know.
- 75% support **Option 2** (with 27% strongly agreeing), 7% disagree. 14% neither agree nor disagree. 3% do not know.

Figure 61: How strongly do you agree or disagree with each of the two options for maximising the uptake of energy from renewable sources?



Bases (as shown)

Differences in responses

There are differences in responses to Option 2 by [legacy council area](#), [gender](#) and [ethnic group](#).

Option 2 Determine renewable and low carbon energy proposals, subject to policy criteria for example, respecting landscape quality and residential amenity. (204)

- 70% of respondents living in [Bournemouth](#), 77% of those in [Christchurch](#) and 86% of those in [Poole](#) agree with Option 2.
- 83% of [females](#) agree, compared to 70% of [males](#).
- 81% of [White British respondents](#) agree with Option 2 to compared to 50% of those from [other ethnic groups](#).

Comments about maximising the uptake of energy from renewable sources

Q108. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about maximising the uptake of energy from renewable sources.



95 comments

95 respondents made further comments about maximising the uptake of energy from renewable sources. The key themes to emerge from these comments are outlined below:

Q108 Key themes	Number of comments
Agreement	45
Suggestions	29

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Agreement

These respondents expressed agreement with one or both of the proposals about maximising the uptake of energy from renewable sources. The most agreement was expressed for 'Option 1: Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure (40 comments).

Below is a selection of comments for this theme

Option 1: Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure



"This is the way ahead - it would serve us well to be less energy dependent on overseas fuel - we could then show we are a local/ national leader which would attract publicity and probably jobs!"

"We need to use every renewable resource at our disposal - wind, wave and solar."

"Option 1 should be prioritised to set up solar farms or infrastructure to help renewables flourish in BCP."

"The largest single threat to health is Climate Change, followed by the loss of biodiversity and ecological degradation. We urgently need BCP to embed all decisions in the context of achieving zero carbon asap. We need clean and inexpensive energy for BCP, wind farms onshore and offshore and solar farms."

"Option 1 is essential. However, provision of locally produced renewable energy can only take place if there is a clear strategy within the Plan for the types of energy required, and the most efficient way of delivering that. For example, policies to promote hydrogen fuel for public transport and taxis implies conversion facilities linked to offshore wind farms; solar or heat-pump domestic electricity assumes neighbourhood storage (batteries and/or hydrogen), as this is more energy efficient, it also implies local supply networks, separate from the Grid; clean shipping implies hydrogen or ammonia storage facilities at ports and possibly marinas; electric vehicles require many more charging points than are currently available. Option 2 is clearly essential, to ensure that investors can work with confidence, and local residents can be satisfied that their concerns are being taken into consideration. Without this, infrastructure development will be hampered, and progress towards net zero carbon will not proceed at the pace needed to combat further climate change."

"1) I agree that we need large scale renewables. I know lots of people hate wind farms, but I think they are a necessity. They can always be taken down in the future when other sources of energy are found. 2) The area needs to use the wind and the sun and the sea if possible. We like to live in a nice place, but it would be great if the generations to come also [get] to live! So, we need to act now."

"a) Urgency is the most important factor, there is not time for long draw out battles with residents' groups and parish councils, most of the objectors won't be around in 50 years when the world is in real trouble, we all need to stop thinking about ourselves and consider our children and their children. b) 'subject to' isn't really a getting-things-done kind of phrase, we need a commitment to changing our perspectives and policies."

Suggestions

These respondents made a variety of suggestions about maximising the uptake of energy from renewable sources. The key theme to emerge from these comments was 'Solar energy – roofs, solar farms, photovoltaic panels' (14 comments).

Below is a selection of comments:

Solar energy – roofs, solar farms, photovoltaic panels



"a) We do have space so why wouldn't we be looking at adding infrastructure[?] I'm sure many would be happier that any Green Belt sites put forward be used for renewable energy solar farms etc with wildlife, rather than large property development. We also have the sea and this should be re-addressed for both wind and wave energy farming. We could also look at roofs of high buildings being used for solar use."

"a) Tidal power is a local and currently unused source of energy with two local narrow mouthed harbours. b) Good quality design of, for instance, roof top [photovoltaics] panels could be stipulated for new buildings."

"Allow owners of listed buildings to [install] solar panels and similar unless Grade 1 and in sight."

"Solar panels on roofs. It's the only real way of making renewables environmentally work. It is multiple use of existing single'ish use."

a) consider wind turbines and solar panels.

"Council should use the planning permission to ensure all new builds are built to maximise the fuel efficiency. For all renovations and extensions of old property planning permission should be contingent on addressing some insulation, or energy efficacy improvements. Many flat roofed flats could accommodate solar panels and Freeholders and Managing agents could be part of the council strategy."

"We must reduce quickly our reliance on fossil fuels and importing energy so generate it locally - we need to revisit offshore wind farm / turbines - no NIMBYism please. Prioritise future generations needs for viable planet. This should also be done in conjunction with increasing storage capacity for renewably generated energy both large and small scale. For example, as well as solar panels all new builds could be required to install batteries to store energy generated for peak energy demands."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- BCP Council should support the transition to a low carbon economy by allowing more renewables and low carbon proposals
- Amenity and landscape quality concerns are of little value if societal breakdown has occurred if we fail to transition
- BCP Council should require low carbon technology in all new developments and actively encourage retrofitting
- Both options should be included - they are not mutually exclusive and could operate at significantly different scales. It is important to encourage such activity, whether on a large commercial scale or a much smaller community level scale
- There is little scope for delivering large scale renewable/low carbon technologies and associated infrastructure within the Poole Quay area

Agents

1 comment was made by an agent. Below are the key points from this response:

- To maximise the uptake of energy from renewable sources both options suggested by the Issues and Options should be pursued

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- Object to windfarms and where would a nuclear power station be built?
- Consider solar community initiatives, generating electricity for storage as hydrogen in good weather, for use in the gas grid during poor weather
- Consider the old power station site for hydrogen production from solar energy
- Maximise solar power as much as possible
- Reconsider the Navitus Bay Wind farm proposal
- Consider how existing infrastructure can be redesigned to work off renewable energy, e.g., streetlights with solar panels, lower taxes for businesses and homes with solar panels

Other respondents

1 comment was made by respondents from the 'other' category type. Below are the key points from this response:

- I don't understand what these options mean they are not clear. We need to be using the barest minimum of hydrocarbons. And balance this with protecting the incredible beauty of our local natural environment. A simple way to achieve this would be to ensure that all home are energy self-sufficient.

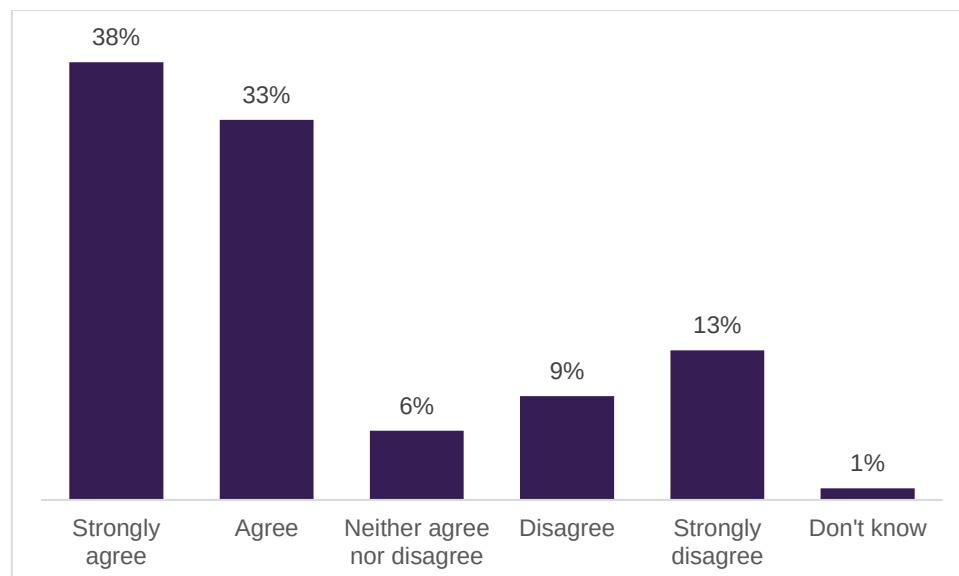
17.3. Issue: Flood and coastal erosion risk management

Respondents were asked how strongly they agree or disagree with our recommendation for flood and coastal erosion risk management:

Recommendation: In line with government guidance, we propose to direct the majority of development to areas of lowest flood risk. If any development has to take place in an area at risk of flooding because there is no alternative location, we will ensure that appropriate flood risk alleviation measures are provided. We also propose to require the provision of sustainable drainage systems in new developments.

18.71% agree with the **recommendation**, 22% disagree, 6% neither agree nor disagree and 1% do not know.

Figure 62: How strongly do you agree or disagree with our recommendation for flood and coastal erosion risk management?



Base (159)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about flood and coastal erosion risk management

Q110. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about flood and coastal erosion risk management.



75 comments

75 respondents gave further comments about flood and coastal erosion risk management. The key themes to emerge from these comments are outlined below:

Q110 Key themes	Number of comments
Objection	41
Suggestions	18

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Objection

These respondents disagreed with the recommended approach to flood and coastal erosion risk management for a variety of reasons. These comments have been coded into sub-themes to make them easier to interpret and present. The most prevalent subcode was 'No developments should take place within areas at risk of flooding' (33 comments).

Below is a selection of comments for this theme:

No developments should take place within areas at risk of flooding



"[I] believe that no development should take place in area at risk of flooding. [I] have [already] seen the dire [consequences of] this around the river [illegible] flood plains

"Recommendation is flawed: there is always an alternative to any development - no development."

"Rainfall and coastal flooding will only increase and no matter how many flood risk measurements are provided by new developments it is not sustainable. Brownfield sites should be used for redevelopments rather than greenfield sites."

“We should not be building on flood risk land, full stop. We’re going to have issues in the future where **homes which currently aren’t at risk of flooding become “at risk homes”** we should be focusing on flood risk management for the existing homes.”

“Climate change has already shown us that flooding will occur more often. Covering any area with more tarmac and concrete will not help, unless good drainage is in place. But areas that already designated as flood risk areas, must NOT BE DEVELOPED under any circumstances.”

“You should not be allowing development in flood risk areas, if there is no alternative then the area has reached its maximum capacity for housing. Surely all new developments should have sustainable drainage systems.”

“Do not build on areas at risk of flooding or with the potential to flood - **with all the best planning and technology at your disposal, still a recipe for disaster.**”

Suggestions

These respondents made a variety of suggestions about flood and coastal erosion risk management. The key theme to emerge from these comments was ‘Suggestions/comments on flooding management measures and mitigation strategies’ (9 comments) and ‘Alternative suggestions to hard infrastructure to manage flood risk’ (7 comments).

Below is a selection of comments:

Suggestions/comments on flooding management measures and mitigation strategies



“Nature-based flood prevention measures should be employed, rather than engineering methods e.g., allowing river edging areas to become wetlands, rather than building walls.

“Where feasible/economic, add sea walls / flood protection. BUT as sea level [rise] is inevitable, also allow non-economic areas to be lost.”

“More areas look as if they could become potential flood sites in future, and we have all seen on the TV news about coastal/cliff properties falling down coasts which have eroded and slipped down onto the beach below. I understand that in some places, there may not be many spare places to build new properties so **adequate underground work would need to be carried out so that these properties don’t subside or get flooded.**”

“Make more use of natural coastal erosion/flood prevention opportunities through habitat restoration/creation, e.g., fence off [marram] grass to allow it to thrive (Highcliffe Castle Beach, Avon beach towards Mudeford). More drainage through additional spaces for planting trees etc in pavements.”

Alternative suggestions to hard infrastructure to manage flood risk



*"I would like to **see development of existing housing stock** before building of new."*

*"There is always an alternative. **Stop building!**"*

*"NO development should take place in areas at risk of flood. "Mitigation measures" offered at this time will eventually be overturned by Global Warming. The ancient village of Holdenhurst is at risk. The 1 in 65yr flood barrier was considered sufficient when constructed but could easily fail us now or shortly in the future. **[Sustainable drainage systems] must go in all new development, but not be relied upon adjacent to vulnerable areas.**"*

*"**Need to stop people paving over their front gardens** - we were guilty of this because we didn't know better. Permeable solutions are available. Hoping to take some of our tarmac up for plants. **Flood risk alleviation should also not push flood risk onto existing properties.** Flooding is going to become a major problem for BCP."*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Developers should be asked to contribute to the strategic use of woodland to mitigate risks of flooding which would also provide added benefits such as water quality improvements (nitrate pollution prevention, soil erosion, carbon sequestration, etc) whilst also providing recreational greenspace for the residents of BCP
- We can go further and require the use of swales and other flash flood mitigation techniques in new developments
- Some appropriate development should be supported in flood zones subject to clear alleviation measures or adaptation approach. A blanket ban is not appropriate
- Aside from coastal and floodplain risk attention needs to be given also to surface runoff flooding. Within Poole, for example, Broadstone has the highest number of houses at risk from surface runoff flooding than elsewhere in the town. It is therefore important that policies exist that would mitigate against such flooding
- Where possible retain as much porous surfacing as possible, but where non-porous materials are used then sufficient permeable/porous surfaces exist to which surface water can be drained

Agents

1 comment was made by an agent. Below are the key points from this response:

- What is being done about sea defences required for the entirety of Poole Town Centre? A collaborative scheme is needed on sites such as these

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- Do not build on the Green Belt or flood plains. Every change to the natural environment affects the whole ecosystem
- Object to development of the Bransgore area which will direct flood water to other areas at a greater rate. With flood risks increasing with climate change it is not recommended to build on this land

Other respondents

1 comment was made by respondents from the 'other' category type. Below are the key points from these responses:

- Rising sea levels lead to an increased danger of flooding requiring raising of quays and potentially pumping stations (as per Baiter Park) to deal with high water events which could lead to flooding

Comments about tackling climate change

Q111. Please tell us any other comments about tackling climate change in the Local Plan, including any other issues or ideas you feel that we should consider.



186 comments

186 respondents made further comments about tackling climate change in the Local Plan. The key themes to emerge from these comments are outlined below:

Q111 Key theme	Number of comments
Suggestions	126

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about tackling climate change in the Local Plan. The key themes to emerge from these comments was 'Green initiatives e.g., solar panels, photovoltaic panels, insulation' (75 comments), and 'Address issues relating to transport use including electric vehicles, rail charging, congestion charges/low emission zones, active travel' (35 comments).

Below is a selection of comments:

Green initiatives e.g., solar panels, photovoltaic panels, insulation



*"Consider the **provision of grants to support installation of ground or air source heating systems.**"*

*"**We need to go carbon neutral quicker** - help with insulation, sustainable energy, **URGENTLY.**"*

*"New homes should not connect to the gas network. **All major developments should have solar [photovoltaic panels] to make use of roof space.**"*

*"Let us also **move to permeable surfaces to allow rainwater to soak away in the earth as it should and reduce the risk of surface water flooding, and river flooding impacts.**"*

*"**The provision of animal habitats is imperative.** It costs very little to install and has great benefits. They **should be added to all new buildings and considered for all old buildings also.** It should also be **encouraged of residents to have wildlife friendly***

gardens, with installation of features such as native shrubs/trees/wildflowers/small ponds as standard."

"Carbon-free areas. very similar to London, where only hybrids or electric vehicles can go and get access. Compulsory all developments should meet excellent BRE/ BREEAM rating. Photovoltaics should also be compulsory and other sustainable ideas, such as ground source heat pumps etc."

"Compulsory [for] all developments should meet excellent BRE/ BREEAM rating. Photovoltaics should also be compulsory and other sustainable ideas, such as ground source heat pumps etc."

Address issues relating to transport use including electric vehicles, rail charging, congestion charges/low emission zones, active travel



"The transport situation will need to change for climate change to have a chance."

"Carbon-free areas. very similar to London, where only hybrids or electric vehicles can go and get access. Compulsory all developments should meet excellent BRE/ BREEAM rating. Photovoltaics should also be compulsory and other sustainable ideas, such as ground source heat pumps etc."

"There are not enough [electric vehicle] chargers. There are about 3 in Christchurch. Unless you have a driveway, [electric vehicles] are not feasible in this area. There should be grants for workplaces to install chargers - this is a [hugely] wasted opportunity and would encourage a much quicker uptake. If I had a charger at my work (and there is loads of space) I would be driving an [electric vehicle]."

"Yup. The biggest question for our generation to face. Insulate. Keep local. Don't build [housing] estates that depend on two cars per house to function. Heat pumps are not proven yet, will be expensive, ugly, unsuitable for many properties. It needs lots of thought let alone money to change hundreds of thousands of houses' energy use, and then much more information on options."

"A need for a congestion charge, offer benefits for people who don't use their car. Make scooters legal."

"Consider introducing a congestion charge. It is suggested that this be charged by the mile, the philosophy being that the polluter pays. There could be different rates for different types of vehicles, depending on the type of vehicle and the extent of its emissions."

Develop an effective plan involving education and the upholding of legislation to tackle the frequent occurrence of idling engines. Cumulatively, this contributes a great deal to air pollution and it seems to be little known that idling engines on a public highway is an offence. It is an offence for a reason! Under Regulation 12 of the Road Traffic [Act] (Vehicle Emissions) (Fixed Penalty) (England) Regulations 2002, Local Authorities have been given the powers to enforce the switching off of engines when vehicles are stationary on the road. This enables local authorities to issue a Fixed Penalty Notice (FPN) to a driver who is committing an offence by idling their vehicle's engine. Maybe give tax

breaks to companies who meet certain demonstrable and proven environmental criteria.

Nothing changes behaviour as quickly as financial impact.”

*“We should be encouraging an **emphasis on physical activity to [promote] active travel.**”*

*“BCP should leave national government to set strategies to tackle climate change. The best we can do is **solve our congested transport system, change the current parking strategy to promote electric vehicle parking in all new developments**, we have enough problems that are causing excess CO2 from poor planning without trying to be clever. We will do more good tackling climate change by better general planning to reduce congestion and making it more efficient to park allowing car owners to park their cars at home and use sustainable transport for commuting – as in Holland/Belgium/Germany etc.”*

*“Provide a **decent train service across the conurbation**, i.e., a half hourly stopping service between Wareham and Brockenhurst. **Electric buses.**”*

“Reducing the use of cars for the school run would have an enormous impact on reducing emissions of carbon dioxide and improving air quality. Parents should be encouraged to send their children to the nearest school and to allow them to walk or cycle.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents’ responses above, we have anonymised these responses.

Organisations/associations

10 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Please see South Marine Plan climate change policies
- Need a policy on retrofitting and de-carbonising existing buildings
- Needs adaptation policies for some areas and abandonment policies for some locations, i.e., Tuckton Park Homes
- A clear strategy for transitioning to a warmer climate is also needed including how green space is replanted with more suitable plant species better suited to a warmer BCP
- Clear links to transport and having a resilient transport network as the impact of climate change increases the likelihood of flooding events with very clear need to decarbonise transport and promote a BCP that is more convenient to walk and cycle around than driving
- Electric charging points should be encouraged for every new development no matter the building type
- There needs to be greater provision throughout the conurbation on public land, e.g., formal car parks, roads where suitable
- Support Option 1 for ‘Ensuring new buildings will be built to reduce their energy uses and minimise carbon emissions’
- Support Option 2 for ‘Maximising the uptake of energy from renewable sources

- Roofs of most buildings within the three towns should be encouraged to have solar panels serving batteries
- Local Plan could promote suitable group purchase schemes, since the number of roofs with solar panels is very small for the total number of buildings in the urban area and power is best generated where it is used to limit transmission costs
- As the summers get hotter it may also be useful to cover ground level parking areas with solar panels to provide suitable shading for the vehicles
- Large solar or wind farms in our locality are likely to damage the economy (based upon 'naturalness'), let alone general safety as storms become more severe. The investigation into the recent case of a wind turbine tower succumbing to storm Eunice may have its implications
- No doubt because of the reliability of tidal flows (involving millions of tons of sea water moving regularly like clockwork) support will be considered for sub-surface tidal flow turbines (well below the influence of waves) to generate electricity. It may even be an area for local industrial development and future employment, in view of existing engineering strengths
- Support a move to obtain hydrogen by solar powered electrolysis of land-fill methane provided the carbon is captured
- Support Option 1 for 'Maximising the uptake of energy from renewable sources', if the specific areas are to be "roofs of suitable buildings
- The issue about 'flood risk alleviation measures' should include collaborating with all authorities in the catchment areas of all relevant rivers to ensure the function of water meadows is fully restored and enhanced.
- Whilst tackling climate change, ensure national 'guidance' is appropriately balanced to local needs
- By leaving Christchurch as it is and following Government guidelines
- Support the principle of reducing the energy impact of buildings however this section is missing any mention of natural solutions. Incorporating existing and planting new trees and hedgerows in development sites can help mitigate the impacts of climate change, delivering natural cooling in urban heat islands through transpiration as well as providing shelter and shade, and contributing to sustainable urban drainage systems
- Support the principle of safeguarding natural assets when locating renewables infrastructure. Biomass should be included among the renewable energy sources listed
- We recognise that coastal locations require special measures to deal with flood protection. Policy should be strengthened with mention of natural solutions, including tree planting
- Natural flood management techniques can make an important contribution and should be part of the Resilience Strategy, e.g., leaky dams and planting trees
- Developers should be responsible for mitigating the impact of climate change
- Need a more strategic approach to reducing the carbon footprint by encouraging a conurbation-wide energy strategy and moving away from environmental "bling" that is not an effective response to the wider climate challenge, e.g., Carbon Heat and Power (CHP) has proven to be inefficient and space on rooftops taken up by Photovoltaics could be alternatively employed for amenity/green roofs

- Whilst the Building Research Establishment Environmental Assessment Method (BREEAM) has been widely used it covers design and construction stages only. There are more relevant measures of building performance that look at the whole life cycle of the building
- Support Option 2 for 'Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions'
- Support Option 2 for 'Maximising the uptake of energy from renewable sources'
- Do not build on flood plains when considering tidal renewable energy
- There should be requirement that not only are buildings energy efficient but should be "greened" as much as possible with living fauna and flora. Treating surfaces in this way by "greening" them with living vegetation also helps reduce noise pollution as they act as sponges for sound (unlike bare hard surfaces which simply echo sound)
- One of the main desires expressed by local Poole Quay area residents in response to surveys was for "more green spaces", which realistically are not going to be available
- The focus should be on making the urban spaces "greener". Singapore is a forward thinking first world city which is an example of this
- The alternative to greening is things that generally look good when brand new but eventually end up looking drab. If you look at the side of the Asda residential tower every time you go past it, you will notice how "grey streaked" the sides of it now are. Greened walls should get better with age rather than worse.

Agents

14 comments were made by agents. Below are the key points from this response:

- Strong support for Option 1 for 'Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions' issue
- Should leave energy requirements to building regulations as these often surpass the planning requirement and therefore are more flexible and don't date as quickly
- Support Recommendation for 'Flood and coastal erosion risk management'. Significant development potential and regeneration opportunities exist at Stony Lane in Christchurch subject to flood mitigation.
- Support Option 2 for 'Maximising the uptake of energy from renewable sources'

Developers/landowners

1 comment was made by a developer/landowner. Below are the key points from this response:

- Leave our Green Belt, nature and wildlife alone

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- BCP Council should implement the policies within the Historic England 2017 Conserving Historic Water Meadows
- The Stour Valley water meadows should be given special status within BCP as a rare habitat

Residents living outside BCP

7 comments were made by residents living outside BCP. Below are the key points from these responses:

- Dorset should have offshore wind and tidal flow energy at Portland (when technology is ready), backed by mini-nuclear sites at Winfrith.
- It is essential to protect flood plains and green fields
- More trees, more wild areas, more rewilding, less traffic, more education on these issues.
- The Burley Road proposed site in Bransgore has a history of regular flooding
- Collaborate with Bournemouth University to develop initiatives to tackle climate change in coastal locations
- Ensure all projects try to reduce embodied carbon emissions¹⁴. Other councils are doing this including the Greater London Authority (GLA)
- Whole Life-Cycle Carbon (WLC) Assessments¹⁵ should be completed on all projects, and totals measured against the London Energy Transformation Initiative (LETI) targets

Other respondents

2 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- No new buildings should be constructed without solar panels
- To mitigate flooding in the area (a big issue), cutting down trees, hedgerows, large-scale use of concrete and hard standing should be absolutely minimised to prevent flash flooding in the future
- Cutting down old trees and 'replacing' them with new, or mitigation measures, may well not work. In our new weather conditions, we cannot say the sapling will survive or grow in the same way that our veteran and ancient trees have. We assume plants, trees, etc will grow as they always have, regardless of where we plonk them or what we have done to all the environment around them... again, an arrogant assumption on our part. The established natural areas have far better chance of survival -- because they are well established.

¹⁴ 'Embodied carbon' refers to all the CO2 emitted in producing materials. Source: www.ucl.ac.uk

¹⁵ Whole Life-Cycle Carbon Assessments provide a true picture of a building's carbon impact on the environment. Source: www.london.gov.uk

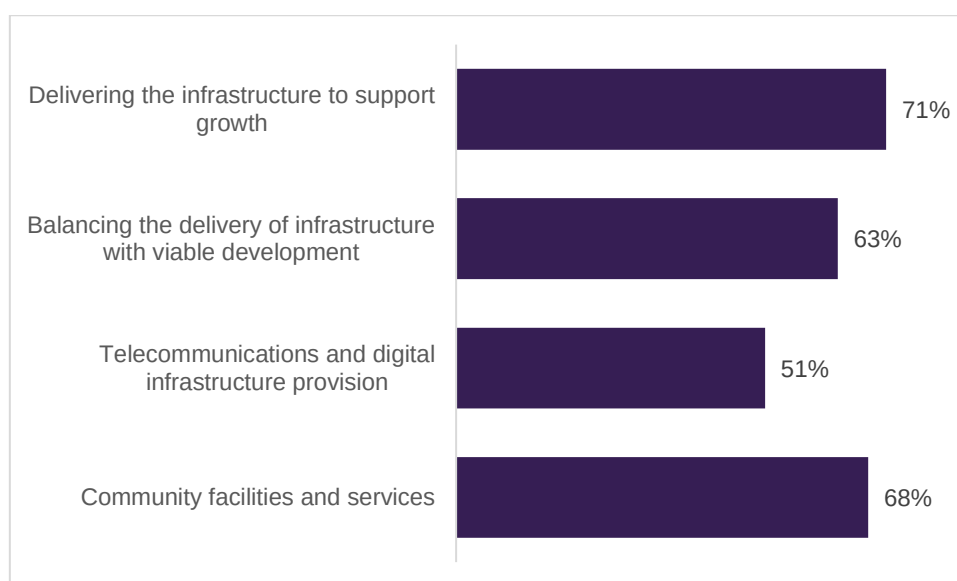
19. Providing infrastructure that supports development

Objective: Deliver the infrastructure needed to support development

Those respondents who were interested in 'Providing infrastructure that supports development' were asked which issues they were interested in giving their views about.

'Delivering the infrastructure to support growth' (71%) had the highest level of interest, followed by 'community facilities and services' (68%), 'Balancing the delivery of infrastructure with viable development' (63%) and 'Telecommunications and digital infrastructure provision' (51%), as shown in the chart below.

Figure 63: Which of the following issues are you interested in giving your views about?



Base (197)

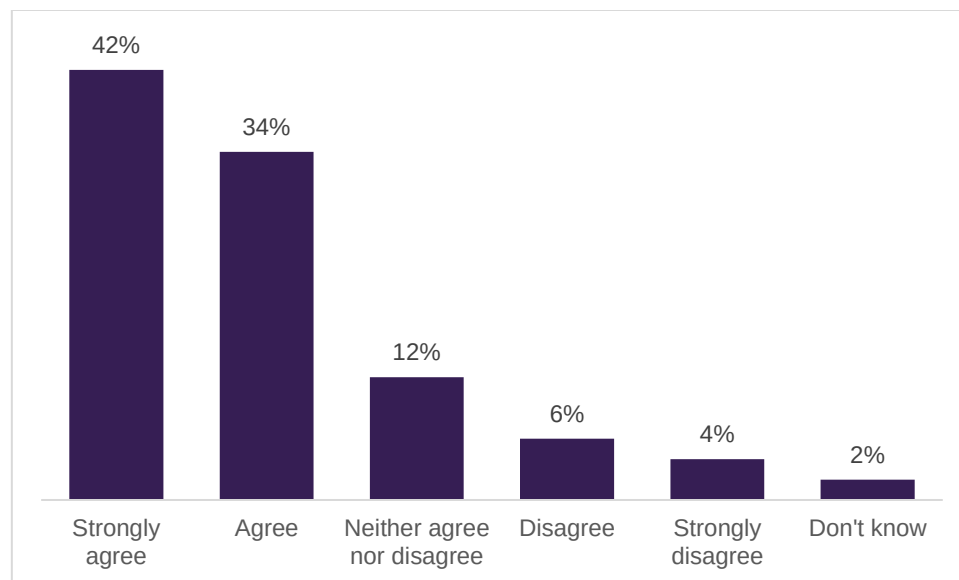
19.1. Issue: Delivering the infrastructure to support growth

Respondents were asked how strongly they agree or disagree with our recommendation for delivering the infrastructure to support growth:

Recommendation: We propose to work with infrastructure providers and funding bodies to develop an Infrastructure Delivery Plan to sit alongside the Local Plan and continue to fund infrastructure from developer contributions.

- 76% agree with the **recommendation**, 10% disagree, 12% neither agree nor disagree and 2% do not know.

Figure 64: How strongly do you agree or disagree with our recommendation our recommendation for delivering the infrastructure to support growth?



Base (136)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about delivering the infrastructure to support growth

Q114. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about delivering the infrastructure to support growth.



64 comments

64 respondents made further comments about delivering the infrastructure to support growth. The key themes to emerge from these comments are outlined below:

Q114 Key theme	Number of comments
Suggestions	36

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about delivering the infrastructure to support growth in the Local Plan. The key theme to emerge from these comments was 'Implementation/Decision making process' (15 comments).

Below is a selection of comments:

Implementation/Decision making process



"I think we need to look at infrastructure providers who live in the area not outside of it. They will understand the problems better than outsiders. Look to the community too for suggestions and listen to them after proposals are put forward. Money so easily wasted without proper planning and thinking."

"This does not do anything other than set up yet another review. Just do it."

"The infrastructure is bad enough now, so it is imperative that this is part of the plan. Ideally the infrastructure needs to be improved BEFORE further development is even considered."

"More homes = more people = need more doctors, schools etc. As well as sustainable transport options."

*“Whatever development is being considered, the **Council should ensure developers deliver quality and not provide the cheapest option.** Again, the horrific traffic congestion in Christchurch must be alleviated before any future plans can be implemented successfully.”*

*“**No development should [be] allowed unless there is provision for the required infrastructure,** in particular sewage treatment, schools and doctor's surgeries.”*

*“**Very important to ensure adequate infrastructure is provided at time of new development. Also, to improve existing infrastructure.** Notice that in this area many utilities are having to be upgraded as reached end of life.”*

*“As long as the **“infrastructure providers” are not allowed to take over and change any local plans.**”*

*“**Be tougher and more demanding on developers!**”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

3 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Please see infrastructure policy within Marine Plan
- Necessary infrastructure should be delivered regardless of funding source
- A greater expectation that developments have to pay a greater share is required
- Some direct investment by the council should happen
- BCP Council should take a more active role in site assembly and infrastructure delivery. This is key for sites with multiple ownerships
- Any Infrastructure Delivery Plan should have flexibility to changes in infrastructure needs, potentially as a rolling requirement
- Water, Sewage and Energy suppliers must be pressed to be clearer on future need and plan their work to accommodate additional growth expected in certain locations
- It is essential that railway infrastructure is considered as part of this process and at an early stage
- Consider the numerous reports written about the Poole Quays Forum area since 2009

Town/Parish Councils

2 comments were made by members of a Town/Parish Council. Below are the key points from this response:

- Council to revisit the Christchurch relief road/bypass issue to allow Burton & Winkton Parish Council and other stakeholders to have a say in the renewed debated
- In planning for sustainable and deliverable development which does not cause severe traffic concerns for the life of the proposed plan; more should be done to ensure that Christchurch and Burton do not become overly congested in the future

- Strongly agrees with the recommendation as long as BCP liaise with Parish councils with the development and implementation of the Infrastructure Delivery Plan

Residents living outside BCP

3 comments were made by residents living outside BCP. Below are the key points from these responses:

- Concerns that the policy of developer contributions places the council at the mercy of the developers
- Locate development within brownfield sites or directly adjacent to the current urban edge of the BCP boundary, not far away from the conurbation
- Ensuring development sites are sustainable, their transport, cultural and employment needs can be met

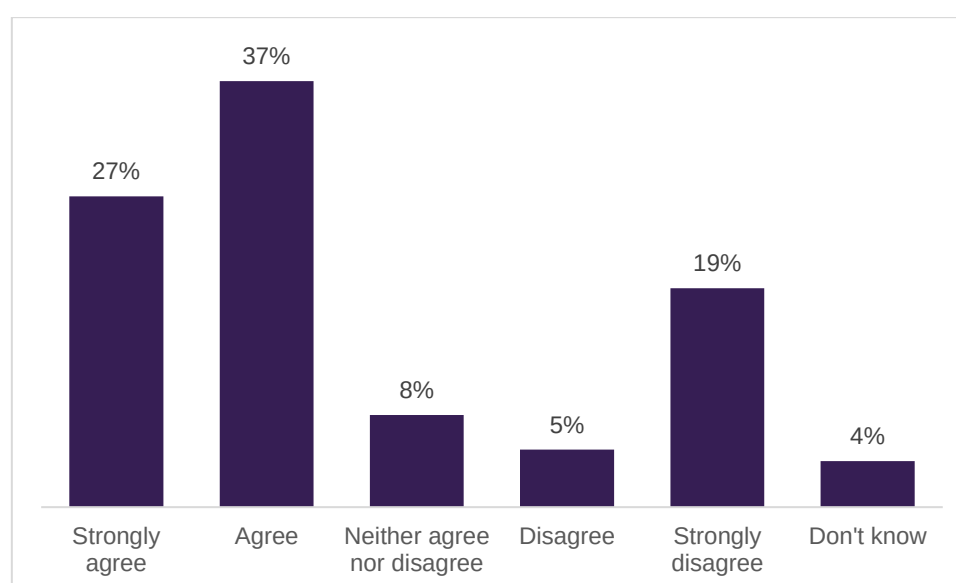
19.2. Issue: Balancing the delivery of infrastructure with viable development

Respondents were asked how strongly they agree or disagree with our recommendation for balancing the delivery of infrastructure with viable development:

Recommendation: Where an applicant sets out that a proposal would not be viable if it were compliant with all the policies that will be in the Local Plan, we propose to require the submission of a Viability Assessment. We would use the assessment to calculate the contributions applicant can make towards infrastructure. We will continue to require the independent scrutiny of submitted viability assessments and will consider introducing measures to strengthen that process and improve transparency.

- 64% agree with the **recommendation**, 24% disagree, 8% neither agree nor disagree and 4% do not know.

Figure 65: How strongly do you agree or disagree with our recommendation for balancing the delivery of infrastructure with viable development?



Base (122)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about balancing the delivery of infrastructure with viable development

Q116. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about balancing the delivery of infrastructure with viable development.



63 comments

63 respondents made further comments about balancing the delivery of infrastructure with viable development. The key themes to emerge from these comments are outlined below:

Q116 Key theme	Number of comments
Suggestions	35

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about balancing the delivery of infrastructure with viable development. The key themes to emerge from these comments were 'Developments should meet full requirements / no exceptions' (17 comments) and 'Viability Assessments to be comprehensive /transparent/ hard evidence' (12 comments).

Below is a selection of comments:

Developments should meet full requirements / no exceptions



*"If it's not viable **it shouldn't be built.**"*

"If a development isn't compliant with the Local Plan, then it should not go ahead, full stop. Under no circumstances should for-profit developers be able to pay their way around the rules."

*"So often developers claim it is not viable, for instance to provide affordable housing, green space, suitable amenities. I would say that these make their developments not SOCIALLY viable, and therefore **developers must meet the higher standards** and not be let off."*

*I can see that this would be a get-out clause as usual for developers with plenty of money and good contacts, and the taxpayer [could] not afford to fight them. **A [developer] should take it or leave it.***

“All developments should be required to comply with infrastructure regulations, it is precisely the small scale infill developments that have caused much of the overloading of the transport infrastructure.”

“A new development should not be allowed if it doesn't comply with the Local Plan - there should not be grey areas or get out plans. This is open to corruption.”

*“I consider that **the Infrastructure Delivery Plan (p.59) needs to be produced and costed before any final decisions are taken about allocation of land for new development or intensified redevelopment.** Such development should also be covered by a Climate and Biodiversity Impact Assessment – indeed, a broad appraisal of all sites, based on the latter concept would be a preferable way of reaching strategic conclusions about the scale and location of future development at a whole Plan level. In order to balance “infrastructure delivery with viable development” (p.60), the National Planning Policy Framework (NPPF)2 also requires that these should be balanced with sustainability, since these goals: “are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives)” (NPPF para.8) and “Planning policies and decisions should play an active role in guiding development towards sustainable solutions” (para.9).*

Viability Assessments to be comprehensive /transparent/ hard evidence



“Who will assess the assessment though? Developers always claim that they cannot afford to pay anything and they are all making a loss... Needs to be a robust independent and transparent exercise.”

“There has to be a more pressing importance on the need to approve a proposal that is not viable. The reasons (whatever they may be) must be published to ensure transparency otherwise you lose the trust of the public.

Personally, I would like to see proposals that, even though they may be more costly, [are] considered and projects set up to achieve the budget rather than always going for a cheaper option, that may not be as productive and accepting to the majority.”

“But it can't be used a loophole.”

“This needs to go far further to prevent taxpayers ending up footing future costs.”

*Any development, however large or small, changes the existing environment forever and it **is essential that viability assessments drill down to the absolute every day to day impact.** No more grand statements in planning/development applications but **hard evidence based facts and figures.** Perhaps not so popular but preferable to issues and complaints once developers have moved on and BCP are left to sort it out.”*

“I would go further. I have questioned above whether the full costs of development, e.g., to drainage systems, transport, social infrastructure, schools, health and other services, carbon reduction infrastructure, preservation and enhancement of biodiversity are fully reflected in

calculations. I would want to **see a comprehensive set of requirements included in any Viability Assessment which fully reflects the negative impacts of development.**"

"Independent scrutiny is key along with strengthening process to improve transparency. Developers will make financial decision to not be compliant - need to understand that the local community lose out in favour of developer profit if not properly contributed."

"Including environmental assessments."

"Claims of no 'viability' should always be treated with scepticism."

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Within the marine environment, appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported through the Marine Plan

Agents

1 comment was made by an agent. Below are the key points from this response:

- It is right that the Local Plan should ensure viability is taken into account in assessing the contributions that can be made through development

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- All developments within BCP should be compliant, as a minimum standard, with all the policies listed in the Local Plan

Residents living outside BCP

5 comments were made by residents living outside BCP. Below are the key points from these responses:

- Concerns about new homeowners using the facilities in Bransgore while all the taxes, revenue going to BCP Council
- Proposals that are not viable according to the Local Plan should not go ahead. This should be enforced consistently regardless of who the applicant is

Other respondents

1 comment was made by respondents from the 'other' category type. Below are the key points from these responses:

- The Poole Regeneration Area has a Nil Community Infrastructure Levy (CIL). It is essential that developers pay for the infrastructure required by their occupiers
- Development restrictions in terms of tall buildings and high density can stabilise land values

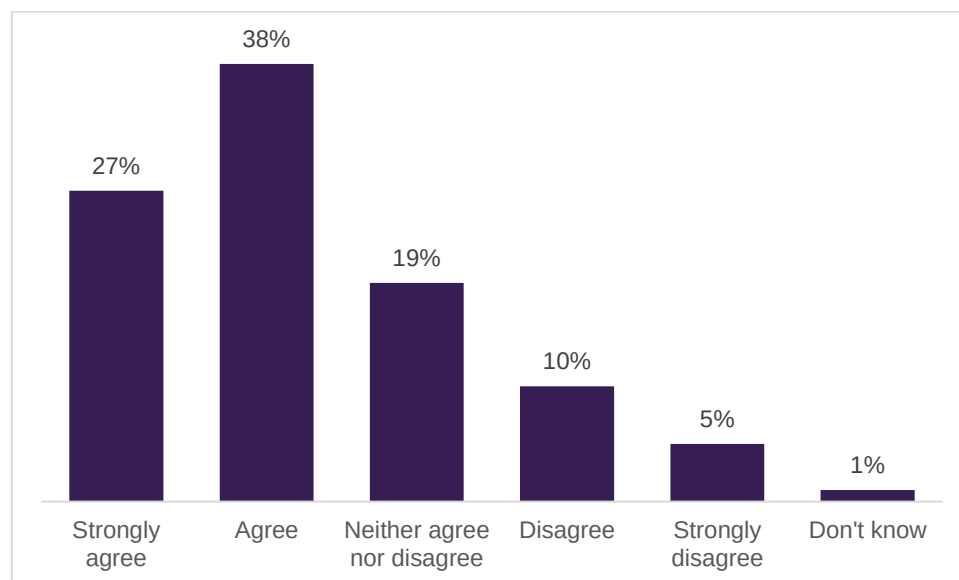
19.3. Issue: Telecommunications and digital infrastructure provision

Respondents were asked how strongly they agree or disagree with our recommendation for telecommunications and digital infrastructure provision:

Recommendation: We propose to support proposals for telecommunications or radio equipment where they have an acceptable visual impact on the locality.

- 65% agree with the **recommendation**, 15% disagree, 19% neither agree nor disagree and 1% do not know.

Figure 66: How strongly do you agree or disagree with our recommendation for telecommunications and digital infrastructure provision?



Base (100)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about telecommunications and digital infrastructure provision

Q118. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about telecommunications and digital infrastructure provision.



38 comments

38 respondents made further comments about telecommunications and digital infrastructure provision. The key themes to emerge from these comments are outlined below:

Q118 Key theme	Number of comments
Suggestions	15

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about telecommunications and digital infrastructure provision. No major subcodes emerged from the comments, only general comments about telecommunications and digital infrastructure in BCP.

Below are some of the comments for this theme:



*"These things have to go somewhere! But I would suggest that **the proximity to residential buildings are also considered as this causes concern for some.**"*

*"**Stop with the visual impact.** Crystal Palace Tower was despised when first built and is now grade 1 listed... **We need the internet connectivity to allow working from home. The telecoms to match.** In the next ten years [satellite] tv will be replaced with terrestrial internet tv. No [ariels], no dishes. We need the infrastructure to support that. Plus, the infrastructure to support car charging. It's greener than petrol, quieter and less polluting whilst running. The total green status is iffy but the running and [at] street level it's much better. Let's support charging bays."*

"Telecoms towers should go through the planning process. Who is to determine what is 'visually acceptable'['?']?"

*"The current telephone lines are old and outdated causing slow affordable broadband for so many. **More fibre cabling is needed to residential properties that offer more choices of provider not just Virgin.**"*

*"This could be achieved **without digging up the roads.**"*

"This policy should also apply to energy production and storage infrastructure."

*"**Improve the quality of the Internet in Christchurch.**"*

*"I've found the phone signals in the Christchurch area terrible. **There are lots of ways to hide telecoms equipment these days, so they don't stick out.**"*

*"Real 5G telecommunication transmissions will travel only short distances. So, the infrastructure will not be large objects, e.g., towering masts, but rather a lot of it e.g., on every other lamppost. Not sure how rapidly developments requiring 5G will take off, e.g., automated vehicles, the 'internet of things'. **Local Plan should include policy to monitor and react to these developments.**"*

*"**Reduce visual impact by encouraging telecoms companies to share masts etc.**"*

*"Needs to be a done **in consultation with the local residents** it will affect."*

*"The proposal for telecommunications or radio equipment **must include digital/broadband.**"*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

2 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Not all impact is visual. Multiple recent telecommunications applications were proposed to have severe impacts on footway widths potentially forcing pedestrians, wheelchair users and parents with buggies into the carriageway
- Telecoms masts and cabinets should be located at the rear of the footway. A minimum width should be required on classified roads of 2 metres between the unit and the carriageway
- Digital advertising panels and phone kiosks should be banned or subject to similar requirements of telecoms retaining adequate width
- Additional thought given to distraction and glare for digital adverts with a specific policy produced

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- As the Parish is within a conservation area, we do not allow for the placement of 5G masts. This brings greater importance and priority to the decision by the Council to invest in its own ducting and fibre assets that will lead to greater investment in fibre going forward including at Throop and Holdenhurst
- We request full consultation at all times until ultimate delivery

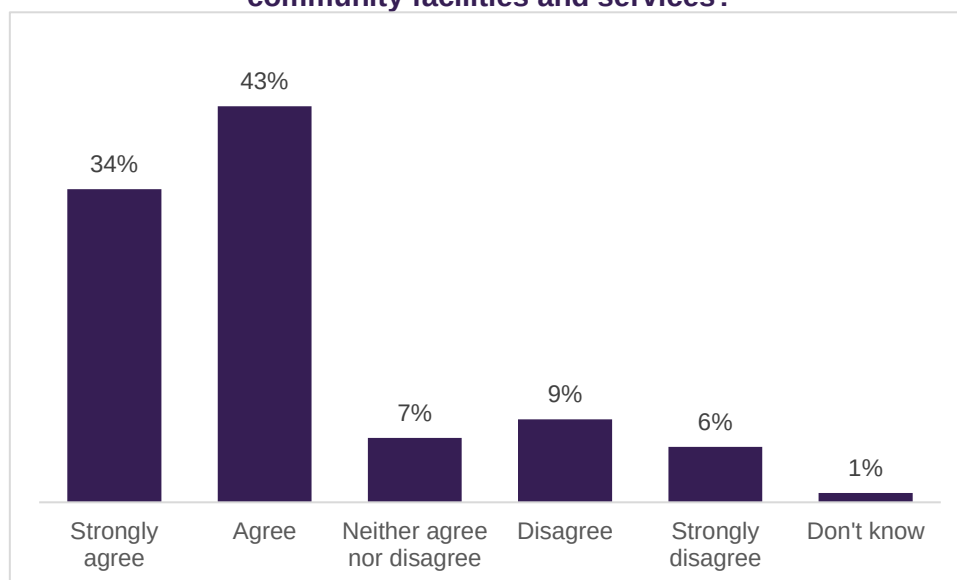
19.4. Issue: Community facilities and services

Respondents were asked how strongly they agree or disagree with our recommendation for community facilities and services:

Recommendation: We propose to protect existing community facilities and services, unless it can be demonstrated that they are no longer needed or can be provided elsewhere in an accessible location to serve that community.

- 77% agree with the **recommendation**, 15% disagree, 7% neither agree nor disagree and 1% do not know.

Figure 67: How strongly do you agree or disagree with our recommendation for community facilities and services?



Base (132)

Differences in responses

There are no differences in responses by any respondent types or subgroups for this issue.

Comments about community facilities and services

Q120. Please explain your answers in the box below and let us know if you can suggest any alternative approaches or have any other comments that we should consider about community facilities and services.



63 comments

63 respondents made further comments about community facilities and services. The key themes to emerge from these comments are outlined below:

Q120 Key theme	Number of comments
Suggestions	30

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about community facilities and services. The key themes to emerge from these comments were: 'Improve existing facilities / encourage community involvement' (13 comments) and 'Need for more community facilities as well as protection of existing' (9 comments).

Below are some of the comments for this theme:

Improve existing facilities / encourage community involvement



*"Community facilities are really important for everyone, young and old. To do with education, **we need good [schools] with access to all**. In health I wish we had kept some of the local small cottage type hospitals, it would have eased the bed crisis in the main hospital with no provision to move people to home just yet. In **social services this needs a good revamp nationwide**, but it [is] a vital part of care in the community. **Too many people are slipping through the net and left to fend for themselves**. This would also I think **include those who are homeless**. Although I suspect libraries at the moment are faltering with the pandemic and people using kindles etc to read, it is another vital part of community life not just for taking out books. The area can be used for many clubs. The Policing in the area is very poor but they do a very good job. We **need more officers on the 'beat' which may then discourage social problems with alcohol, violence, and affray**. The Fire and Ambulance services are probably along with the police force, vital to everyone and to keep a good standard of care for each person. They all help to support the quality of life in a community."*

*"New developments must be balanced with new facilities. Relocating facilities to modernise them is usually the best way to improve the area. So, Poole and Bournemouth Hospital does not feature in your plans, but **Poole Hospital especially should be relocated to a new site on the west side of the town and the existing site redeveloped for residential.**"*

*The strength of community is vital and **residents can be encouraged to take ownership and responsibility**, as already evidenced in certain parts of some of our biggest cities, in a positive and inclusive manner. People will always come along if they feel part of the process and 'done with' rather than 'done to'. **Parish Councils could be encouraged to be less insular and visible in decision making.** What about the launch of a scheme for community volunteers across the area who **link with local councillors and have strong connections to residents?**"*

*"Can be very hard to provide new facilities **so existing ones should be retained if possible.**"*

*"**Need to make sure that community facilities are kept for long-term** and short-term situations don't effect this."*

*"Surely the recommendation **should also include the enhancement of such facilities and services where necessary.**"*

Need for more community facilities as well as protection of existing



*"**"We need to keep...all our community facilities and build more to enhance community activities and promote growth of community projects and activities."***

*"**"We need further community facilities and re-instatement of ones removed over the last decade.** Not carefully crafted questions to which there is no answer that encourages building of them."*

*"This is inconsistent with your closure of public conveniences and reductions in parks services. **You should expand, not just protect existing facilities.**"*

*"**We need to extend** not just maintain community services."*

*"**Each area (i.e., Poole, Bournemouth and Christchurch) needs to have its own community facilities.** Bournemouth has the Littledown Centre, and Christchurch has the Two Riversmeet Complex. Under no circumstances should Two Riversmeet be closed - if you are proposing to build more properties, then those living in them need to have full access to local amenities. Why should we be expected to travel needlessly to Bournemouth????"*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Isn't this market forces? If use ceases something else will take over
- Support proposal to protect existing community facilities and services through policy within the future Local Plan, in line with paragraph 93 of the National Planning Policy Framework (2021)
- We encourage protection and enhancement as protection alone can lead to no improvements
- All the community facilities in the Poole Quays Forum area are needed and more community facilities are needed in Hamworthy

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- Request consultation on any future community facilities that may be proposed within the Parish

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Keep Poole Pirates Speedway going on the same site or on a new one. It is an important part of the community and Poole's heritage

Comments about providing infrastructure that supports development

Q121. Please tell us any other comments about providing infrastructure that supports development in the Local Plan, including any other issues or ideas you feel that we should consider.

 106 comments

106 respondents made further comments about providing infrastructure that supports development in the Local Plan. The key themes to emerge from these comments are outlined below:

Q121 Key theme	Number of comments
Suggestions	75

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about providing infrastructure that supports development. The key themes to emerge from these comments were 'Comments on transport infrastructure' (23 comments), 'Additional community facilities needed' (18 comments) and 'Green infrastructure / links to climate change' (17 comments).

Below is a selection of comments:

Comments on transport infrastructure



"Maintain the infrastructure we already have properly, roads and pavements in many areas are a mess, uneven, potholed..."

"As stated earlier, the infrastructure, particularly transport links and services, need to be vastly improved before any further development is considered. It is not possible to get between Bournemouth and Poole on any reasonable timescale, which means concentration of services such as hospital provision and council services to save money, in either one town or the other, simply makes it ridiculously difficult to access for many inhabitants. In the past several decades, all changes in health provision, council service provision, shops etc., have seen a move away from very local provision to ever larger and remote facilities. This is one of the main contributing factors to the clogged roads and is the very opposite of one of the aims stated in the Local Plan."

"Provide a decent train service across the conurbation, i.e., a half hourly stopping service between Wareham and Brockenhurst. Re-open Boscombe station."

*"The roads and pavements are in a poor state in many areas. The **electric scooter experiment should be reviewed and an investigation into how this was approved** [to begin with]."*

Additional community facilities needed



*"**Bournemouth especially needs more schools.** St. Michael's primary has 650 pupils! Secondary schools in the area have such small catchment areas now due to the demand. **The quality of education also needs to improvement.**"*

*"The immediate future is likely to be very hard financially for most families and therefore community projects will prove vital in sustaining mental and physical health. **Where high street shops have declined the space should be used to create hubs for local people.**"*

*"**Each area (i.e., Poole, Bournemouth and Christchurch) needs to have its own community facilities.** Bournemouth has the Littledown Centre, and Christchurch has the Two Riversmeet Complex. Under no circumstances should Two Riversmeet be closed - if you are proposing to build more properties, then those living in them need to have full access to local amenities. Why should we be expected to travel needlessly to Bournemouth???? Makes no sense."*

Green infrastructure / links to climate change



*"The transport infrastructure such as rail, is quite good at the moment as we have a good link with London. However, the stations need an uplift as the growth of the area increases. Bus facilities need to be looked at seriously. In some areas there are huge problems with anti-social behaviour perpetrated specifically on buses. This is inexcusable in itself as it puts the drivers and public at risk. I hope all buses have video links in them. Cycle routes are well catered for and some not used very much. I don't want to see them expanded at the cost of transport links as there is no room on roads if the cycle lanes are too wide. Footpaths/pedestrian links are not the best in the area. Many pavements are not in good condition and can be a hazard to pedestrians. These routes need to be investigated. Roads have a lot of potholes, perhaps rather than just patching them up they can be re-laid. Electric vehicle charging points are going to become a necessity in the area as electric vehicles become more normal. This will be a cost to the BCP council but a must if so many people will need them, but they need to be sited strategically. Flood risk measures especially in Christchurch needs an overhaul. It floods too often and with rising sea levels it is quite urgent. **Green infrastructure such as open spaces, recreation areas, green networks/corridors, allotments, tributaries, rivers, and coastlines all need to be [reassessed].** Especially recreation areas for children to play on. **Allotments are becoming vital to residents with very little garden to grow their own produce.** This may mean using some green space to [accommodate] this venture but it will promote good health and a community of its own too. As for town and local centre improvements, it depends on what type of improvements are needed. The new cinema in Bournemouth town centre is not a good draw for people although better than the two from Westover Road in Bournemouth. Poole has its own theatre as [does] Bournemouth with the Pavilion. With all the*

improvements come [with] a need for parking which is in short supply in all areas when so much accommodation is being built.”

“Development should be in green infrastructure. Create food growing areas, more allotments, roof gardens, living walls. Insulate homes, create green energy, and less use of cars.”

“All infrastructure development should be assessed on the basis of its net cost / benefits towards achievement of [Climate Emergency] targets.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

35 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Road improvements please
- Please consider a fully overview of the libraries and their current structure. Specialist services such as Music and Heritage (which currently have excellent reputations) are being put under pressure due to cuts. The libraries do so much for the residents and are a face of the council so should be a priority in this issue of the consultation
- Maintain the infrastructure we already have properly, roads and pavements in many areas are a mess, uneven, potholed...
- We should not support development, period
- Burton, Christchurch, barely gets 4G reception, so that may need addressing
- Transport infrastructure needs an uplift as the growth of the area increases
- Bus facilities need to be looked at seriously
- In some areas there are huge problems with anti-social behaviour perpetrated specifically on buses. This is inexcusable as it puts drivers and public at risk. All buses should have video links in them
- Cycle routes are well catered for and some not used very much. They should not be expanded at the cost of transport links as there is no room on roads if the cycle lanes are too wide
- Footpaths/pedestrian links need to be investigated as many are not in good condition and can be a hazard to pedestrians
- Roads have a lot of potholes and need to be re-laid
- Electric vehicle charging points are going to become a necessity in the area as electric vehicles become more normal. Although costly it is a must if so, many people will need them, but they need to be sited strategically
- Flood risk measures especially in Christchurch needs an overhaul. It floods too often and with rising sea levels it is quite urgent
- Green infrastructure such as open spaces, recreation areas, green networks/corridors, allotments, tributaries, rivers, and coastlines all need to be reassessed. Especially recreation areas for children to play on

- Allotments are becoming vital to residents with very little garden to grow their own produce. This may mean using some green space to accommodate this venture, but it will promote good health and a community of its own too
- All the improvements come with a need for parking which is in short supply in all areas when so much accommodation is being built
- There is no youth club/society in Poole and as a result nowhere for our young people to meet and safely interact. As a result, they hang around the bus station. All fast food outlets along the high street have been closed (on health grounds but somehow this doesn't include the KFC in the bus station), but this has resulted in there being nowhere for young people to meet up. This needs to be addressed.
- Allocate sites for schools, community centres, health uses etc
- Please find some way to support museums and art galleries to come to the area
- We have a unique Victorian seaside resort. The priority should be to retain the character (if the priority is something else then we need a proper consultation document), but we need a plan that moves us to the end of the 21st century
- The transport policy is in complete disarray, and we have no coherent realistic plan
- The proposed high density residential developments need to be justified, but if considered to be a sound plan for the future, then we need to implement 21st century infrastructure solutions that take cognisance of green objectives
- Need district heating (and cooling) solutions that allow adoption of the most appropriate energy source at a point in time. District heating can adapt easily to energy source
- District solid waste schemes are operating successfully in the Middle East - If we want to be a world class resort, we have to adopt the world class solutions that are actually been adopted by real world class resorts
- Cycleways are really not too viable: making a cyclist safe but few people are hardy enough to cycle in inclement weather or too elderly, or too young
- Make buses free so it will be nigh on impossible to use a car as they will be free, but they must be frequent and comprehensive, and cheaper for the council than building and maintaining new roads. You have to think outside the box now
- Free parking bays for 30 minutes at retail centres
- Infrastructure to support working from home
- Deliver Cat 6 world class communications technology and beat the World
- Sort out our over congested roads and stop narrowing them and making them dangerous. Stop building on car parks and leave the Bournemouth International Centre alone
- More clarity needed on council's intentions
- Residential and commercial premises now require communication systems to avoid unnecessary travel to offices
- Development should be in green infrastructure. Create food growing areas, more allotments, roof gardens, living walls. Insulate homes, create green energy, and less use of cars
- All infrastructure development should be assessed on the basis of its net cost / benefits towards achievement of climate emergency targets
- Infrastructure, particularly transport links and services, need to be vastly improved before any further development is considered. It is not possible to get between

Bournemouth and Poole on any reasonable timescale, which means concentration of services such as hospital provision and council services to save money, in either one town or the other, simply makes it difficult to access for many inhabitants

- In the past several decades, all changes in health provision, council service provision, shops etc., have seen a move away from very local provision to ever larger and remote facilities. This is one of the main contributing factors to the clogged roads and is the very opposite of one of the aims stated in the Local Plan
- It has to be observed that cycle lanes seem to be built where the roads are wide enough, not where the cyclists need them! More careful research into the most popular routes for cyclists would ensure that the money spent on these routes gets a better return on investment. The new 'dual-carriageway' for cyclists on Whitelegg Way is a classic case of an expensive white-elephant, vastly over-specified for the number of potential users
- Review the infrastructure of today that has grown up to support three separate towns and agree a future model for a single conurbation
- BCP Council must aim to provide what's best for the residents and businesses of the towns and not what developers offer if this is purely for profit
- Provide a decent train service across the conurbation, i.e., a half hourly stopping service between Wareham and Brockenhurst. Re-open Boscombe station
- Bournemouth especially needs more schools. Secondary schools in the area have such small catchment areas now due to the demand. The quality of education also needs to improvement
- The immediate future is likely to be very hard financially for most families and therefore community projects will prove vital in sustaining mental and physical health. Where high street shops have declined the space should be used to create hubs for local people.
- Each town needs to have its own community facilities. Under no circumstances should Two Riversmeet be closed - if you are proposing to build more properties, then those living in them need to have full access to local amenities.
- The roads and pavements are in a poor state in many areas
- The electric scooter experiment should be reviewed and an investigation into how this was approved to begin with
- Our poor infrastructure has an awful impact on our lives, sitting in endless queues of traffic due to our inadequate roads and the amount of vehicles using them
- Concerns about the health impacts of radiation from 5G masts
- Infrastructure should be resilient, secure, and high quality with transparent ownership and effective regulation
- If you say something is being done across BCP make sure it is - recent money for park regeneration all went to Bournemouth and Christchurch areas - none to Poole
- Propose the inclusion of the following to the new Infrastructure Delivery Plan:
 - Enhance Maypole Square
 - Need a small Bus hub located close to Old Orchard/West Street shopping facility in the regeneration area
 - Need a medical centre in the regeneration area
 - More access to public transport which must be vastly improved

- Tall buildings only in gateway areas on the regeneration areas, not on lower High Street site, in the conservation area and heritage area
- Needs to be a fair proportion of sharing the responsibility of housing density/Green Belt
- Respect the heritage of the old town
- More schools needed to take care of 4,000 dwellings
- Enhance Poole Quay
- Improve High Street
- Existing electric supply is unstable
- Need a 20 mile an hour speed limit covering the Poole Old Town area of Poole Quays Forum
- Speeding vehicles in West Street should be addressed

Agents

9 comments were made by agents. Below are the key points from this response:

- Whilst it is important that the appropriate level of infrastructure is delivered, any costs imposed on the development industry through Section 106 and/or Community Infrastructure Levy (CIL) financial contributions must be thoroughly tested through the Local Plan Viability Assessment and CIL charging schedule review
- There is an opportunity to provide a range of facilities to help improve accessibility to the area by sustainable modes of transport. We are currently exploring the feasibility of the following ideas: a transport hub with improved public transport services and electric vehicle provision. New pedestrian/cycle routes between Parley Lane and north Bournemouth. Improvements to the existing highway network to improve vehicle flows and reduce existing congestion in the local area
- This matter is controlled through the CIL regulations and there is no need to repeat national policy
- Community facilities: suggest the Local Planning Authority avoid reference to the 'Use Classes Order' as this can change at any moment and the policy is not stronger for this wording

Town/Parish Councils

1 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- No more car parks within the Throop and Holdenhurst Village Parish and actively encourage cycling and walking
- Strongly object to additional traffic in Throop and Holdenhurst Village Parish

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Roads need to be improved

Other respondents

1 comments was made by a respondent from the 'other' category type. Below are the key points from this response:

- Infrastructure is fundamental to development but needs some drastic decision making and can be very susceptible to outside influences. Bournemouth has a travel interchange hub, Poole and Christchurch do not
- Local rail needs major financial investment, e.g., Pokesdown and Boscombe stations
- The airport has also been highlighted for changes in its infrastructure but suffers from having no direct rail or major links, and quite limited parking
- Town and Local Centre planning may need a more unsympathetic approach over affordable housing viability assessments, since at present about the only people complying with the council's policy is the council when it builds its own properties
- New communities need education, health services, cultural facilities, sport and leisure facilities. One of the biggest excuses given by young people being dealt with for criminal behaviour is that there is nothing to do around here
- Developments in town centres need to be accessible by the emergency services, and no consideration is taken of where the nearest Police, Fire and Ambulance may be operating from
- There have been some very good habitat regulation projects implemented, but the council may need to review how a condition to set up a SANG delayed the Winter Gardens for months
- Despite pressure to release Green Belt land for housing, preference should be given to recreational sites and green corridors
- Another thing to include will be how the Council will deal with major green infrastructure projects like wind farms and solar farms

20. Other Comments and Suggestions

Q122. Finally, do you have any other issues, comments or suggestions that we should consider for the Local Plan?



455 comments

455 respondents made further comments, suggestions or submitted ideas for consideration about the Local Plan. The key themes to emerge from are outlined below:

Q122 Key theme	Number of comments
Suggestions	293

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions for consideration in the Local Plan. These comments have been coded into sub-themes to make them easier to interpret. The key sub-themes to emerge from these comments were 'Protect Green Belt/green spaces/flood plains/trees' (82 comments), 'Comments on objective f) Our natural environment' (78 comments), 'Comments on objective b) New market and affordable homes' (75 comments) and 'Comments on objective e) Providing a safe, sustainable and convenient transport network' (67 comments).

Below is a selection of comments for each sub-theme. Please note these comments are from BCP residents only, any comments from organisations/associations, agents, developers/landowners, and Town or Parish Councils, are detailed at the end of this question.

Protect Green Belt/green spaces/flood plains/trees



*"F & H leave alone **for natural environments to thrive** without BCP trying to make money from them."*

*"Flood plains flood!! **Green spaces need to stay green!**"*

“Simply stop destroying green areas for the building of houses. Maintain the small green areas in urban areas so residents have somewhere to take children to play, walk dogs, socialise.”

“Please do not remove and build on Green Belt land. This will **undermine many of the objectives in your plan to meet climate change objectives** (if you remove green space), to enhance the green space in BCP! and by altering the natural character of the area. **Please focus on the regeneration of brownfield and inner town [centre] sites.”**

“Use undeveloped land suitable for housing in the urban areas of BCP (brownfield) sites close to major travel hubs and places of employment rather than use green space or Green Belt land to meet the housing targets. **Any development on the edges of BCP will only add to the travel problems** encountered in these areas already.”

“It is essential that current parks and community green spaces be enhanced and developed rather than built upon. It takes nature a long time to establish itself in our highly built up world and the planet needs to be respected.”

“No new building. Protect our green fields, heathland, and wildlife. There can be no support for further development as it's unnecessary and destroying our communities.”

“The purpose of the Green Belt; preventing urban sprawl, safeguarding countryside from encroachment, preventing towns from merging... the list goes on. The area around Muscliffe lane is not only Green Belt but also a conservation area, protecting the homes for heroes, farmland, thus wildlife. With constant chasing housing targets, we must think outside the box for solutions. Muscliffe lane is too busy and congested, traffic already needs to be restricted without further development of houses or SANG. **The Green Belt provides much needed wildlife highways and habitat.** Deer, bats, birds of prey to name a few, live here, which is why people enjoy this area so much. Climate change warrants us to be forward thinking and think of better solutions. BCP Must be innovative to satisfy the growing housing needs. Stealing Green Belt is a simple and unsustainable solution. BCP should be brave and dynamic, double council tax on people's 2nd + holiday homes to release these properties back to the locals. Release stock for those who need homes. Why should wealthy Londoners with their holiday homes mean we lose our Green Belt?? We support more homes in existing urban environments, but it has to be supported by a green and sufficient public transport system. Develop existing buildings opposed to building on Green Belt. Once it's gone its gone, using Green Belt is a short term catastrophic answer to a long term progressive problem. Children need to experience 'natural' nature and non-contrived nature parks, so they have a chance to view a deer in the wild, or a bird of prey for example, like many of us adults have been lucky enough to experience locally.”

“Please resist the loss of green spaces - they enhance the living environment for everyone. Densely packed urban areas do not bring benefits for anyone - they simply encourage crime and reduce quality of life.”

“My major concern is that conservation areas and green spaces should be protected as an absolute priority.”

Comments on objective f) Our natural environment



*"a) I would like to see a museum of Bournemouth established. The Russell-Cotes is wonderful, but we should have an exhibition which tells us the area's history. The failure to find use for the Westover Road cinemas is a shame and the state of many of the roads heading out of the Square e.g., Fir Vale Road, Old Christchurch Road - is very shabby. e) Walking, cycling and public transport must be the priority **f) the highest level of protection must be given to our natural environment** g) conservation areas and other heritage assets must be protected h) Access to nature will help our health and wellbeing i) Climate change is an existential threat; all policies must reflect this j) We do not need any new roads developments."*

*"f) The majority of BCP residents **do not want the Green Belt or green spaces to be built on.** We want to see them improved to hold more water by planting trees and hedgerows which in turn would provide habitats for our wildlife and pollinators making a better environment, cut greenhouse gas emissions and have long term health benefits for all."*

*"e) I think that the train network is very good but the buses are expensive and do not stick to the timetables so you can end up waiting a long time. f) **This is the most important for me as once we lose our natural environment it is gone forever.** I have lived in many parts of this country including Lancashire, Devon, Kent, London, Wiltshire and the Midlands and Dorset is by far my favourite. The reason that Dorset is the best is the coastline and green spaces. The coastline has very good access, is protected and does not have too many shops which is excellent. **The green spaces must also be protected especially ancient woodland.** Many parts of the country are now planting trees, we cannot go against this and concrete over our ancient woodlands, **protection of these must be an absolute priority.** g) We should concentrate on building new homes on brown field sites. If there are abandoned factories etc these should be the first places we look at building new homes. h) The best things for health and wellbeing is walks along our coast and woodlands both of these must be preserved."*

*"**Keep [Common and Woodland areas] safe from developers** to save wildlife and improve air quality in urban areas."*

*"Please, please **do not develop on the Green Belt or conservation [areas],** once it's gone it's gone forever. Any development will set a precedence for yet more erosion on this beautiful area."*

*"(f) To promote this **by protecting the promenades.** Noise is not welcome here. It is one thing to have a new cafe / restaurant, e.g., Branksome Beach but something else if this involves noise/music. With increasing mental health issues in society, the [promenades] are essential to protect to keep peaceful to allow mental health regeneration and escape from busy lives. People want loud music, dance clubs, etc which is reasonable, but these should be kept say in town centres and nowhere where people are likely to go to escape the business of the modern world. **Noise is also deleterious to wildlife too. This includes sea life as noise travels through the ground into the sea.**"*

"A) the town centre needs a variety of activities for families, especially on wet weather days. The loss of facilities in the town centre makes it not appealing, families want to learn while having fun, and it needs to be affordable. F) **the natural environment needs to be looked after; Green Belts were created for a reason their value should not come after profit.** I) it's all good saying climate change can be tackled by building cycle lanes, but importing food has a bigger footprint, produce needs to be local, farmland should not be being built on, community farms are needed, this would also create jobs."

"Need to consider **carefully interaction of transport, land use and environment.** Don't think in silos and don't let developers pull wool over your eyes."

"Essentially **there should be no building development on Green Belt land.** Once it has gone, it's gone [forever]. It is important for people and wildlife. Housing targets are too high and if they were lowered, it would not be necessary to build on the Green Belt. All brown field sites should be built on first. Homes should be built where there is a good infrastructure to support them, or adequate provision can be made. This is mainly in urban areas. Biodiversity and the condition of the natural environment is very poor in the UK. **Dorset has the best biodiversity of all the counties for its size [so] let's not lose it!** Place, type and considerations of costs and infrastructure seem to be biased towards the developer's convenience. It is easier and cheaper for developers to build in the country and not on brown field sites and with poor irrigation or energy use. **But this should be stopped.**"

"The provision of new homes **should not in any circumstances be permitted on land prone to flooding,** the consequences of which would be contrary to many of your objectives."

"No, except that transformational change is much more than just buildings. Communities are much more than people who live in the same high rise block of flats. **No development should be at the cost of what little green spaces and seafront we have left.** No new development should exclude local people looking for local jobs. **Buildings don't feed the senses and relieve people of their anxieties; green and blue spaces do.**"

Comments on objective b) New market and affordable homes



"**Please stop giving developers and contractors all the opportunities to add to their wealth.** It seems as though the contracts in place with the highways contractors and housing developers are not being independently scrutinised. Because to be quite honest, we are being ripped off. **Failed promises from developers on affordable housing and unacceptable timelines on road repairs and excessive spending on materials would be my main concerns.**"

"**More social housing is needed not new builds that become 2nd homes or get privately rented out.** There needs to be more affordable housing and developers should not be allowed to remove affordable housing from building sites after planning permission has been granted. **More schools and GP surgeries are needed for all these new builds.**"

"B. Convert and build on all brown field sites before building homes on green field sites. F. Protect the remaining heathland sites within the BCP area I. Put in policies where any new homes / converted homes must be fitted with solar panels ([photovoltaic] and solar thermal). Micro generation will have less impact, requires less infrastructure and offers better value to the taxpayer than large scale solar or wind farms."

"Just stop this obsession of building flats and stop setting up private companies. You are a council not a private company. Work should only focus on us residents. And clean the 3 towns up and sort out the druggies, drunks and homeless urgently."

"B. We do not need "affordable" homes, which are cheaply built to make a quick profit to sell tiny spaces to young people. I suggest you take a long term approach to evaluate the damage done to housing stock supply by the scale of homes that are owned by landlords and rented; Airbnb properties; second homes etc. Too many of us are locked out of the housing market by "unaffordable" homes. There should be no such thing as all homes should be affordable. As new homes get built, they are snapped up by wealthy buyers who see them as profit, not homes."

"b.) If we want to show city status then we have to keep up with the big boys! London, Bristol, Manchester, and Birmingham already have policies for Zero Carbon buildings. It's far more difficult and expensive to retrofit for lower energy use and climate saving approaches. Better to build it in along with the "disability as normal" from the start. We aren't building for the now, we are building for the future and that should be greener, more sustainable and a place we are proud to call home."

"Consider the sensitivity and opinion of the people who already live here, and chose to live here because of the beauty, character and heritage of the area. That needs to be maintained so please don't spoil it by trying to cram in as many new 'homes' (i.e., flats) as possible, on greenfield sites."

"What concerns me about the inflation rate increase announced this month (CPI of 5.5%) is that it will lead to far more strained household budgets. The combined effects of Brexit, Covid (delta and Omicron variety), energy crisis, interest rate increases. National Insurance increases, council tax increases, climate change and now Ukraine may yet result in a similar or worse financial crash to 2008. Pay rises without increased productivity will drive inflation even higher. Less nonessential household spending will lead to reduced turnover in companies. Effects may be a large increase in unemployment, food and fuel poverty, house evictions, house reposessions and an inability to afford to run a car. We now have to do far more [address] poverty in BCP. Far more affordable social housing and an electric mass transit system are required."

"Have a much stronger position on affordable housing. Do not let developers get away with only building large expensive units. Force them to focus on affordable - it is so necessary."

"I can't stress enough, do all your best to control second home buyers. They're destroying our local children getting on the housing ladder."

"Many of us oldies would like some retirement villages built in semi-rural areas where it's safe!"

Comments on objective e) Providing a safe, sustainable and convenient transport network “



“The roads in our area have never been so rough in the 50 odd years that I have been using them. The traffic situation is one of the...worst in the country! Roads should never be compromised for anything; they are already outdated and being made worse and narrower to accommodate cycle lanes. **We desperately need a good affordable public transport system.**”

“I. Some of the recent road filter removal go totally against tackling [climate] change. **Need bolder action to reduce car journeys even if it is not popular with some motorists.**”

“**We need to really look at our road network and enhance them to provide better access without sitting in endless traffic jams, to create a free flowing traffic network, with more affordable parking.** Secondly, we need to cater for people in camper vans that visit our area allowing better access, parking, and less restrictions on overnight staying, and sleeping.”

“(e) **More spending on parking enforcement and metered parking on the streets around the beaches** with residential parking permits.”

“It would be nice to be able to drive between Poole and Bournemouth, or even Christchurch in less [than] half an hour, or even less than an hour during peak times. Don't mention bus or rail as that will never be a feasible option. **The school car run is the main problem which must be tackled urgently at source.** It should not be necessary, or possible, for parents to drive their huge cars twice a day for this pathetic journey. Why is there not a major disincentive for this one car journey that is mostly optional and caused by lazy parents?

Some of the problem is obviously due to inadequate or poor schools in the local area causing more car journeys and the need to drive to selective schools, but the fact that this has increased so much means that children used to be able to walk.”

“**The answer to a lot of our issues is the reduction of car journeys and mileage around the conurbation when not actually necessary.** To do this we need specific infrastructure and bold leadership to make apparent 'unpopular decisions' in order to make the area better.”

“(e) There must be a **total rethink on all aspects of public transport and less money wasted on useless cycle lanes.**”

“**Stop ruining our roads with cycle lanes,** they are rarely used, the residents have not asked for them, they do not want them, they don't quicken traffic flow and they have cost far too much of our money.”

“I was sad to see the removal of the [low traffic neighbourhood (LTN)] [scheme]. **More of these need to be in place as well as safer school streets for all [schools].** While the LTN was in place, children were out playing in the streets, it was safer for everyone and a pleasure to use.”

*“d) Encourage more diversity of shops and businesses in Town centres (particularly Christchurch) which now seems to have more than it needs of bars, restaurants and charity shops! e) **There is a need for more and improved transport networks which seem to be diminishing in [recent] times, especially as the government wants to encourage less car use to decrease pollution!** f) Protect our natural environment to encourage biodiversity. i) Help to reduce pollution as in e). j) Agree that infrastructure needs to be provided for new development which seem to be lacking on some proposed developments in this area!”*

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

9 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- Trees are only mentioned with reference to the shading and urban cooling benefits, they should be far more prominent within the Local Plan for the wealth of benefits that they can bring and the role in a resilient future in the face of climate change
- In short to recap what I already put down: a) More family oriented activity centres, cheaper parking, less double yellow lines (possibly made into parking bays for town centre business owners) better rental prices for new and existing business, better cleaning up of the town centre b) More affordable 2 and 3 bed homes for families, more affordable homes for the elderly especially for the disabled elderly with well-equipped wet rooms d) point a covers this point too.
- The Local Plan should give mention of the Neighbourhood Plans being developed by smaller towns and parishes within BCP
- A) Generally, the Local Plan should be compatible with the needs of adjoining authorities and their various communities
- Collaboration with neighbouring councils should take account of climate change targets set by the government, amongst other issues
- The other Unitary Authority in Dorset is seeking (from government) an alternative way of developing a Local Plan which may affect the use of this consultation. It is also unclear how the other planning authorities (local government or otherwise) will be trying to collaborate with BCP Council
- It is trusted that the declared objective of 'addressing key planning issues strategically' is to ensure mutual support from all authorities responsible for planning and controlling investments in Dorset
- There is particular concern over the challenges created by a Local Enterprise Partnership (planning to support growth) and a Clinical Commissioning Group (planning the pursuit of excellence whilst reducing access and costs), plus a water authority (with outstanding plans to reduce pollution)
- Every long-term plan should include intermediate milestones to enable monitoring of performance and be a means by which practical prioritisation of issues and options may be secured. Such 'milestones' would be particularly valuable in ensuring adequate planning for climate change, let alone harmonizing the budgets of all stakeholders

- It will be important to see how BCP Council plan to ensure the adequate use and relevance of the eventual Local Plan, given the limited coverage of current parish councils. Perhaps neighbourhood forums, charter trusts and civic societies will be expected to contribute more strongly to the delivery of the true aims of the adopted Local Plan
- Since the conurbation has so many bungalows, it may be beneficial to consider the regeneration of bungalow sites in suitable locations to local advantage and without too much strain on infrastructure services and facilities
- Owners of derelict, misused or under-used urban land could suggest their sites for redevelopment instead of using greener land which would be better used for carbon capture, food production and the life enhancing appreciation of nature
- An effective "staged" policy is required to prevent urban dereliction, a matter which creates a public desire to escape neglected areas for a more desirable urban environment
- Other factors (e.g., context, practicality, and acceptability) must be applied before the opinions that have been developed in the document can be considered as "robust evidence"
- BCP Council area - the current population data is stated but the relevant projected population data is not. 61% of the current population is of working age but the relevant projected percentage is not. No doubt this is a matter for clarification with the Dorset Local Enterprise Partnership
- It is noted that 'homes' currently cost more than nine times average earnings. It would be helpful to know how the Local Plan will be expected to improve upon the current situation, especially with reference to current and projected median annual full-time pay
- We recommend the following for the Local Plan:
 - absolute protection of ancient woodland, and ancient or veteran trees, with appropriate buffers and root protection areas specified
 - presumption of retention of existing healthy mature trees on development sites, and a greater than 1:1 replacement ratio where trees are removed
 - a borough-wide tree canopy cover target, and specific targets for development sites (we recommend a 30% canopy cover target) including use of urban greening factors where appropriate
 - a specification for native tree species, preferably from UK sourced & grown stock
 - setting targets for access to woodland as part of natural greenspace
 - inclusion of trees, woodland, and other natural solutions in policies on energy efficiency, flood management, air quality etc
 - incorporating green infrastructure as a green thread throughout the Local Plan.
- Appendix 1 - residential capacity could be increased at the following sites:
 - Bath Road North - increase residential capacity from 20 to 50 homes
 - Bath Road South - increase residential capacity from 10 to 50 homes
 - Central car park - increase residential capacity from 200 to 300 homes
 - Eden Glen car park - increase residential capacity from 30 to 60 homes
 - Winterbourne Hotel - increase residential capacity from 60 to 200 homes

- The following sites were previously included in the Strategic Housing Land Availability Assessment (SHLAA) but are omitted from the Consultation paper and we suggest that they are included:
 - Winter Gardens - to reflect planning permission for 378 homes
 - Town Hall Annex - with potential capacity for up to 70 homes
 - West Hill - potential capacity for up to 70 homes
- It is important the Council addresses the tough questions and is bold in its decision making to ensure the Local Plan is robust and meets the needs of the conurbation through to 2038
- It would be a useful addition to the Issues and Options Consultation to identify how technology can be introduced to make the most of what BCP has to offer

Agents

3 comments were made by agents. Below are the key points from this response:

- (a) and (g) Bournemouth's heritage is being destroyed in the advancement of (c) following the so called Big Plan (e) The number and width of some on-road cycle lanes is putting cyclists at greater risk, reducing traffic capacity, and adding to congestion, therefore greater air pollution (h).
- The Issues and Options consultation document does not adequately plan for the housing needs of older people over the plan period. It relies on an out of date Shop@ methodology to calculate the housing needs for older people, resulting in a current shortfall of 955 housing with care units, by a further 678 units by 2038. The current strategy to address this need is via the Part M4(1), (2) and (3) of the building regulations but there is no detail on how the Council will ensure specialist housing is delivered over the Local Plan period
- BCP Council should revisit the November 2021 Local Housing Needs Assessment and the methodology and prevalence rates used in this
- A Viability Study should be produced which acknowledges the challenges faced by retirement community operators as well as the significant benefits specialist housing can bring to their residents and the wider community
- There are viability challenges for Extra Care housing which should be acknowledged through the Local Plan and then considered through relevant policies
- If specific sites are not allocated through the Local Plan for different forms of housing for older people, and the viability challenges for such forms of housing are not acknowledged through policy, retirement community developers will not be able to compete in the market to buy land, and this type of accommodation will not be delivered to meet the existing and forecast significant need for specialist housing
- Please review the Financial Viability Review of Evidence in connection with the Solihull Local Plan EiP (consultation) in full, with particular emphasis to the recommendations outlined at Paragraph 10.5 of the report and consider the following measures when producing the viability analysis to support the Local Plan

Developers/landowners

2 comments were made by developers/landowners. Below are the key points from this response:

- More planning for conversion of existing commercial properties to homes
- Stop limiting housing to students and limit properties being used for holiday homes or second homes
- The next stage will be critical to ensuring a deliverable Local Plan. This must include a public facing explanation of the role and relationship of BCP to neighbour's areas who are facing pressure and opportunities also (Dorset/ New Forest)
- The involvement of the development industry to help inform viability considerations will be important to ensure the vision for BCP is one that is ultimately deliverable

Town/Parish Councils

2 comments were made by a member of a Town/Parish Council. Below are the key points from this response:

- Site 07/03 Land at Burley Road, Winkton, Christchurch is not a sustainable development which is contrary to the National Planning Policy Framework and contrary to the objectives (f) and (g). It would also fail objectives (i) and (e)
- f) There should be no compromise or dilution of the existing Green Belt and conservation areas within the BCP area especially within Throop and Holdenhurst village Parish area
- f) Object to BCP's current approach for the provision of strategic SANGs upon the Stour Valley water meadows residing within Throop and Holdenhurst village Parish area. This is in direct conflict with Historic England's conserving historic water meadows policy (Historic England 2017 Conserving Historic Water Meadows). This would be detrimental to the environment and in opposition to BCP's 2050 climate action plan
- f) Strongly agree with the change of use of our urban existing open spaces, e.g., golf courses to provide strategic SANGs which will be within walking distance of the proposed urban developments
- g) Throop and Holdenhurst Parish contains the largest collection of listed buildings in BCP and therefore the historical context in which they lie should be preserved and maintained. Throop and Holdenhurst have important heritage values that pre-date the creation of Bournemouth and therefore should be preserved under exceptional circumstances
- h) For a council that has declared a climate crisis, the focus should be on geodiversity and biodiversity as opposed to the current focus on human leisure. Opportunities for leisure should be focused on urban park space, thus protecting the sensitive natural environment & wildlife habitats within the Throop and Holdenhurst village Parish area

Residents living outside BCP

36 comments were made by residents living outside BCP. Below are the key points from these responses:

- a) Innovative thinking is needed for town centres to meet the needs of local communities by supporting local retail businesses and products, the hospitality industry and cultural/educational provision
- a) Make Bournemouth and Poole town centres more cohesive, attractive, and safe
- b) Need more proper homes and age-related homes only, not park homes

- b) Encourage innovative housing with small studios incorporated
- b) Affordable homes should be the priority for local people
- b) concerns about the proposed housing developments in local villages which will cause the loss of Green Belt land, destroy natural habitat & wildlife, and erode communities
- b) concerns about flooding & increased traffic caused by the proposed developments
- b) there is no need to build excessive numbers of new homes based on incorrect and outdated planning statistics
- b) the main issue is to keeping house building in line with actual need and not basing the number of houses on outdated statistics and preventing urban sprawl into the Green Belt
- b) ensure all new housing is fitted with solar panels or other energy saving options, e.g., air-source heat pumps, ground source heat pumps, better insulation, water recycling
- b) More consideration for redeveloping unused sites into habitable dwellings to avoid eating up even more land
- b) consider releasing of some of the Green Belt and Brownfield sites in the Throop and Muscliffe area
- e) Need to reduce traffic in the town centres and suburbs, especially around schools
- e) make bus travel more affordable
- f) need to protect and enhance our natural environment
- f) the natural environment is key to the sustainability of Dorset
- h) object to building on facilities such as the golf course in Sturminster Marshall which is increasingly important for the health and wellbeing of residents
- i) Need a more aggressive approach to reducing old technology
- j) a successful transport network will also need to rely on an efficient and well thought out infrastructure
- j) providing the necessary infrastructure before any development is essential

Other respondents

6 comments were made by respondents from the 'other' category type. Below are the key points from these responses:

- i) Need a more aggressive approach to reducing old technology
- I am concerned about the suggestion of Poole Stadium being changed to residential use. Where will Poole Pirates be relocated to?
- Look after nature areas/ green spaces and ensure that Poole stadium isn't redeveloped
- Use taxpayers' money wisely according to what they want
- g) With the National Planning Policy Framework and publication of the accompanying National Planning Practice Guidance, the Government has reiterated that designing out crime and designing in community safety should be central to the planning and delivery of new development. Specifically, the Planning Practice Guidance on Design reminds practitioners that local authorities are duty bound to adhere to Section 17 of the Crime and Disorder Act 1998 and exercise their functions with due regard to their

likely effect on crime and disorder and do all that they reasonably can to prevent crime and disorder. The prevention of crime and the enhancement of community safety are matters that should consider when exercising its planning functions under the Town and Country Planning legislation.

- f and g) Instead of sneaking in change of Rights for Natural land, i.e., Fields and Woodland, do something about the failing towns and business properties. There are so many empty buildings in our towns and cities, and villages. Surely it would make more economical sense and environmental sense to repurpose some of these existing buildings and areas into modern accommodation and retail, instead of taking away our forever shrinking Green Belt land
- The High Street has changed big time, in all areas, because of the electronic online world we live in today. Stop trying to branch out when you could be looking in
- We are on the cusp of what looks to be almost existential crises on several fronts. These plans must meet these challenges head on. There is no time now to delay, to simply agree with what central government dictates or to kick the can further down the road
- Sadly, Dorset and its major towns often does not feel like a 'home' that belongs to local people. Rather it feels like local people are there to cater to holidaymakers, second homeowners etc. While locals are priced out of all the good stuff. This is not simply unjust, it's unsustainable. And it is the root of scenarios like Sandbanks under a mile away from areas of deep deprivation. We should rightly be ashamed of this
- Radical action is needed right now to save this one home – our planet. As the latest UN report said: "We have 'a brief and rapidly closing window of opportunity to secure a liveable and sustainable future for all'", states the latest report by the Intergovernmental Panel on Climate Change (IPCC). These Local Plans, I hope will do something restorative. Something radical. It is the timeliest of opportunities

21. Considering Equalities and Human Rights

Q123. Are there any positive or negative impacts of the recommendations and options in this consultation that you believe BCP Council should take into account in relation to equalities or human rights? If so, are you able to provide any supporting information and suggest any ways in which the organisation could reduce or remove any potential negative impacts and increase any positive impacts?



184 comments

184 respondents made further comments about any positive or negative impacts of the recommendations and options in this consultation that they believe BCP Council should take into account in relation to equalities or human rights. The key themes to emerge from these comments were 'Suggestions' (77) and 'Concerns' (37).

Q123 Key themes	Number of comments
Suggestions	77
Concerns	37

BCP Residents responses

Below is a selection of comments for these themes. Please note these comments are from BCP residents only, any comments made by organisations/associations, agents, developers/landowners, Town/Parish Councils, Residents living outside BCP, and 'other' respondents are detailed at the end of this question.

Suggestions

These respondents made a variety of suggestions about any positive or negative impacts of the recommendations and options in this consultation that they believe BCP Council should take into account in relation to equalities or human rights. No particular sub-codes stood out from the comments more than others but, generally, respondents' suggestions focused on age, transport, disability, and equality.

Below is a selection of these suggestions:



“As we have an ageing population, *disability must be given a far bigger priority*. We need access to *many more disabled parking bays*. We can’t all cycle! In Poole the access to the coach station is appalling, by 2050 it is estimated that there will be double the number of people over 60, *we need to forward plan for this eventuality*.”

“The elderly need provision such as transport to get around this area. Otherwise, *they will be locked in their homes and unable to get about*. There seems to much emphasis on cycling (which is good for those who can do this) but not enough for infirm and disabled.”

“These recommendations and options do nothing to address the issues for these groups. *Start dealing with the fundamental [issues] that affect all groups - make BCP a safe area for all. Has an impact assessment been carried out on the use of Beryl bikes and scooters* on the pavement in relation to people with disabilities, pregnant women, families with children, the elderly[?] Please don’t just dismiss this because they *SHOULD* only be used on the roads. What steps have BCP taken to ensure that information and publicity is distributed, not just available, in the appropriate language to people whose first language is not English, including [British Sign Language] and to people who can’t read and write[?]”

“*More respect for all ages*. Hidden disabled people and basic access to organisations so maybe info in bus shelters or library notice board or cafes. *Just by word of mouth I’m told there is a councillor for all disabled people well I’ve not seen or I’ve never heard of any myself?*”

“*Some cycle routes and lots of pavement parking exclude disabled and pushchair access* and indeed prevent access for my wife’s e-bike.”

“I believe that there is a *duty to protect the human rights of our children in ensuring that their future is safeguarded against the worst effects of the climate and ecological emergency*, wherever it is possible to do so. Business as usual must be challenged and ensuring sustainable development must be a priority across all areas of the plan.”

“*There doesn’t seem to be much in the way of improvements for disabled people* apart from improving pavements. *Public building access, parking and transportation all need to be improved.*”

“*Disabled access for all new developments and retrofitting to the existing built environment* should be a given. Also, signage, etc. appropriate to the mentally impaired should be encouraged.”

“BCP Council *should remember the needs of ALL sections of the community and not just the long list of so-called minorities* [identified] above.”

“The Equality Act misses a critical category in my view. *Discrimination on socio-economic grounds is rife and BCP council must take the views of all of its residents into account before the views of the rich and powerful landowners* who often don’t even live in the BCP area.”

Concerns

These respondents expressed concerns about negative impacts of the recommendations and options in this consultation that they believe BCP Council should take into account in relation to equalities or human rights. These comments have been coded into sub-codes to make them easier to interpret. The key sub-codes to emerge were 'Discrimination/Accessibility concerns' (14 comments) and 'Age e.g., elderly, children concerns' (13 comments).

Below is a selection of these concerns:

Discrimination/Accessibility concerns



"BCP needs to be careful that it does not find itself dictating where people must live in order to gain access to employment opportunities. That would lead to a distorted housing market and/or the inability of businesses to recruit new employees. For example, if someone working and living in Poole gets made redundant and as a result has to take a job in Christchurch, do they then have to move home, or face long, difficult and/or expensive journeys to/from their new place of employment?"

"Stop the large focus on all this "Woke" nonsense. We are all different and all know and accept this. 99.9% of people are reasonable. And putting specific focus on one group is actually still discrimination. We are all human beings in the 21st century."

"The obsession with active travel is starting to feel discriminatory against those of us who are not able to walk or cycle."

"Throughout all of these proposals, there seems to be an absence of focus on how town policy might impact women, young families or the elderly. The commitment to large buildings, digital infrastructure, multi-storey car parks, town centre flats, electric scooters, cycling and walking, are all policies and ideas that are particularly suited to men but are not particularly suited to other demographics or consider their unique needs at all."

"Your transport policies will harm the aged & infirm by limiting car travel. Your expansionist policies will harm the aged & infirm by limiting [supply] of already restricted health care."

Age e.g., elderly, children concerns



“I am concerned that children never have a voice in these discussions. They are a protected characteristic group yet seem to get forgotten about. Every decision we make now, affects them. They will be the ones living with the changes that come, so I believe that everything should be looked at through the eyes of children and young people.”

“Single unit housing is at odds with the rights of the family. Single unit housing is inflating land values and demolishing family homes. Without access to these facilities families are getting smaller and contributing to an aging population.”

“The transport proposals [discriminate] against age and people with disabilities and you need to consider those that fall into those and many other similar categories.”

“I believe the current heavy focus on cycle infrastructure negatively impacts both the elderly and disabled, the transport network should be fit for purpose for all users and funding should be evenly distributed not largely for the benefit of the able bodied.”

“I think the plans are discriminatory based on age. My children will be the ones who suffer for these poorly conceived plans based on outdated thinking and data.”

“I think the lack of youth clubs and community activities has led to bad behaviour and these sort of clubs and organisations should be re-introduced. If children come from good families, then parents can enrol and afford for them to attend clubs and organisations. Families from poor backgrounds are less likely to be able to use these [sorts] of facilities. It's the poor, disabled and troubled who miss out. The vulnerable need to be looked after.”

“Regard for our older or disabled residents seems to be low on the council list of priorities. An obsession with cycling has ignored these groups and put pedestrians on the lowest rung. Over development also puts these groups at a disadvantage making access to services such as GPs difficult.”

Organisations/associations, agents, developers/landowners, and Town/Parish Councils responses

As with BCP residents' responses above, we have anonymised these responses.

Organisations/associations

4 comments were made on behalf of an organisation/association. Below are the key points from these responses:

- BCP has not considered neurodiversity within the consultation which is a clear discriminatory approach. The publication and consultation is very much structured to support a particular neurotype. See <https://becg.com/neurodiversity>
- Strong emphasis of infrastructure investment should be in public and shared modes. Investment in road / highway improvements does not benefit a wide cross section of the public and could discriminate against protected groups
- Equalities and human rights have nothing to do with your plans

- Improving the quality of the built environment with green infrastructure, and protecting the natural environment, including public access, helps address health inequalities and improve the health and wellbeing of the whole community
- Loss of trees in the urban environment risks exacerbating health inequalities and should be avoided

Developers/landowners

1 comment was made by developers/landowners. Below are the key points from this response:

- You have a government target of how many homes to be built in the future. How many of these are specifically built for the disabled? This housing shortage crisis is bad, but it's a lot worse for the disabled trying to find a suitable home

Town/Parish Councils

2 comment was made by a member of a Town/Parish Council. Below are the key points from this response:

- The digitalization of the consultation process disadvantages our many elderly residents and as a parish council we believe that we have a responsibility to voice concerns on their behalf. We support the greater involvement of residents in any consultation process, but it needs to be inclusive and properly facilitated
- Concerned about the impact of using Green Belt sites to meet arbitrary targets and the failure to protect the Green Belt set out in National Planning Policy Framework 13

Residents living outside BCP

1 comment was made by a resident living outside BCP. Below are the key points from these responses:

- Concerns about the new location of Poole Speedway if Poole Stadium is changed to residential use

Other respondents

1 comments was made by respondents from the 'other' category type. Below are the key points from this response:

- Concerned about the suggestion of Poole Stadium being changed to residential use. Where will Poole Pirates be relocated to?

22. Letters and Email Responses

Letters and Email Responses

In addition to the responses received through the online survey, a further 251 responses were also received by email and letter format.

The responses have been categorised by consultee type as follows: -

Consultee Types for Emails/Letters	Number of responses
Residents/Individuals/Residents Association	101
Businesses/Developers/Landowners	89
Organisations	31
Statutory	17
Internal	6
Parish Councils	4
Councillors	2
MP	1
Total Number of Emails/Letters received	251

Residents, Individuals and Residents Associations

101 residents, individuals, or residents' associations replied by email or letter. The responses have been coded into themes to make them easier to interpret. The key themes to emerge from these comments are concerns which relate as follows:

Impact upon the natural environment including wildlife, trees and landscape –

The most frequent theme arising from traditional letters/email responses. Comments regarding the natural environment (including wildlife, trees, and landscape) were often linked to comments relating to specific promoted sites in rural areas and in the Green Belt or where a site has been promoted on an existing green/open space which could be lost. However, many respondents were concerned generally about the impact of development upon the natural environment.

Loss or lack of green spaces and/or play facilities – Comments regarding the loss of green space and/or open play facilities were largely linked with comments relating to specific promoted sites which would result in a loss of a recreation al open space or allotments etc.

Loss of Green Belt - Comments regarding the loss of Green Belt were often linked with comments relating to specific promoted sites which would result in a loss of a Green Belt. However, many respondents were concerned generally about the developing on Green Belt land with the majority opposed to it and felt there were no exceptional circumstances and/or felt brownfield should be prioritised first and Green Belt release was not necessary.

Impact upon character of areas and/or heritage including design quality and views - Comments regarding the impact upon character of areas and/or heritage including design quality and views were often linked with comments relating to specific promoted sites or were more general comments about how the character of areas are changing. A proportion of comments were also related to concern about town centre, district centres or local centres and how parts of those areas need improvement.

Traffic congestion and road safety including the lack of/need for improved road infrastructure - Comments regarding traffic congestion, road safety and infrastructure were often linked with comments relating to specific promoted sites. In the case of sites promoted within the Green Belt, road safety was a particular concern. There were, however, a number of comments relating to the current traffic congestion generally within BCP and concern over the impact of further development.

Loss / lack of car parking - Comments regarding loss / lack of car parking were often linked with comments relating to specific promoted sites which are currently public car park. In particular, some existing car parks which are within town centres or close to the beach. However, some comments related more generally to the level of car parking, which is required by new developments, particular in the town centres.

Climate change including air quality and pollution, flooding and energy generation – Some comments regarding climate change were linked with comments relating to specific promoted sites, particularly where promoted sites were at risk of flooding. However, many comments related more generally to the Council's ambitions to become carbon neutral by 2030 and that we need to do more in the Local Plan to achieve this. Several also commented that locally and nationally, we need to consider more sustainable forms of energy generation and food production.

Site Specific Comments

55 of the email/letter responses made comments in relation to a specific site (or in some cases numerous sites) that have been promoted for development. These comments will be taken into consideration together with the comments on sites made through the online 'drop a pin' mapping tool.

Businesses, Developers and Landowners

87 businesses, developers or landowners replied by email or letter. Many of these respondents gave detailed responses on various sections and options proposed within the consultation development. These responses will all be taken into consideration together with the comments received through the online survey.

22.1. Key themes

The key themes which emerged from these responses are summarised below. It should be noted that 67 of the responses were made in conjunction with a specific site that was being promoted for development.

The key themes can be summarised as:

- **The need to calculate housing need using the standard method, rejecting a locally derived approach** - Under the issue of how many homes do we need a significant number of the responses set out that the standard method must be used for calculating the housing needs for the BCP area and that the locally derived figure should be rejected. Some detailed critiques of the locally derived figure were given. Respondents highlighted issues with historic under delivery, the delivery of affordable and family sized homes and challenged the way the migration data had been used in the locally derived figure. The responses set out that this approach would be at significant risk from being found unsound at the examination stage.
- **The need to release areas designated as Green Belt to provide homes, affordable homes and family homes** - Under the issue surrounding where new homes should be built there was support for town centre regeneration, however a number of issues were raised with a town centre and urban focused approach to housing. Respondents particularly stressed that there are viability challenges with urban sites and many large urban sites, while being identified for development for many years have not been delivered. In addition, concerns were highlighted that an urban focused approach would not deliver affordable or family sized accommodation, being largely reliant of the construction of flats. As such, a significant number of these respondents set out that the housing strategy would require the release of some sites currently designated at Green Belt.
- **The impact development standards may have on viability** - Throughout the consultation document options were presented in relation to various standards that could be sought from future development for example, setting minimum space standards, requiring a proportion of homes to be adaptable for those with restricted mobility, setting standards to combat climate change which were higher than building regulations. Many respondents raised concerns about the impact of these types of standards on development viability and the need for plan viability work to be undertaken.
- **The need to engage positively on the council's 'duty to cooperate'** - Many respondents also highlighted the council's 'duty to cooperate' with neighbouring authorities on strategic planning matters.

23. Youth Forum Responses

Three online workshops were held with members of BCP Council's Youth Forum on 19 January, 2 February, and 16 February. The meetings all took place between 5:30 and 6:30pm.

23.1. Session 1 - 19 January 2022

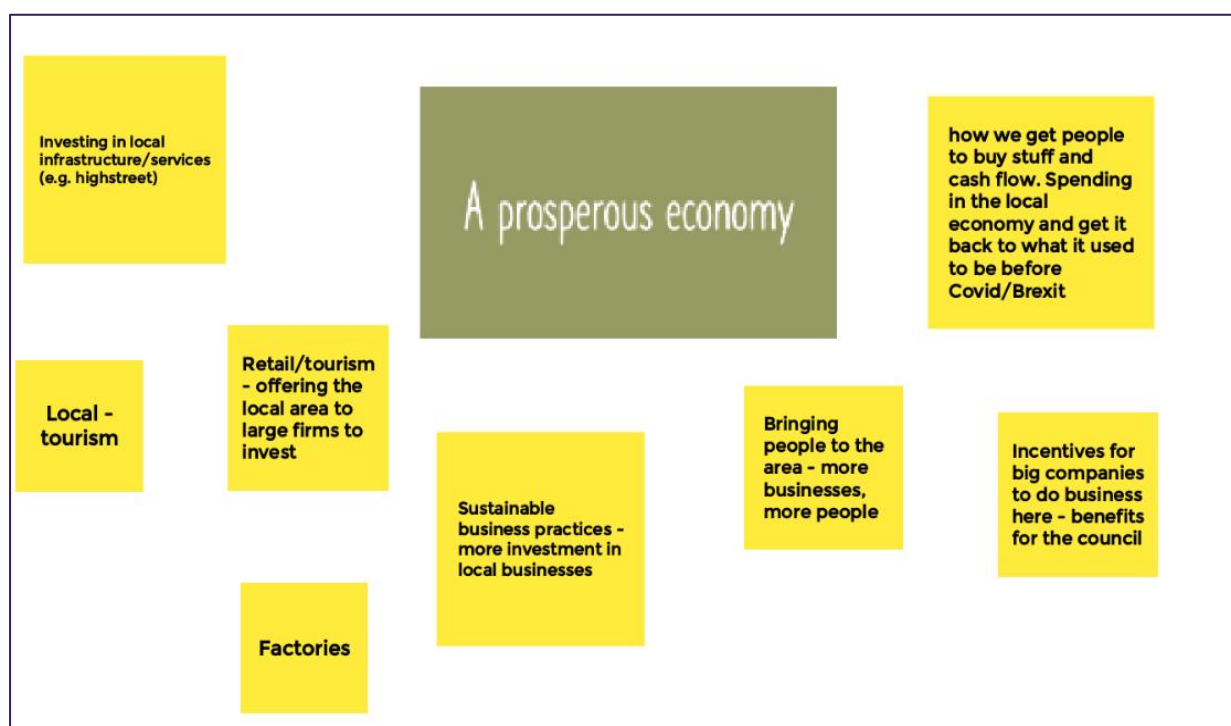
In the first session, the group was asked to select which of the objectives they would like to discuss in more detail at the following two sessions.

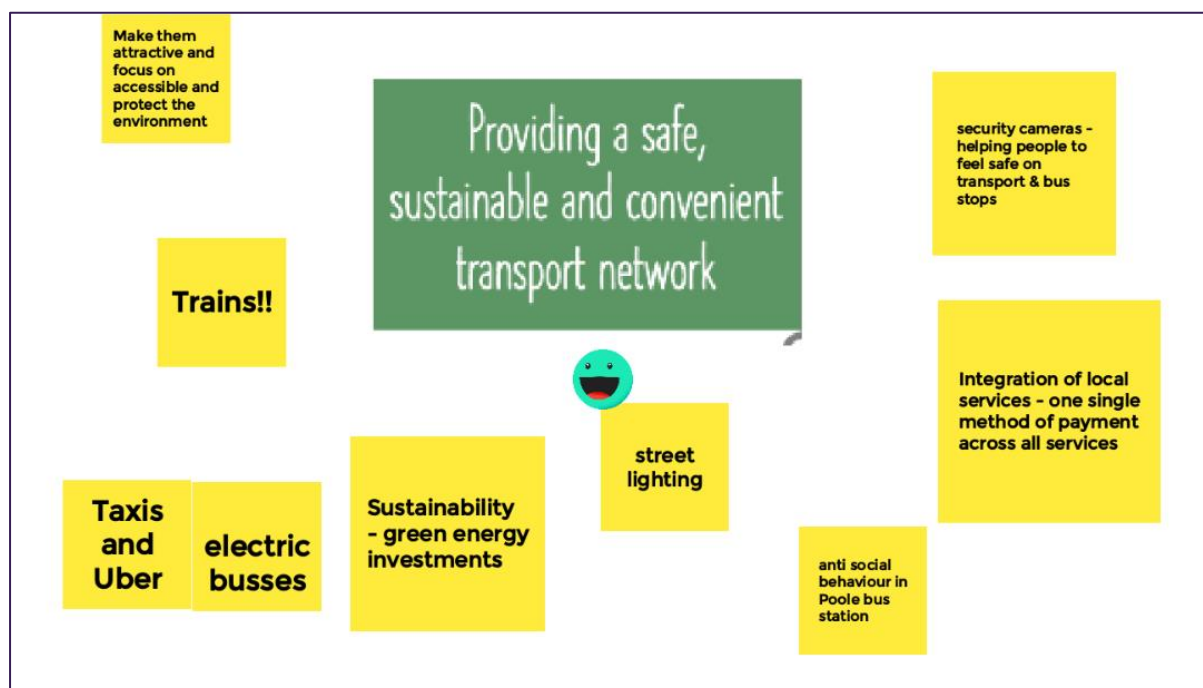
The group chose:

- Tackling Climate Change
- Providing a safe, sustainable and convenient transport network
- Adapting our High Street and retail areas
- New market and affordable homes
- Promoting health & wellbeing

As part of the session, the group was asked to put what they thought each of the objectives meant on the jam board. The jam boards are shown below:







Our natural environment

Regeneration of parkland and green space

bourne mouth gardens

Preservation of open spaces

preserving the natural habitat and reducing the amount of urbanisation

Coastal management and ecosystem preservation - SSSI

More hard engineering to combat longshore drift

Limited building on green-belt

Introduction of parkland community hubs

more bins

Invest in sustainable local hydroponic/aquaponic and aquafarming

promotion more eco friendly practices - litter cleans etc

Beach - keeping it safe and maintaining the beach. (Cliff slides)

Beaches and pollution (from tourism as well)

Our built environment



Anything touched by man - historical buildings

The urban sides of towns

Creating sustainable architecture - easily adapted, regeneration

Using 'greener' energy

Making buildings more accessible - inclusive

more money into the looks of Highstreet so it doesn't look as run down in some places

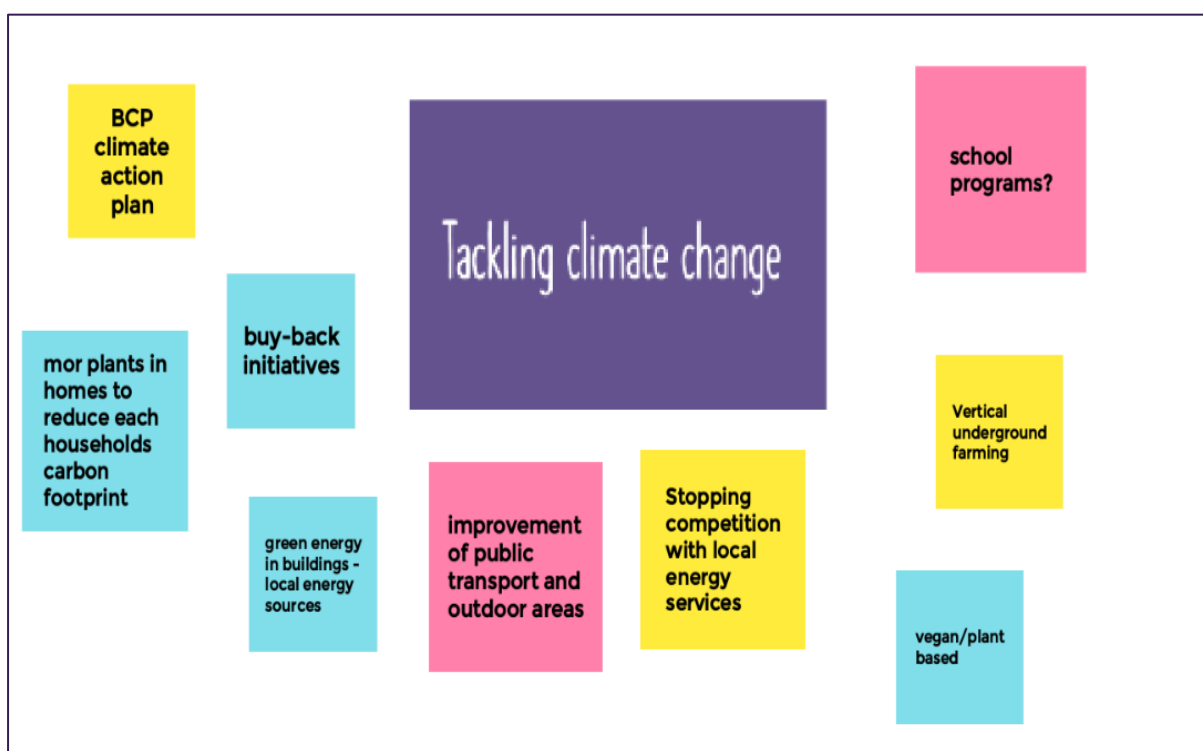
How can we keep the history of places and not let go of the culture

Making places more lit up during the night

Emphasis on public infrastructure

Planned communities (Poundbury)

Local energy sources



Providing the
infrastructure
for businesses
to thrive more

Providing the
infrastructure that
supports development.

Offering more
education on
climate
change etc on
how to use
systems

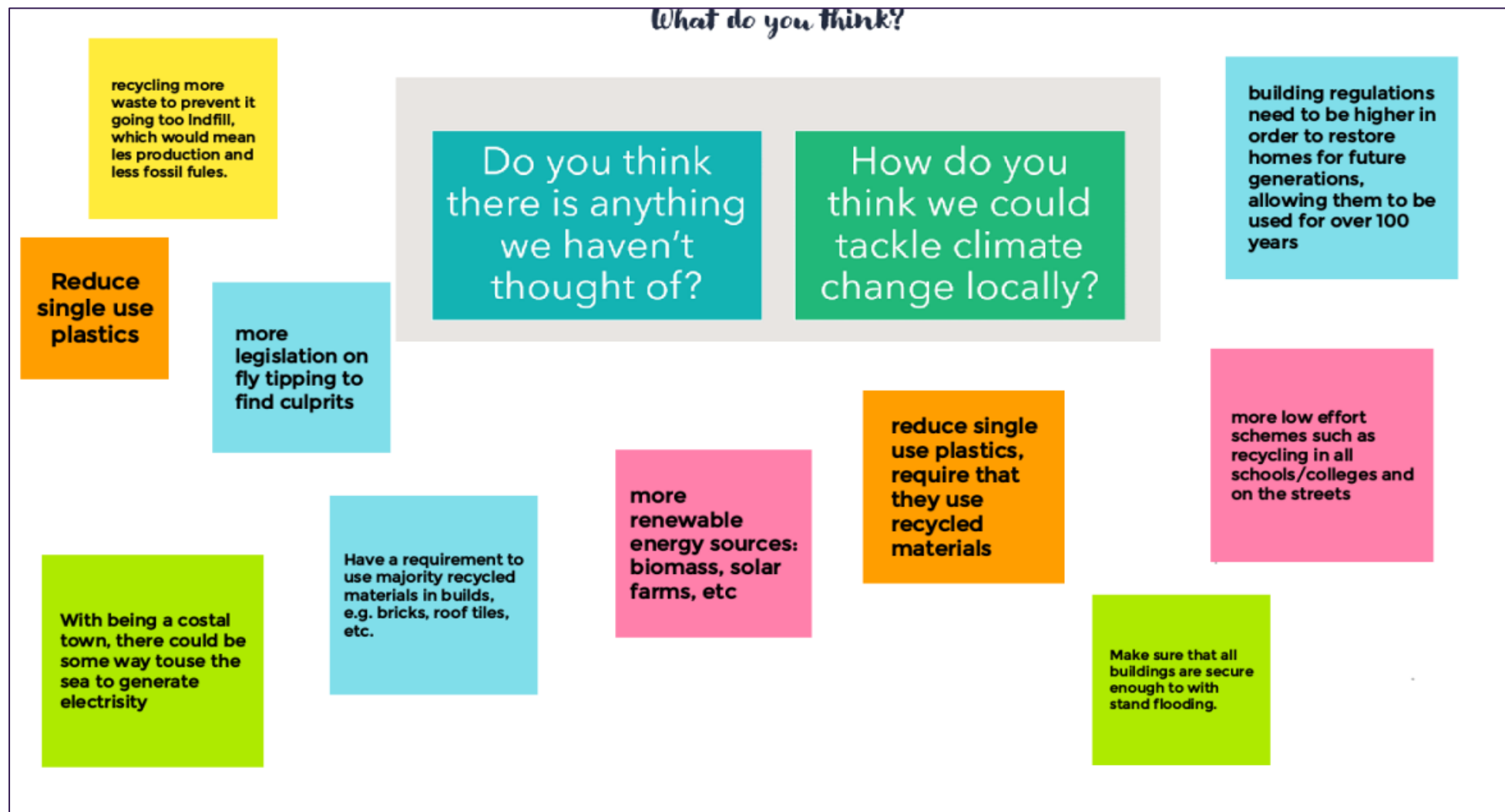
23.2. Session 2 – 2 February 2022

The second session covered:

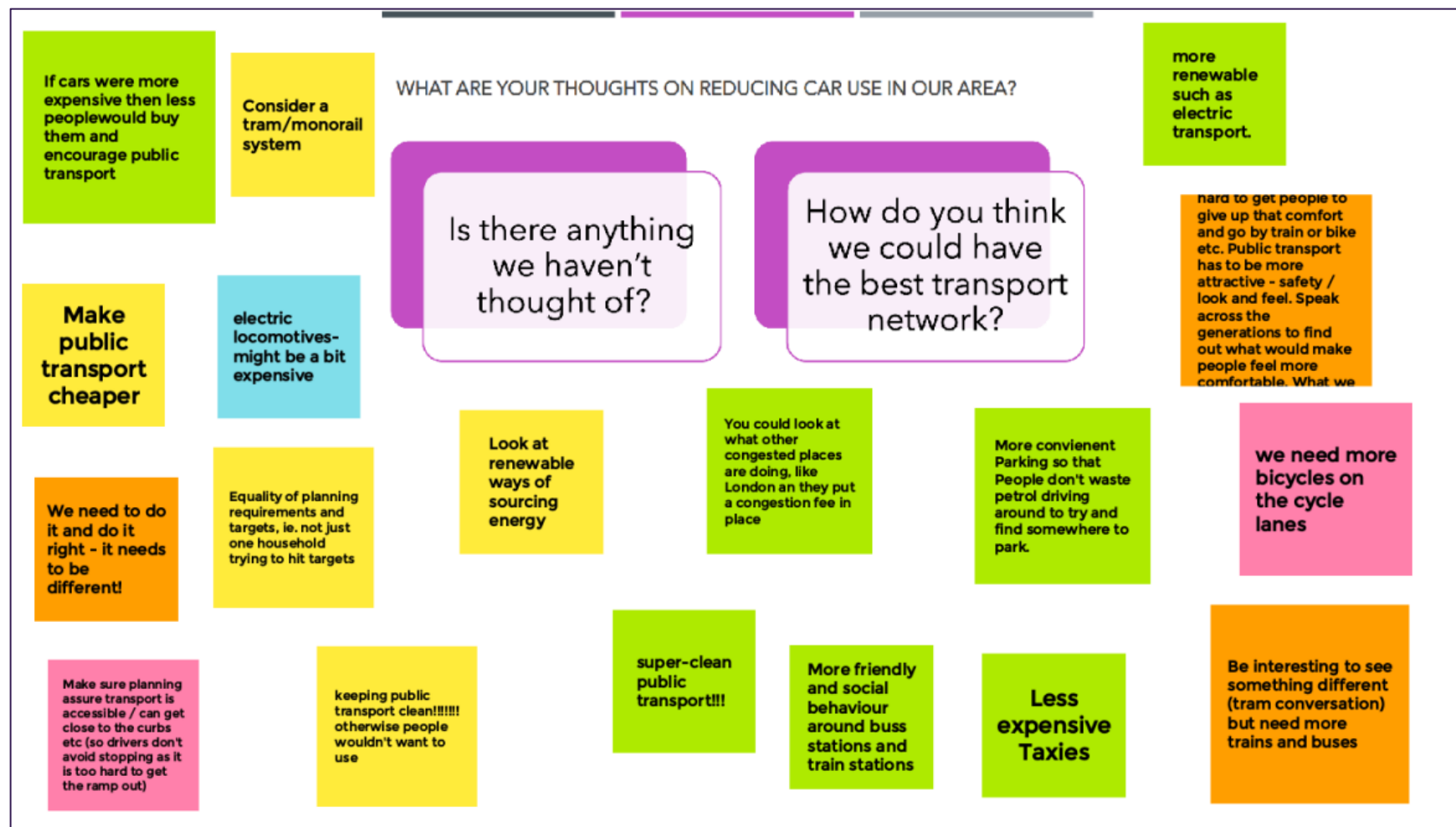
- Tackling Climate Change
- Providing a safe, sustainable and convenient transport network
- Adapting our High Street and retail areas

The jam boards from this session are shown below:

Tackling Climate Change



Providing a safe, sustainable and convenient transport network



Adapting our High Street and retail areas



23.3. Session 2 – 3 February 2022

The third session covered 'New market and affordable homes' and 'Promoting health & wellbeing'

New market and affordable homes



Promoting health & wellbeing

money is prioritized more than our health by larger businesses. Are people able to make the right choice?

Put more exercise stations in parks to promote people to be more active.

Promoting education about mental health so that more people are aware.

How do we promote health and wellbeing?

Is there anything we haven't thought of?

How do you think we could promote health and wellbeing?

teach people basic nutrition in schools

It's the people's choice to eat the food at the end of the day. However, it's not always an easy choice because companies don't make it out.

better school meals

there is a lot of marketing for food and it's marketed as a comfort for people.

Use of POP Cards in classrooms

Part of culture to eat junk food when going out.

People are addicted to junk food so people will actually go the distance to get junk food after a while of noticing the limiting of the junk food.

lgbtq+ education, relationships and inset days to teach teachers how to combat homophobia in classrooms

24. Full Respondent profile

The equalities profile is shown below. Percentages are not shown for any groups that have subgroups with less than ten respondents.

Figure 68: Respondent profile

Equalities	Group	Number	Percentage
Age*	Up to 24 years*	12	1%
	25 - 34 years	59	7%
	35 - 44 years	118	15%
	45 - 54 years	163	20%
	55 - 64 years	191	24%
	65 - 74 years	185	23%
	75 - 84 years	64	8%
	85 years and over*	10	1%
Gender**	Female	394	52%
	Male	367	48%
Sexual orientation	Straight / Heterosexual	642	94%
	All other sexual orientations	39	6%
Disability	Yes - limited a lot	31	4%
	Yes - limited a little	102	14%
	No	594	82%
Carers*	No	494	66%
	Yes, 9 hours a week or less	85	11%
	Yes, 10 to 19 hours a week*	25	3%
	Yes, 35 to 49 hours a week*	23	3%
	Yes, 50 or more hours a week	118	16%
Ethnic Group	White English / Welsh / Scottish / Northern Irish / British	680	95%
	Other White background*	27	4%
	Other Ethnic Group*	11	2%
Religion*	No religion	321	48%
	Christian	332	49%
	Other religion*	21	3%
Armed Forces	Yes, previously served in Regular or Reserve Armed Forces	41	6%
	No	682	94%

* shows that some bases are less than 30.

**For the transgender question, counts were less than 10, so are not reported.

Figure 69: Ward profile

Ward	Respondents
Alderney & Bourne Valley	20
Bearwood & Merley	108
Boscombe East & Pokesdown	9
Boscombe West	3
Bournemouth Central	11
Broadstone	14
Burton & Grange	54
Canford Cliffs	13
Canford Heath	11
Christchurch Town	37
Commons	47
Creekmoor	17
East Cliff & Springbourne	14
East Southbourne & Tuckton	11
Hamworthy	12
Highcliffe & Walkford	25
Kinson	12
Littledown & Iford	11
Moordown	17
Mudeford, Stanpit & West Highcliffe	40
Muscliff & Strouden Park	39
Newtown & Heatherlands	19
Oakdale	17
Parkstone	20
Penn Hill	20
Poole Town	28
Queen's Park	6
Redhill & Northbourne	7
Talbot & Branksome Woods	39
Wallisdown & Winton West	12
West Southbourne	30
Westbourne & West Cliff	18
Winton East	14

24.1. Respondent postcodes

Most respondents provided their home or business postcode (or part postcode e.g., BH8) in their survey response. These were utilised to map the approximate geographic distribution of respondents. Respondent data from the online and paper forms that included respondent postcodes was exported from SNAP survey software as an Excel file.

The postcodes were matched to the Office for National Statistics Postcode Directory which includes the latitude and longitude of the postcode centroids, and the latitude and longitude of the postcodes was then joined to the Excel survey data. This allowed the survey data to be plotted in GIS software.

Current and historic local authority boundary layers were added to the GIS software and GIS techniques were used to add location information to the comments (e.g., the name of the current and legacy local authority areas that respondents lived in).

The map below shows the approximate locations of respondents' postcodes in clusters. The numbers in the dots represent the number of postcodes in that area.

882 respondents provided their postcode. 859 were matched to the Office for National Statistics postcode directory, of which 831 of were complete postcodes and 28 were part postcodes e.g., BH8.

23 provided postcodes that couldn't be matched, and 75 respondents chose not to provide a postcode.

Of the 859 postcodes that were matched, 755 were from within the BCP Council area, 59 were from the Dorset Council area and 38 from the New Forest District area. The furthest respondent postcode was in Leicester.

25. Appendix 1 – Summary Tables

Respondents were asked to what extent they agree or disagree that our vision is the right vision for the Local Plan:

Vision: We aim for Bournemouth, Christchurch, and Poole to be the UK's newest city region, brimming with prospects, positivity, and pride.

- 35% strongly agree or agree with the vision
- 18% neither agree nor disagree
- 46% strongly disagree or disagree
- 1% do not know

Summary – agreement with and importance of objectives

The table below shows the percentage of those strongly agreeing or agreeing with each of the objectives (% agree) and those who selected the objective in their top 5 (% top 5 importance).

Objectives	% agree	% top 5 importance
a) Regenerate our town centres and network of vibrant communities	82%	55%
b) Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities	53%	28%
c) Support economic growth, the creation of jobs and the offer to visitors	73%	37%
d) Adapt our high streets and shopping areas to cater for changing retail demands	80%	43%
e) Provide a safe, sustainable and convenient transport network...	78%	53%
f) Conserve and enhance our protected habitats and biodiversity, and our network of green infrastructure and open spaces	89%	75%
g) Promote local character and the delivery of high quality urban design	69%	31%
h) Improve health and wellbeing and contribute towards reducing inequalities	77%	41%
i) Work towards achieving carbon neutrality ahead of 2050 and inspire action to combat the climate and ecological emergency	70%	45%
j) Deliver the infrastructure needed to support development, local communities and businesses	74%	37%

Summary – Issues and Options

The next pages summarise the levels of agreement and disagreement for each of the issues and options for the ten objectives.

Each table shows the percentage of those strongly agreeing or agreeing with the issue/option (% agree) and those strongly disagree or disagree (% disagree). The percentages do not always add up to 100% as it excluded those respondents who selected 'neither agree nor disagree' and 'don't know'.

The number of respondents answering about each of the issues/options (the base) is shown in brackets next to each issue/option.

Overall, there are higher levels of agreement than disagreement for the majority of issues/recommendations, with the exception of a few (relating to tall buildings and development around Stoney Lane) and for some options (where respondents could state how strongly they agree or disagree with each of the options), as shown in the tables on the next few pages.

1. Regenerating our town centres and network of vibrant communities

Issues	Agree	Disagree
Issue: Regenerating our town centres (299)	66%	23%

Levels of agreement and disagreement with our proposed actions in our proposed strategy for Bournemouth

	Agree	Disagree
a) Increasing the number of people living in the town centre by making more sites available for new homes (158)	65%	23%
b) Making significant investments in the Bournemouth International Centre and the seafront to boost the quality of the visitor attractions available (159)	71%	13%
c) Making stronger connections between different parts of the town centre, and from the main shopping and leisure areas to the seafront (159)	78%	9%
d) Supporting the development of new hotel stock by allowing poor hotels to more easily exit the market (157)	59%	11%
e) Developing the Smart City concept ensuring high quality digital infrastructure is available across the town centre (157)	54%	14%
f) Positively encouraging taller buildings in some areas to enhance our iconic skyline (150)	33%	49%
g) Embracing community-led and cultural initiatives that support regeneration (157)	68%	6%
h) Supporting the diversification of shops, allowing a wider range of commercial activities, and the reuse of upper floors for alternative uses, such as new homes (158)	82%	10%

i) Continuing to focus on enhancing walking/cycling/public transport, enabling the amount of surface public car parks to be reviewed and potentially considered for other uses (homes) (159)	51%	37%
j) Enhancing the role of the Lansdowne as an area for employment and education (150)	60%	8%

Levels of agreement and disagreement with our proposed actions in our proposed strategy for Christchurch

	Agree	Disagree
a) Encouraging the redevelopment of key sites around Stony Lane to deliver new homes, if flood risk issues can be overcome (104)	35%	52%
b) Supporting the redevelopment of the Lanes (south of the high street) and Saxon Square with mixed use development (103)	48%	34%
c) Enhancing the pedestrian connections around the centre and across Fountain Roundabout (102)	70%	10%
d) Undertaking improvements to streets and public spaces (104)	83%	5%
e) Delivering strategic flood risk defences to protect the town from future flood risk (104)	87%	4%
f) Supporting improvements to the Two Riversmeet Leisure Complex (104)	72%	5%
g) Embracing community-led and cultural initiatives that support regeneration (104)	67%	7%
h) Enhancing wayfinding/signage to help improve connections between the waterfront areas and the rest of the town centre (103)	62%	6%

Levels of agreement and disagreement with our proposed actions in our proposed strategy for Poole

	Agree	Disagree
a) Increasing the number of people living in the town centre by making a number of sites available for housing (152)	61%	20%
b) Redeveloping the former power station site and support the regeneration of adjacent sites to create a vibrant new urban neighbourhood (153)	84%	9%
c) Allowing some taller buildings in the regeneration area and the area north of the railway line (153)	44%	38%
d) Creating a better sense of arrival into the centre, supporting improvements at Poole bus station, Poole railway station and around the Kingland Road area (152)	92%	2%
e) Working with Network Rail to resolve the ongoing concerns about the high street level crossing to see if it can be closed or made safer (153)	64%	15%
f) Considering reducing the size of the shopping area and create opportunities to introduce some residential uses into the high street (152)	61%	24%
g) Better connecting the Lighthouse within the rest of the town centre by reconfiguring or closing Kingland Road (152)	62%	18%

h) Refurbishing or replacing the Dolphin Leisure Centre to provide a fit-for-purpose leisure centre (153)	74%	8%
i) Preserving or enhancing the heritage areas, with a focus on the Quay and Old Town, through the Heritage Action Zone project (153)	94%	1%
j) Delivering strategic flood risk defences to protect the town centre from future flood risk (151)	80%	3%
k) Embracing community-led and cultural initiatives that support regeneration (151)	67%	7%
l) Enhancing wayfinding/signage to help improve connections between the Quay and the rest of the town centre (152)	64%	10%

Vibrant Communities

Issues and Options	Agree	Disagree
Issue: Vibrant local communities (127)	88%	7%
a) Maintaining access for residents to basic local services and facilities within walking distance of their homes wherever possible (127)	96%	2%
b) Supporting our network of district centres, local centres, high streets, and neighbourhood shopping parades by retaining them as a focal point for commercial activities (125)	92%	3%
c) Providing new homes within, or close to, existing centres (127)	65%	12%
d) Ensuring communities have access to open space and recreation facilities (127)	96%	2%
e) Providing safe, easy, and accessible walking and cycle routes to access shopping areas, schools, community facilities and open spaces (128)	89%	3%
f) Embracing community-led and cultural initiatives that support local communities (128)	83%	4%
g) Supporting local food growing opportunities (128)	83%	2%
h) Providing advice to local communities who wish to develop neighbourhood plans in their areas (127)	83%	4%
i) A continued focus on the regeneration of Boscombe through the Towns Fund proposals (126)	55%	12%

2. New market and affordable homes

	Agree	Disagree
Objective: Provide a sufficient supply of new market and affordable homes to meet the different needs of our communities		
a) Option 1 - government's standard housing method (235)	20%	75%
b) Option 2 - lower locally derived housing figure (255)	68%	21%
Issue: How to provide affordable housing (179)	62%	20%
Issue: Providing custom self-build housing plots (88)	43%	32%
Issue: Providing the right mix and type of homes (185)	40%	40%
Issue: Providing homes for older people and those with disabilities (110)	79%	13%
Issue: Student accommodation (74)	68%	21%
Issue: Pitches for gypsies, travellers and travelling showpeople		
a) Option 1: Consider allocating site(s) within the urban area (107)	50%	37%
b) Option 2: Consider if exceptional circumstances justify allocating site(s) within the Green Belt (107)	28%	63%
c) Option 3: Rather than allocating sites, include a criteria-based policy against which to assess planning applications for permanent and/or transit sites (105)	27%	47%
d) Option 4: Requiring pitches to be provided as part of larger, strategic sites (105)	27%	50%
e) Option 5: Rather than allocating a transit site, consider alternative management approaches such as, providing unauthorised encampments with water, waste disposal and toilets (105)	18%	68%

3. A prosperous economy

Issues and options	Agree	Disagree
Recommendation: We propose to continue to allocate Bournemouth Airport; Poole Port; Talbot Village; Wessex Fields; and Lansdowne as the key strategic employment sites.		
Bournemouth Airport (91)	72%	18%
Poole Port (89)	74%	10%
Talbot Village (87)	40%	26%
Wessex Fields (88)	55%	14%
Lansdowne (86)	64%	12%
Issue: Protecting existing employment areas		
a) Option 1: Continue to protect all existing employment areas for employment related use only (96)	42%	38%
b) Option 2: Be more flexible and allow a wider range of uses in employment areas, including housing (93)	64%	28%
c) Option 3: Identify specific employment areas that can be re-developed for housing (94)	49%	31%
Issue: Isolated employment sites		
a) Option 1: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur, and exploring other uses that generate employment or health/care related development in the first instance (55)	58%	35%
b) Option 2: Continue to protect isolated employment sites for employment uses, requiring the site to be marketed for employment uses before allowing any change of use to occur. (56)	47%	29%
c) Option 3: No longer protect isolated employment sites for employment and encourage redevelopment (55)	41%	42%
Issue: Visitor accommodation		
a) Recommendation - We propose to prioritise central Bournemouth as a location for new hotel development. We would seek to focus new hotel development in this area (73)	49%	27%
b) Option 1 Resist the loss of hotels in specific zones within Bournemouth town centre and potentially within Christchurch and Poole town centres. (79)	53%	28%
c) Option 2 Resist the loss of hotels but support enabling residential development alongside hotel redevelopment. (80)	48%	36%
d) Option 3 Consider a more market driven approach that is more flexible to the loss of hotels (77)	35%	35%
Issue: Visitor attractions		
a) Option 1 Explore if exceptional circumstances exist, which would allow us to allocate some of these sites (112)	37%	54%
b) Option 2 Continue to encourage new visitor attractions to be focused within our existing centres (117)	76%	16%

4. Adapting our high streets and retail areas

Issues and Options	Agree	Disagree
Issue: Our needs for shopping and other town centre uses (187)	56%	12%
Issue: Town centre boundaries and primary shopping areas		
Option 1 Continue to encourage new visitor attractions to be focused within our existing centre (123)	39%	25%
Option 2 We could review the boundaries, with a view to reducing their size, in order to concentrate commercial activity into smaller areas to respond to increasing numbers of vacant units (132)	60%	23%
Issue: Sequential tests and impact assessments		
Option 1 Adopt a threshold of 400 sqm (70)	33%	32%
Option 2 Work with the national threshold of 2,500 sqm (73)	27%	39%
Option 3 Adopt a different approach with a different threshold or different thresholds for different locations (74)	48%	19%
Issue: Vibrant centres		
Option 1 Restrict the loss of existing premises over 1,500 sqm in Class E use (119)	68%	16%
Option 2 Identify the heritage Conservation Areas where changes of use from Class E to residential would likely have a harmful impact on the character and sustainability of the Conservation Area (119)	73%	8%

5. Providing a safe, sustainable and convenient transport network

Issues and Options	Agree	Disagree
Issue: Our future transport strategy (232)	77%	13%
Issue: Transport infrastructure (227)	72%	14%
Issue: Transport impacts from new development (196)	83%	9%

6. Our natural environment

Issues and Options	Agree	Disagree
Issue: Conserving and enhancing biodiversity and geodiversity (302)	88%	5%
Issue: Protecting Dorset Heathlands and mitigating development impacts (282)	79%	9%
Issue: Provision of strategic Suitable Alternative Natural Greenspaces (SANGs)		
a) Recommendation - to continue the current approach to the provision of strategic SANGs through both public and private SANGs (198)	64%	20%
b) Option 1: Changing the use and/or management of some of our existing open spaces (198)	56%	19%
Issue: Improving the air quality on the Dorset Heathlands (164)	80%	6%
Issue: Dealing with Poole Harbour Recreational Pressures (116)	67%	7%
Issue: Dealing with Poole Harbour Nitrate Pollution (117)	83%	5%
Issue: Supporting green infrastructure and open space		
a) Recommendation - to maintain and expand the Green Infrastructure Network (299)	69%	20%
b) Option 1: Allowing the loss of the open space, if it can be demonstrated that it is underused and surplus to requirements (316)	12%	81%
c) Option 2: Allowing the loss of open space for community uses that outweigh the loss of the open space (310)	14%	69%
d) Option 3: Making new developments pay financial contributions towards enhancing or providing alternative open space if they cannot provide open space on site (322)	53%	38%

7. Our built environment

	Agree	Disagree
Issue: Ensuring good placemaking and urban design (132)	91%	6%
Issue: Planning for urban intensification		
a) Alder Road, Poole (94)	35%	19%
b) Alma Road, Bournemouth (94)	32%	18%
c) Ashley Road, Poole (96)	46%	22%
d) Barrack Road, Christchurch (101)	33%	35%
e) Bournemouth Road area, Poole (93)	36%	24%
f) Charminster Road, Bournemouth (95)	37%	21%
g) Columbia Road, Bournemouth (94)	32%	18%
h) Danecourt Road, Poole (94)	20%	24%
i) Fernside Road, Poole (95)	23%	26%
j) Higher Blandford Road, Broadstone (94)	20%	28%
k) Holdenhurst Road, Bournemouth (94)	48%	13%
l) Lansdowne and surrounding area (94)	51%	15%
m) Longfleet Road, Poole (93)	35%	25%
n) Lymington Road/Highcliffe Centre and surrounds (98)	19%	38%
o) Magna Road, Poole (94)	20%	35%
p) Old Christchurch Road, Bournemouth (93)	38%	19%
q) Parkstone Road, Poole (93)	30%	26%
r) Penn Hill Avenue, Poole (94)	30%	36%
s) Poole Road (92)	31%	20%
t) Ringwood Road, Bournemouth (96)	33%	18%
u) Ringwood Road, Poole (93)	33%	19%
v) Sandbanks Road, Poole (96)	28%	39%
w) Seabourne Road, Bournemouth (92)	24%	24%
x) Talbot Road, Bournemouth (92)	26%	24%
y) Wimborne Road, Bournemouth (94)	30%	20%
z) Wimborne Road, Poole (97)	31%	26%
Issue: Tall Buildings		
Option 1: Focus the development of tall buildings into parts of Poole and Bournemouth town centres (142)	60%	29%
Option 2: Allow tall buildings in other areas, subject to criteria considering impact on the skyline, townscape character, microclimate, and local amenity (144)	26%	68%
Issue: Preserving and enhancing our heritage		
Option 1: Consider the introduction of special controls that prevent the demolition of non-designated, locally important heritage assets (161)	87%	8%
Option 2: Undertake a comprehensive review through Conservation Area Appraisals to ensure the designations remain fit-for-purpose (156)	64%	14%
Issue: Preserving coastal and landscape character		

a) Recommendation - preserve the character of our locally-valued coastal and countryside areas and propose to set out policies in the Local Plan to achieve this (167)	91%	5%
b) Option 1 We could consider a specific policy in coastal areas to ensure development does not dominate or detract from views of the cliffs. (164)	90%	4%

8. Promoting health and wellbeing

	Agree	Disagree
Issue: Supporting health and wellbeing		
a) Recommendation: Health Impact Assessment (HIA) (198)	76%	7%
b) Option 1- explore introducing a specific financial contribution from new developments towards health infrastructure (194)	75%	6%
Issue: Ensuring a high standard of amenity		
a) Recommendation - support a high standard of amenity for existing residents and future occupiers of new homes (123)	94%	1%
b) Option 1: Setting internal space standards for new residential development in line with nationally described space standards (125)	82%	6%
c) Option 2: Setting standards for external space on residential development for flats (124)	89%	2%

9. Tackling climate change

	Agree	Disagree
Issue: Ensuring new buildings will be built to reduce their energy use and minimise carbon emissions		
a) Option 1 Allow new development to comply with the national building regulation (Part L) requirements (184)	46%	34%
b) Option 2 Set a higher local standard beyond the building regulations (Part L) requirements. (204)	85%	7%
Issue: Maximising the uptake of energy from renewable sources		
a) Option 1 Consider allocating specific areas for delivering large scale renewable/low carbon technologies and associated infrastructure. (203)	75%	9%
b) Option 2 Determine renewable and low carbon energy proposals, subject to policy criteria for example, respecting landscape quality and residential amenity. (204)	75%	7%
Issue: Flood and coastal erosion risk management (159)	71%	22%

10. Providing the infrastructure that supports development.

	Agree	Disagree
Issue: Delivering the infrastructure to support growth (136)	76%	10%
Issue: Balancing the delivery of infrastructure with viable development (122)	64%	24%
Issue: Telecommunications and digital infrastructure provision (100)	65%	15%
Issue: Community facilities and services (132)	77%	15%

26. Appendix 2 – Interactive maps

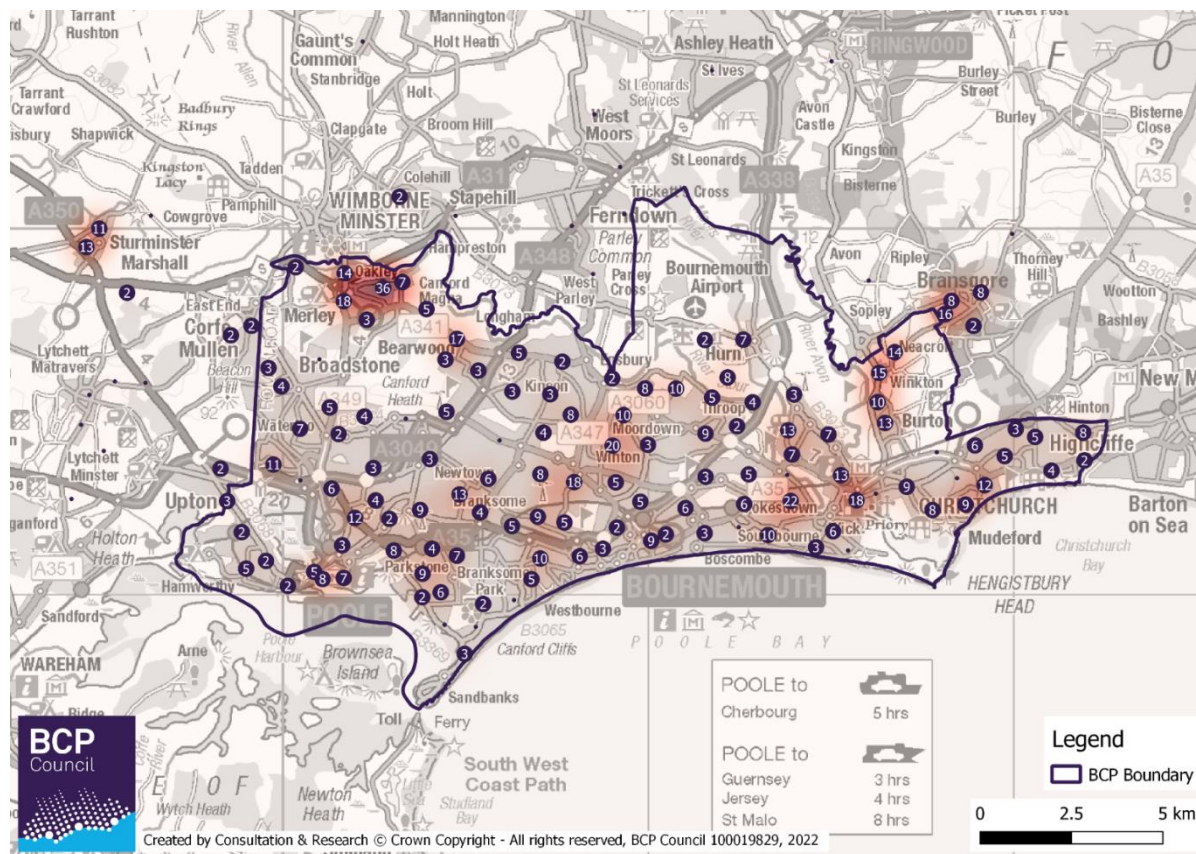
Respondents were invited to leave comments directly onto eight interactive maps that were available on the council's engagement website to tell us what they thought about the promoted sites and other issues.

602 respondents left 1366 comments on the eight interactive maps during the consultation period.

A summary table of the number of comments and respondents are shown in the table below.

Interactive Map	Number of Comments	Number of Respondents
Promoted Green Belt sites	762	345
Potential residential sites in the urban area	371	208
Potential Areas of Change	63	41
Promoted Leisure sites	31	15
Conservation Areas	21	16
Strategic Employment sites	17	16
Centres of Employment	14	14
Proposed Retail Centre Hierarchy	11	8

Figure 70: Area profile

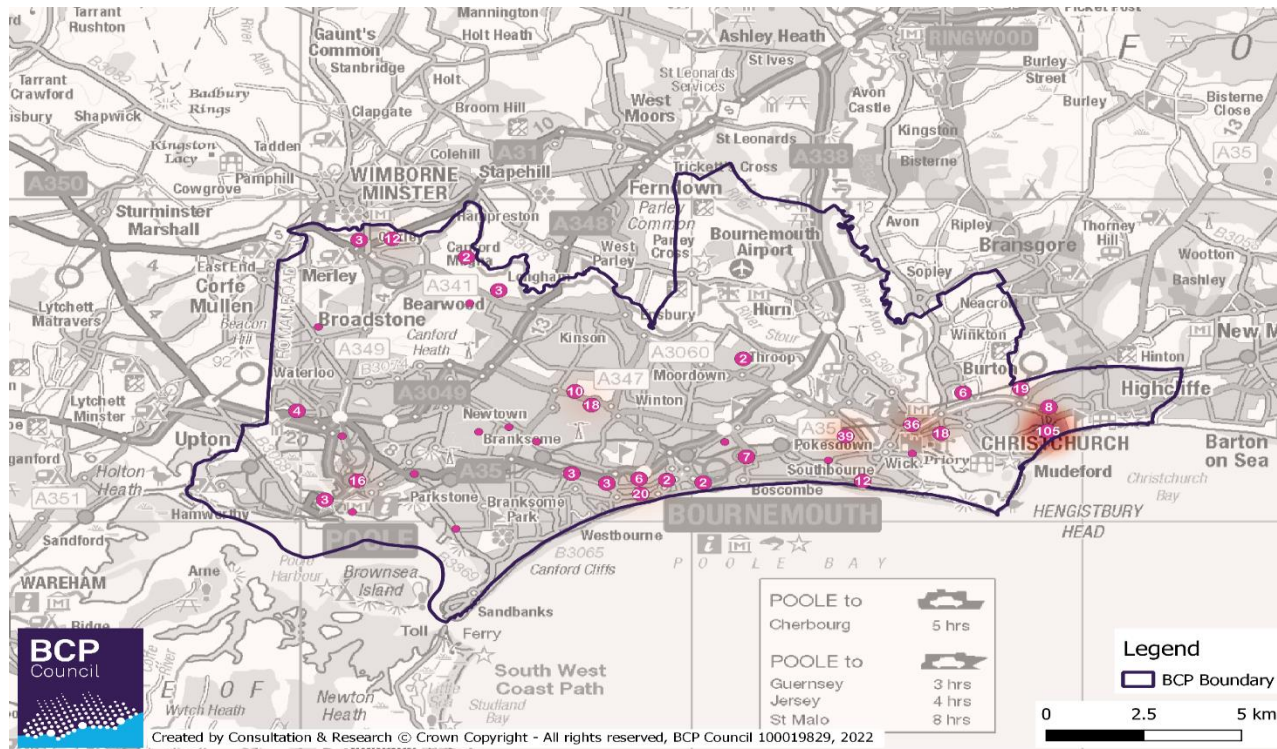


*This map shows the approximate location of online and paper survey respondents in the BCP Council area

Interactive map comments on Potential Residential Sites in the Urban Area

Please note, this map shows the approximate location of comments. Respondents were invited to leave comments on 122 potential residential sites in the urban area. 208 respondents left 371 comments on the potential residential sites in the urban area interactive map^[1]. These comments were spread across 85 of the sites meaning that 37 of the sites received no comments.

The site at Southcliffe Road Car Park had the most interest, with 105 comments pinned by 98 respondents, followed by the Beaufort Road/Cranleigh Road Play Area site which received 38 comments by 35 respondents.

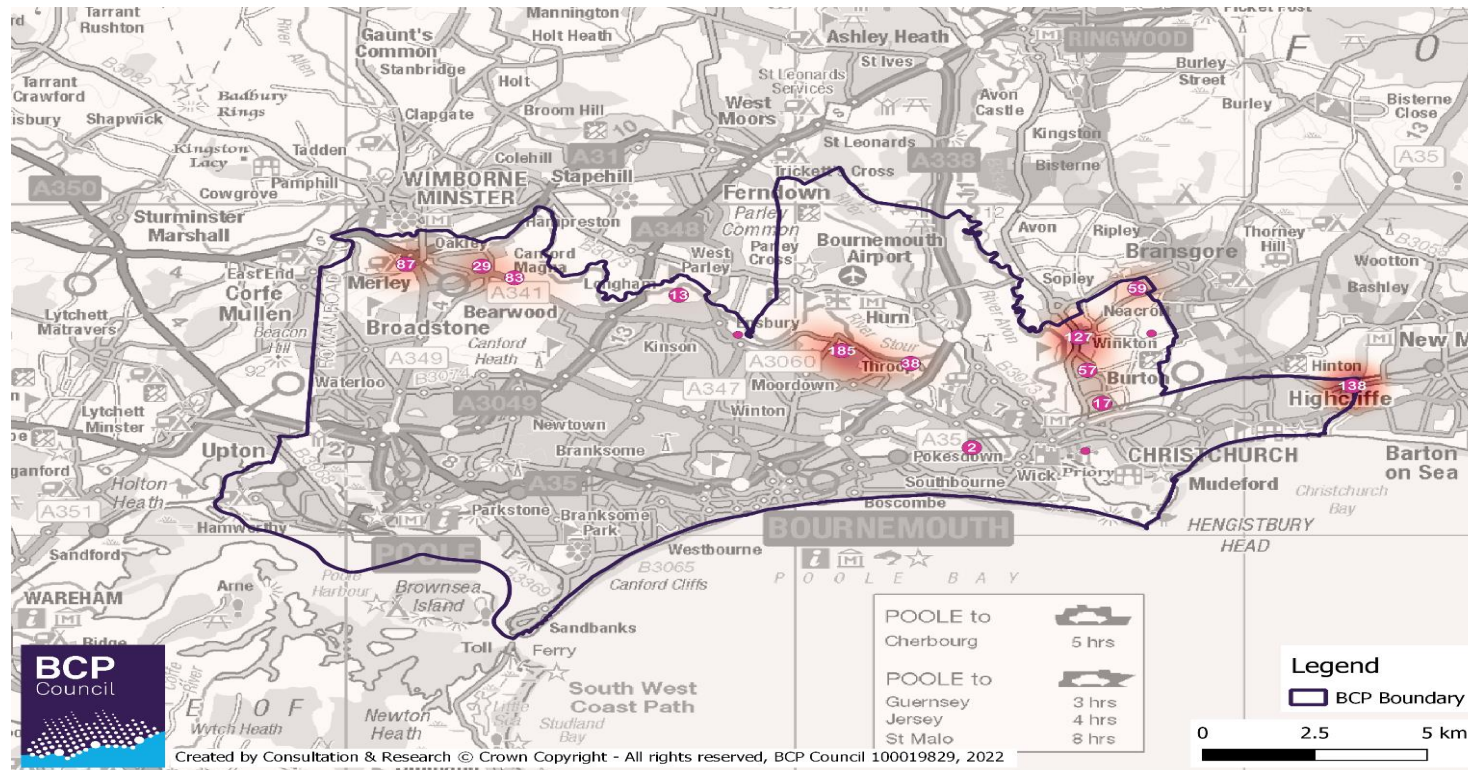


Interactive map comments on Promoted Green Belt sites

Please note this map shows the approximate location of comments and some were left outside of the promoted Green Belt site boundaries

Chewton Glen Farm had the most interest, with 98 comments pinned within its boundaries by 80 respondents.

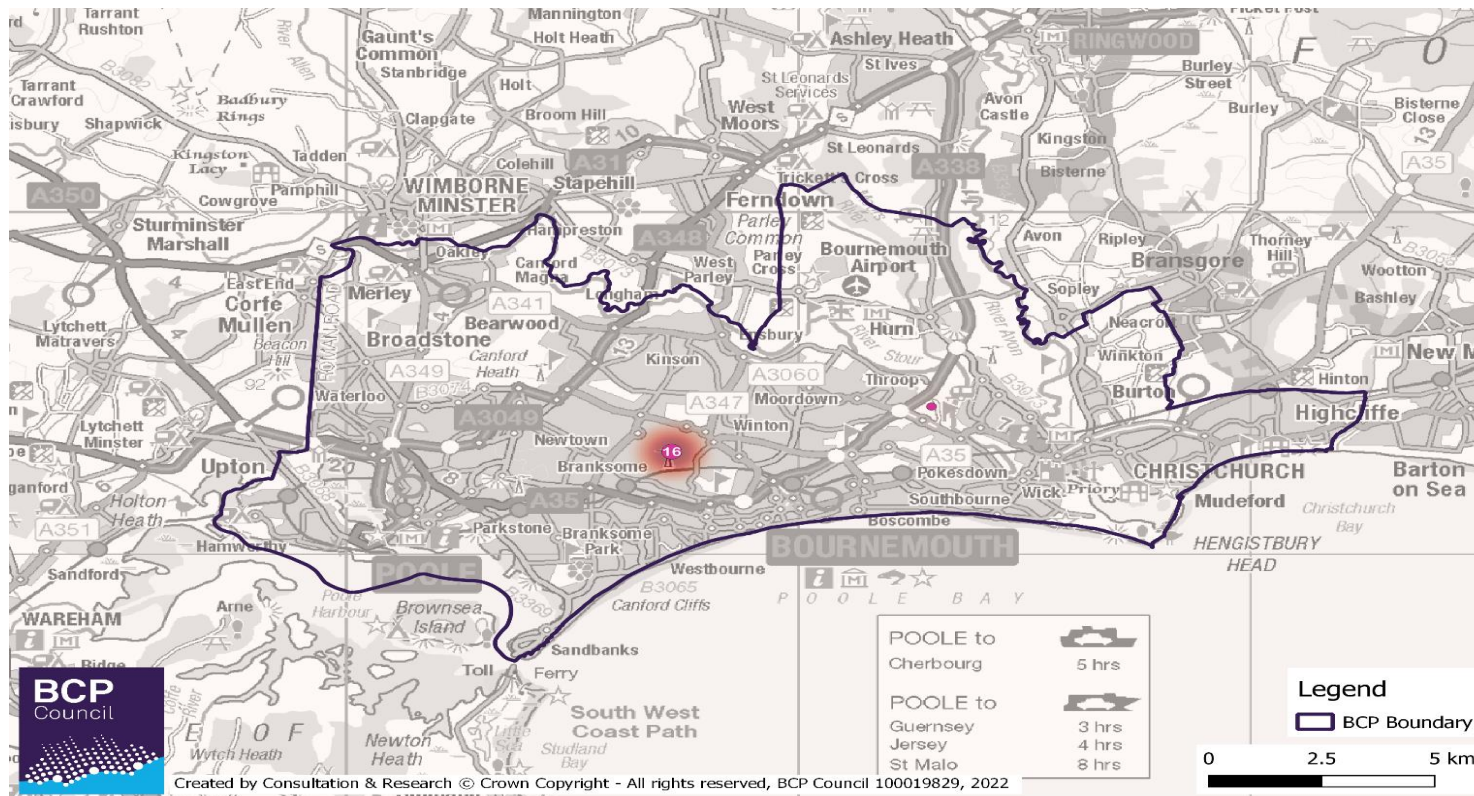
56 comments pinned within Land at Higher Clock House Farm by 42 respondents and 46 comments pinned within Land at north west junction of Canford Magna and Queen Anne Drive by 38 respondents.



Interactive map comments on Strategic Employment Areas

Respondents were given the opportunity to comment on the existing strategic employment sites or other sites they had in mind. 17 comments were made by 15 respondents on the Strategic Employment Areas interactive map.

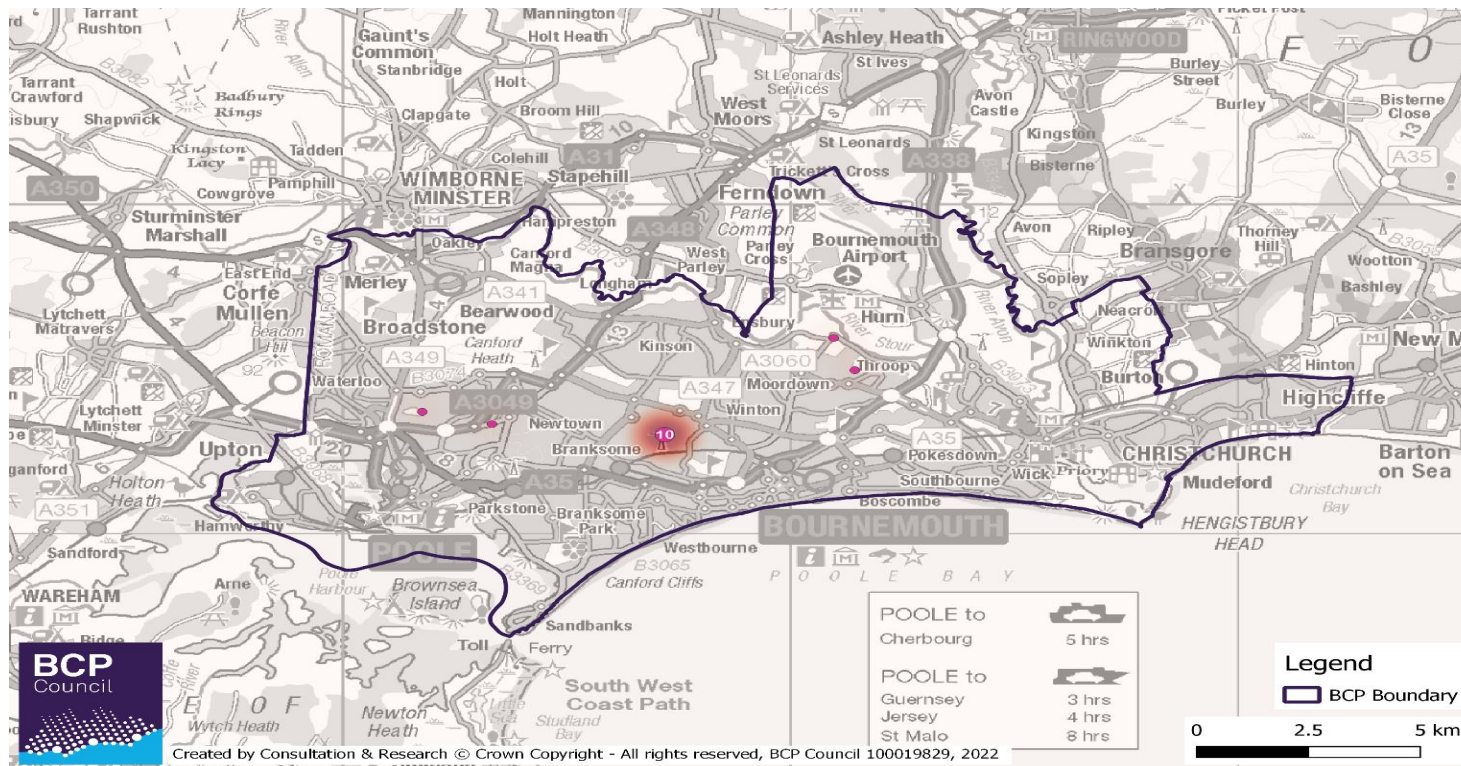
The Talbot Village site at Bournemouth University received the most interest with 16 comments from 15 respondents. The other comment was left on the Wessex Fields site⁵.



Interactive map comments on Centres of employment

Respondents were given the opportunity to comment on the existing employment areas in the BCP Council area.

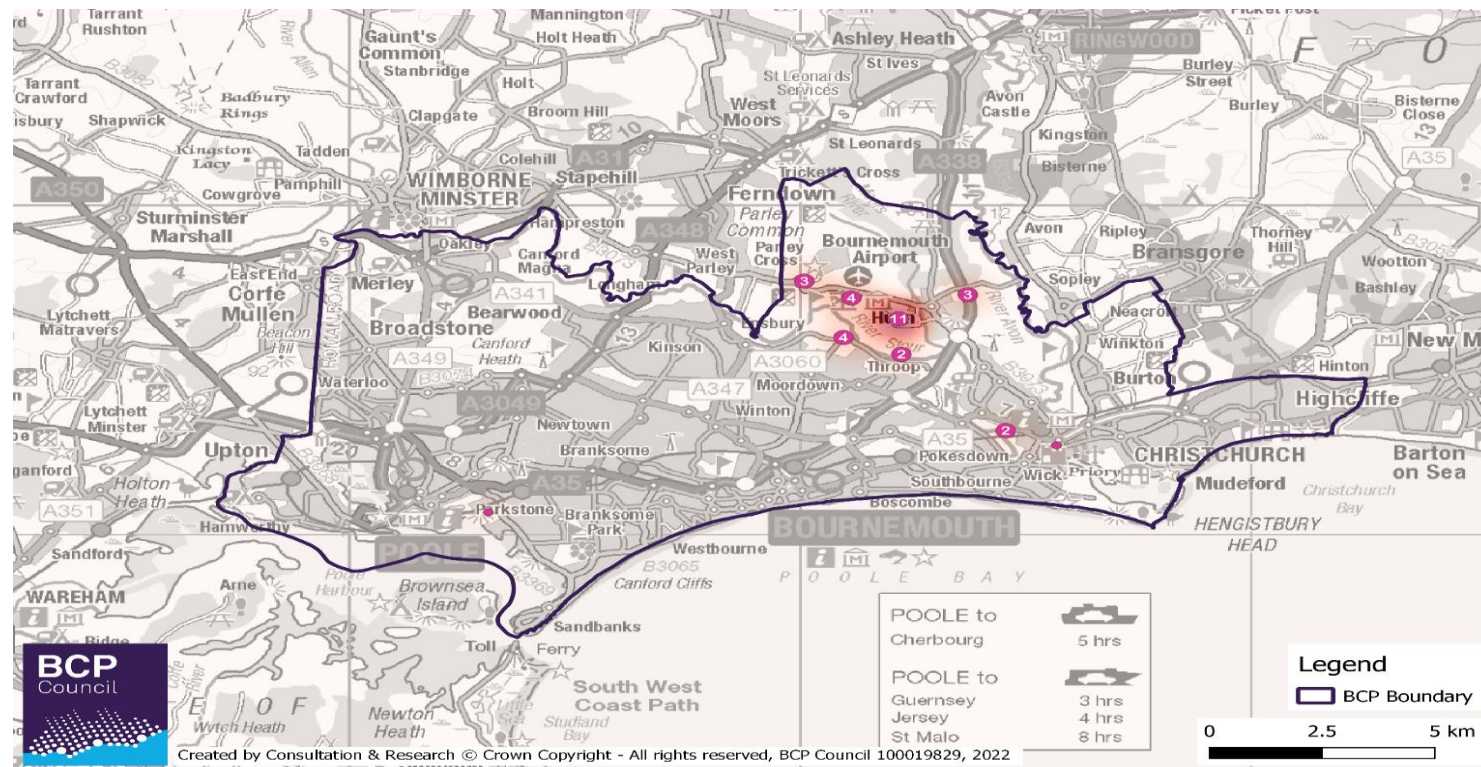
14 respondents left 14 comments on the Centres of Employment interactive map⁶. 4 existing employment areas received comments through the interactive map. The Talbot Village site at Bournemouth University received the most interest with 10 comments from 10 respondents.



Interactive map comments on promoted leisure sites

Please note this map shows the approximate location of comments, and some were left outside of the promoted leisure site boundaries.

Respondents were given the opportunity to comment on sites promoted to us for leisure and visitor attractions in and around Hurn. 15 respondents left 31 comments on the promoted leisure sites interactive map⁷. Hurn Quarry received the most interest with 11 comments from 11 respondents, followed by Land at Merritown Farm which received 4 comments from 4 respondents.



Please note this map shows the approximate location of comments.

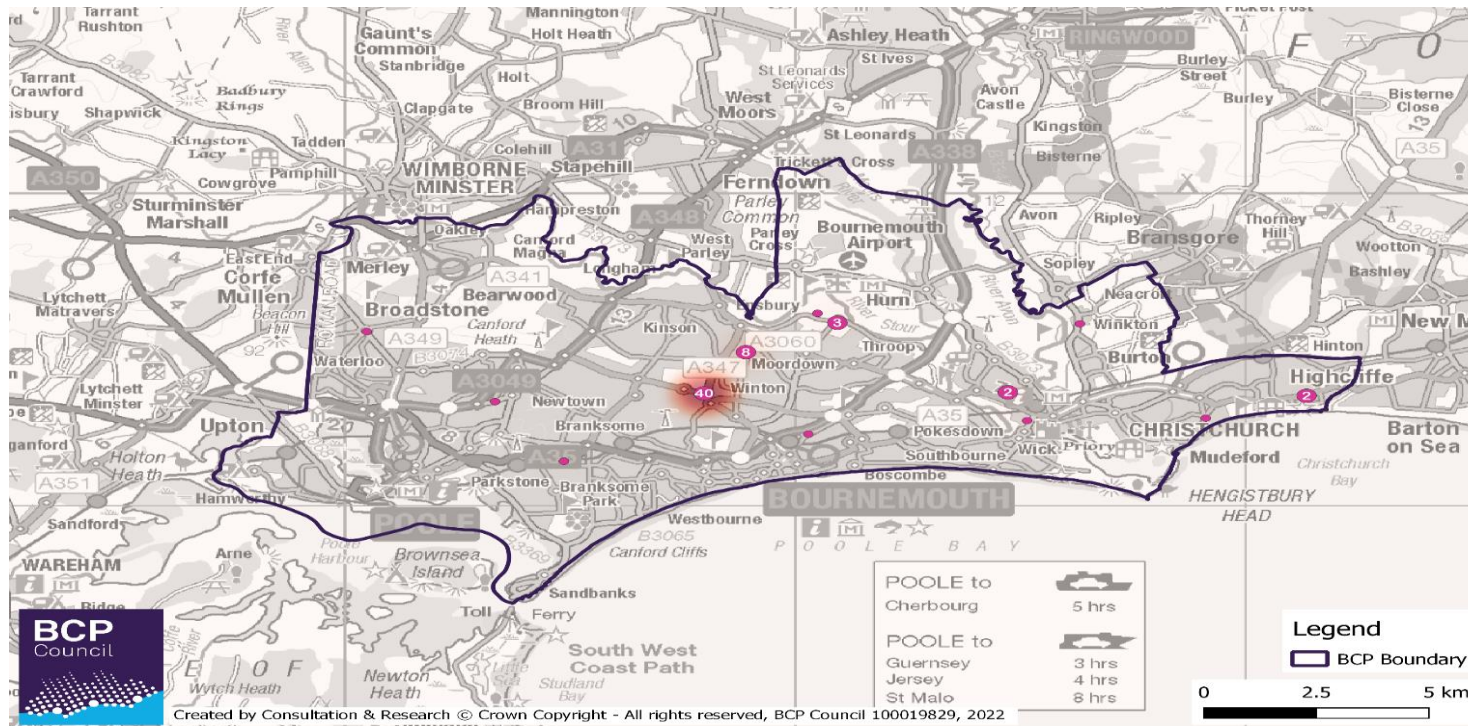
BCP Council

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Interactive map comments on Potential Areas of Change

Please note this map shows the approximate location of comments, and some comments were left outside of the potential areas of change boundaries.

Respondents were given the opportunity to comment on potential areas of change. 23 respondents left 63 comments on the potential areas of change interactive map. The potential area of change at Talbot Road had the most interest, with 40 comments by 23 respondents, followed by the potential area of change at Wimborne Road which received 8 comments by 6 respondents.



Interactive map comments on Conservation Areas

Please note this map shows the approximate location of comments, and some comments were left outside of the conservation area boundaries

Respondents were given the opportunity to comment on the existing Conservation Areas in the BCP Council area. 21 comments were left by 16 respondents on the Conservation Areas interactive map. 8 conservation areas received comments through the interactive map. Winkton Conservation Area received the most interest with 5 comments from 4 respondents.

