



# **Local Plan Issues and Options Consultation Executive Summary**

June 2022

Research and Consultation Team

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# 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](#) below and full details of responses in the main Survey Results section of the full 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](#) section 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](#) section 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](#) section 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](#) section 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 section 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](#) section 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](#) section 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](#) section 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](#) section 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](#) section 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](https://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.bcpccouncil.gov.uk](https://haveyoursay.bcpccouncil.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<sup>[1]</sup>. 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

[11](#) 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

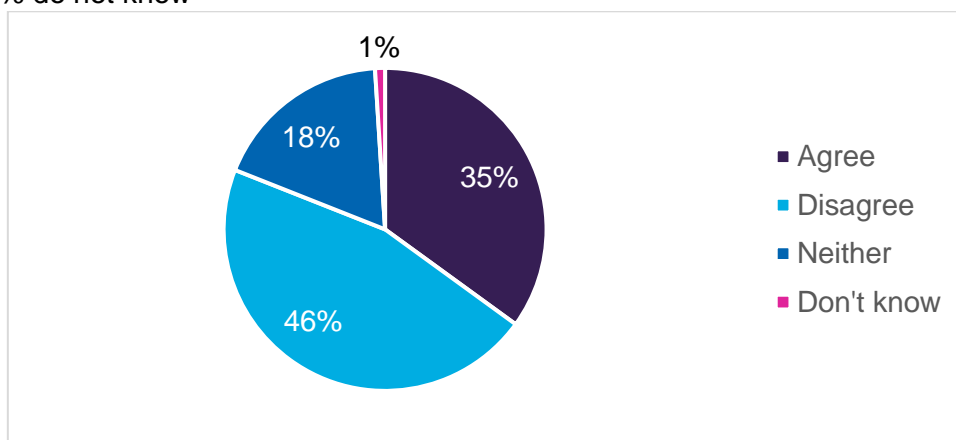
#### Q3. To what extent do you agree or disagree that this is the right vision for the Local Plan?

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 you 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 you 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 you 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%
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**Q18. Please explain your answers and let us know if you can you 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 you 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:
  - No mention of Boscombe West which needs a unique approach to regeneration
  - Despite millions spent on Boscombe already there are still problems with homelessness, rough sleeping, and drug use
  - The current approach in Boscombe is not working and needs a rethink
- Criticisms relating to Proposal C:
  - Town centres and homes do not always make a good mix, e.g., Traffic and noise issues
  - New homes should not be the focus in town centres
  - 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’<sup>1</sup> 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
- 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

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<sup>1</sup> 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](http://smartransport.org.uk)

- 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’<sup>2</sup> quality with better energy efficiency

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

- 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 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	18%	68%

unauthorised encampments with water, waste disposal and toilets (105)		
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**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 you 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 diversity 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%
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**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%
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**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:
  - 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

- 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

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%

#### 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:

### 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 you 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:

- 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.

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:

- 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.

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:
  - 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 through 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
  - 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 well-managed built environment with high quality building designs for all and spaces that integrate with green infrastructure
  - 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



- 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
<b>Issue: Preserving and enhancing our heritage</b>		
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%
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**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:
  - 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 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
<b>Issue: Supporting health and wellbeing</b>		
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
<b>Issue: Ensuring a high standard of amenity</b>		
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 you 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 polices 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:
  - 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 the 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

- 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:
  - 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 that should be 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**

- (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

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
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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%
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### 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%
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## 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%

## Summary – Interactive maps

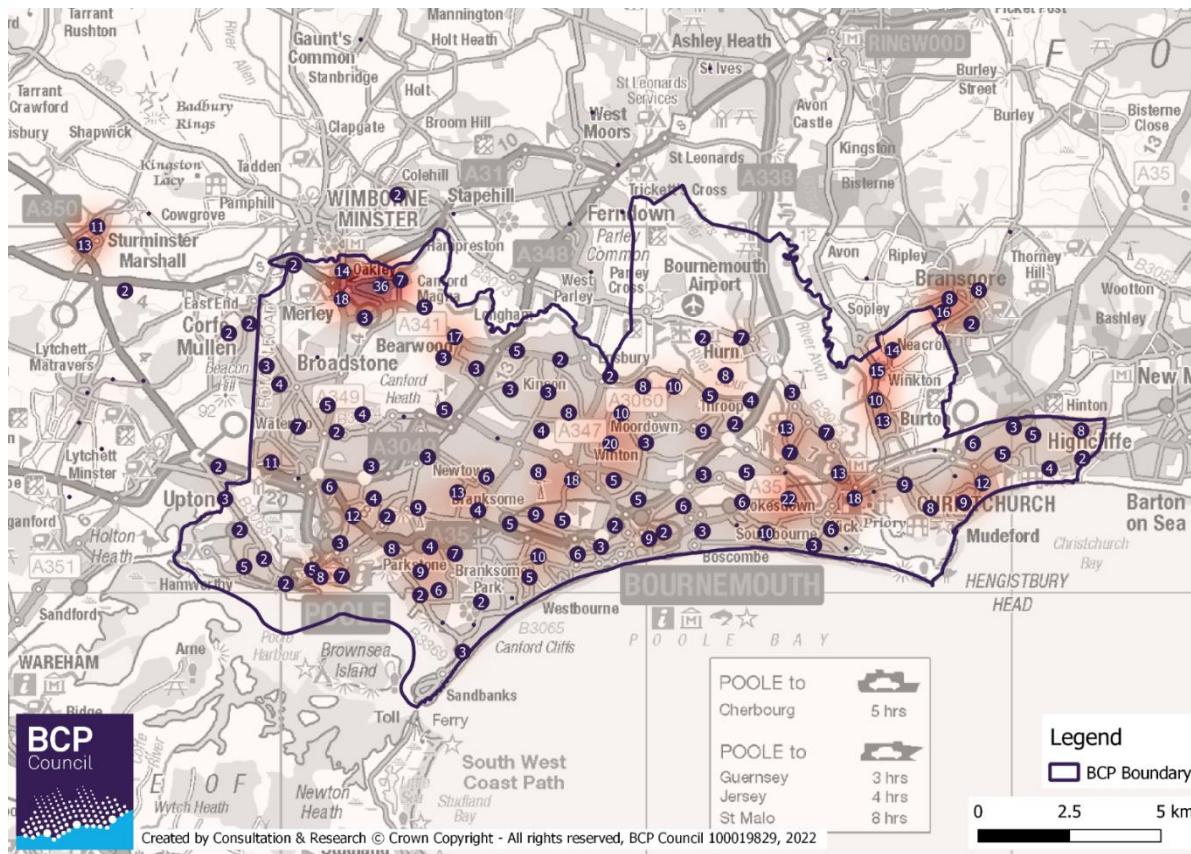
Respondents were invited to leave comments directly onto eight interactive maps that were available on the council's engagement website to tell us what they thought about the promoted sites and other issues.

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

Figure 1: Area profile

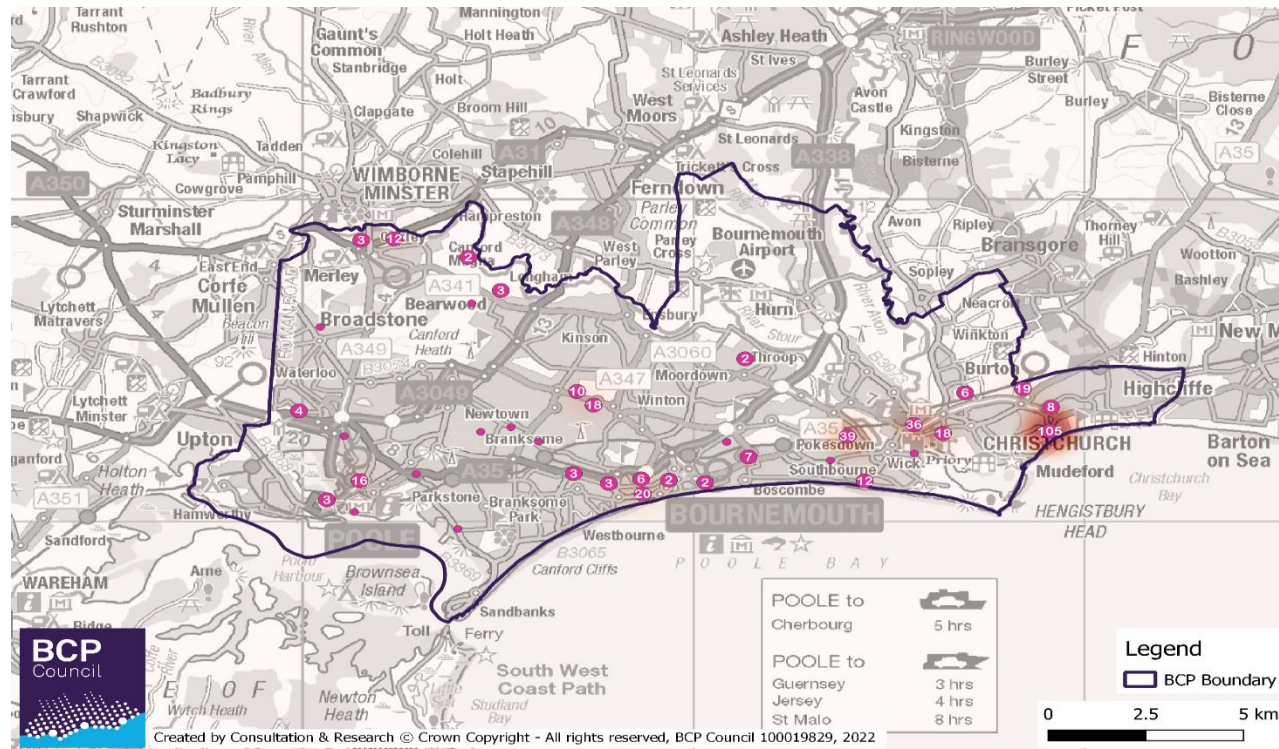


\*This map shows the approximate location of online and paper survey respondents in the BCP Council area

## 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<sup>[1]</sup>. 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.



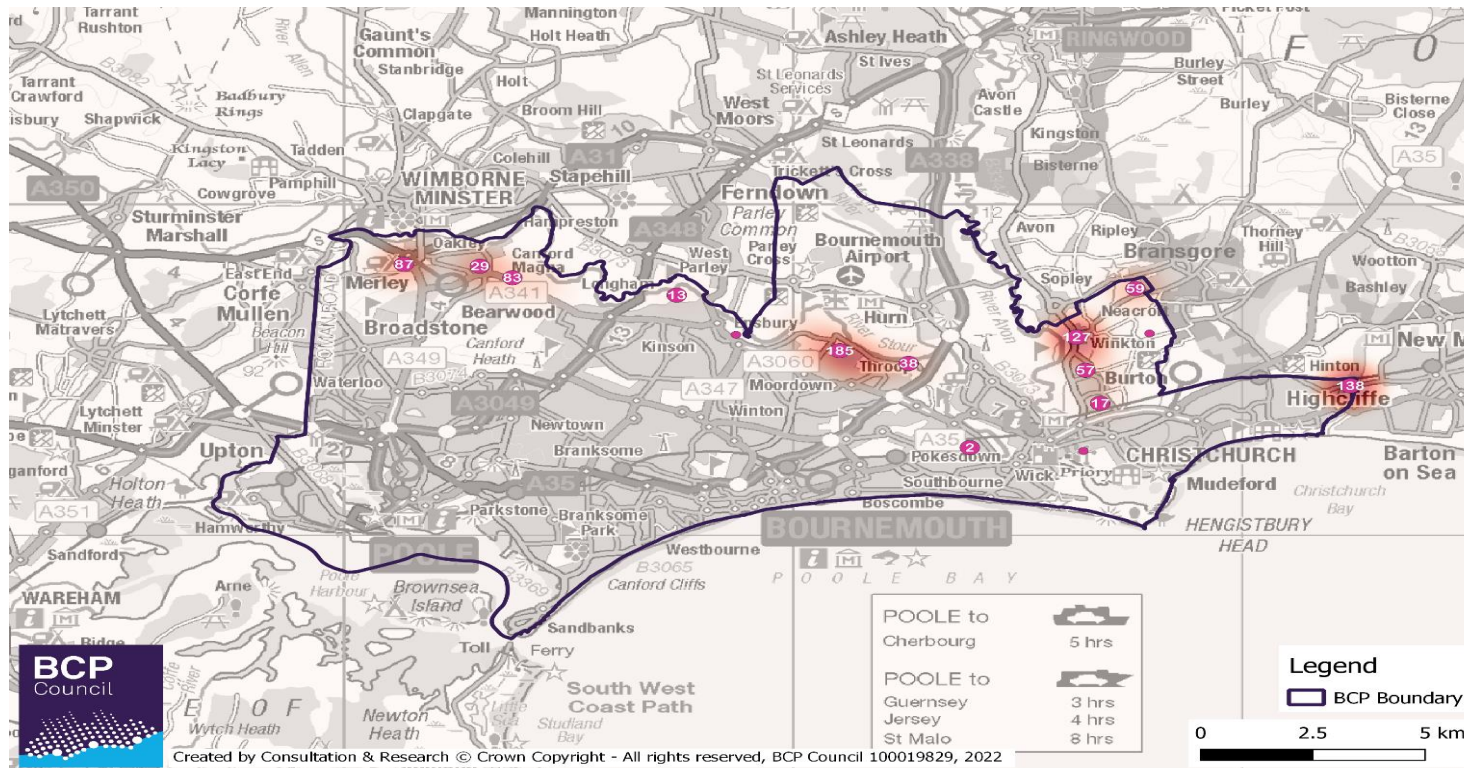


## Interactive map comments on Promoted Green Belt sites

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.

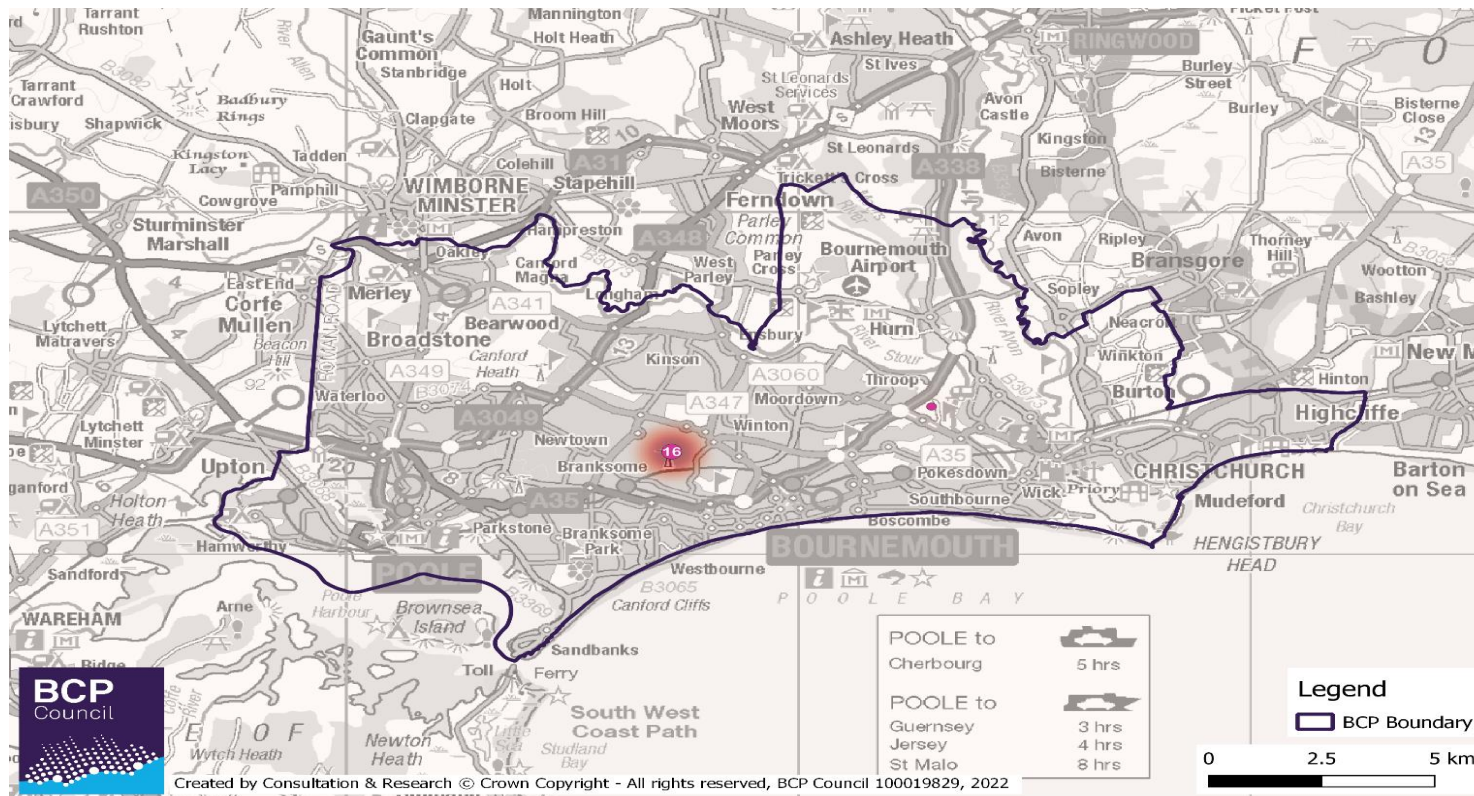
56 comments pinned within Land at Higher Clock House Farm by 42 respondents and 46 comments pinned within Land at north west junction of Canford Magna and Queen Anne Drive by 38 respondents.



## 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.

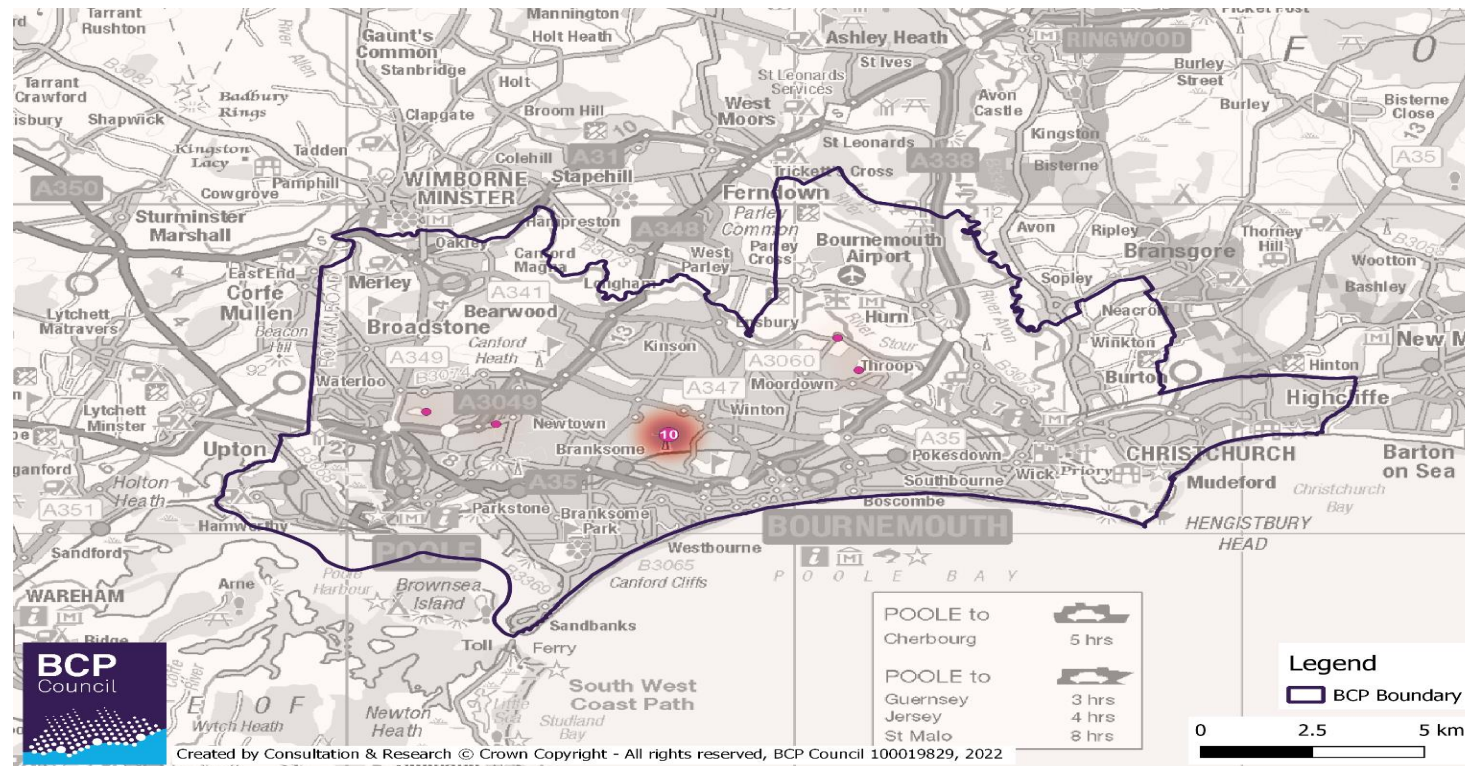
The Talbot Village site at Bournemouth University received the most interest with 16 comments from 15 respondents. The other comment was left on the Wessex Fields site<sup>5</sup>.



## Interactive map comments on Centres of employment

Respondents were given the opportunity to comment on the existing employment areas in the BCP Council area.

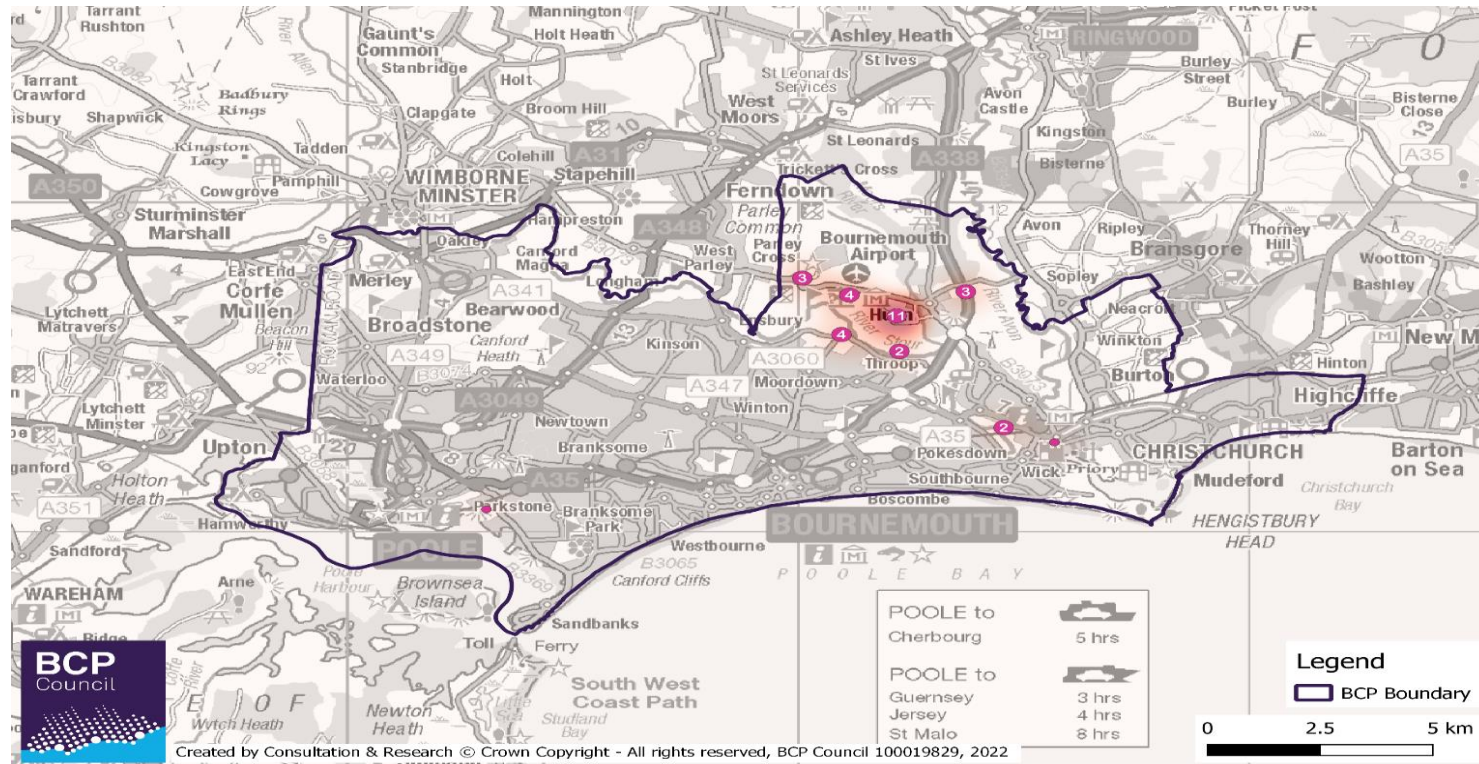
14 respondents left 14 comments on the Centres of Employment interactive map<sup>6</sup>. 4 existing employment areas received comments through the interactive map. The Talbot Village site at Bournemouth University received the most interest with 10 comments from 10 respondents.



## 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.

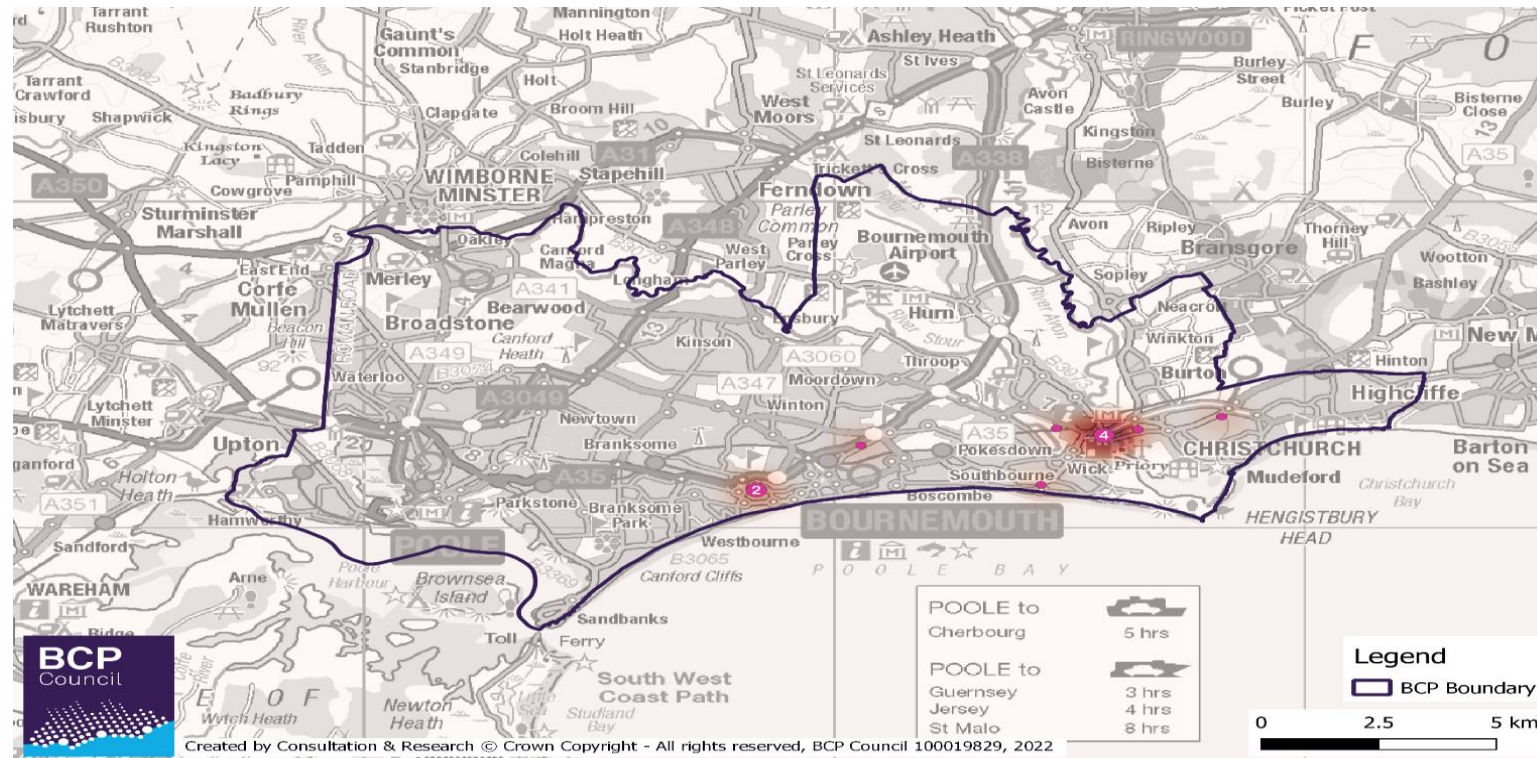
Respondents were given the opportunity to comment on sites promoted to us for leisure and visitor attractions in and around Hurn. 15 respondents left 31 comments on the promoted leisure sites interactive map<sup>7</sup>. Hurn Quarry received the most interest with 11 comments from 11 respondents, followed by Land at Merritown Farm which received 4 comments from 4 respondents.



## Interactive map comments on Proposed Retail Centre Hierarchy

Please note this map shows the approximate location of comments.

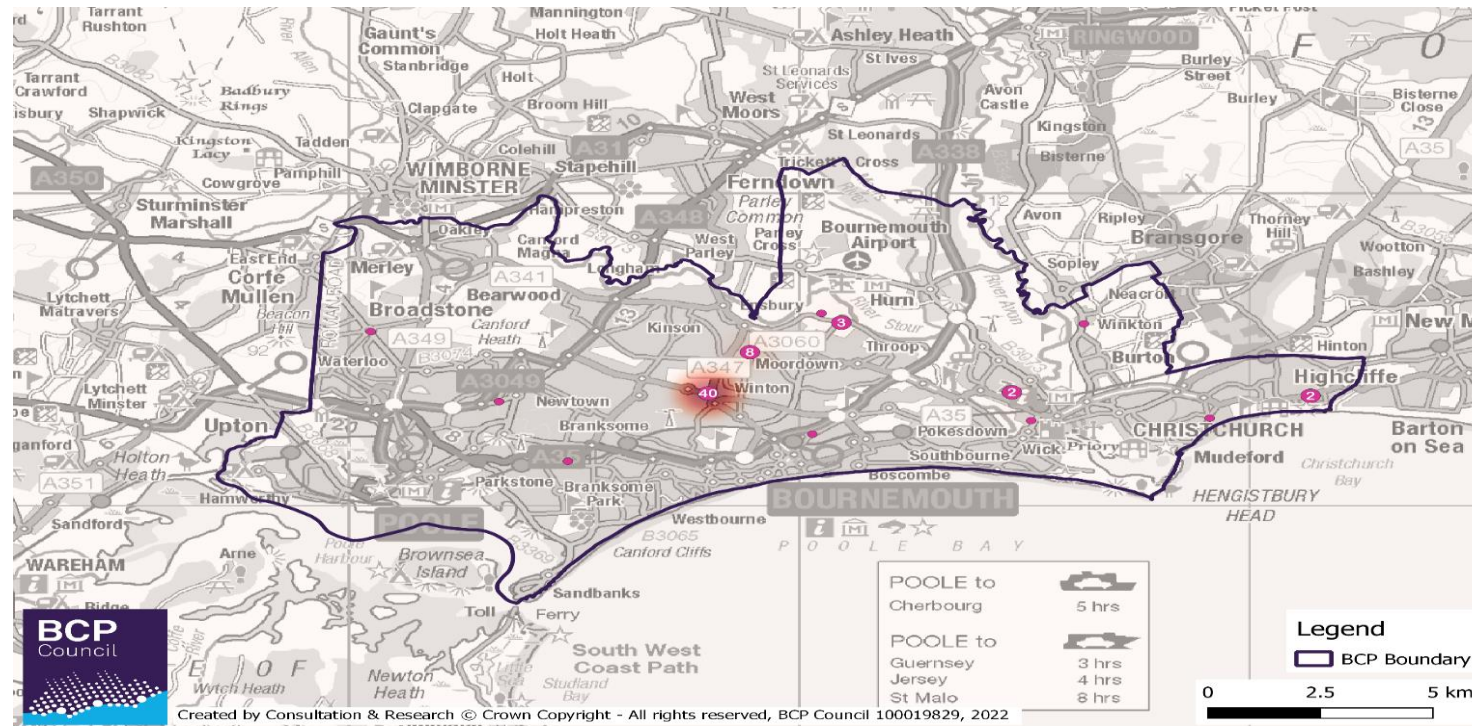
Respondents were given the opportunity to comment on the proposed hierarchy of retail centres. 11 comments were left by 8 respondents on the retail centre hierarchy interactive map. Christchurch Town Centre received the most interest with 5 comments from 3 respondents, followed by Bournemouth Town Centre which received 2 comments from 2 respondents.



## 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.

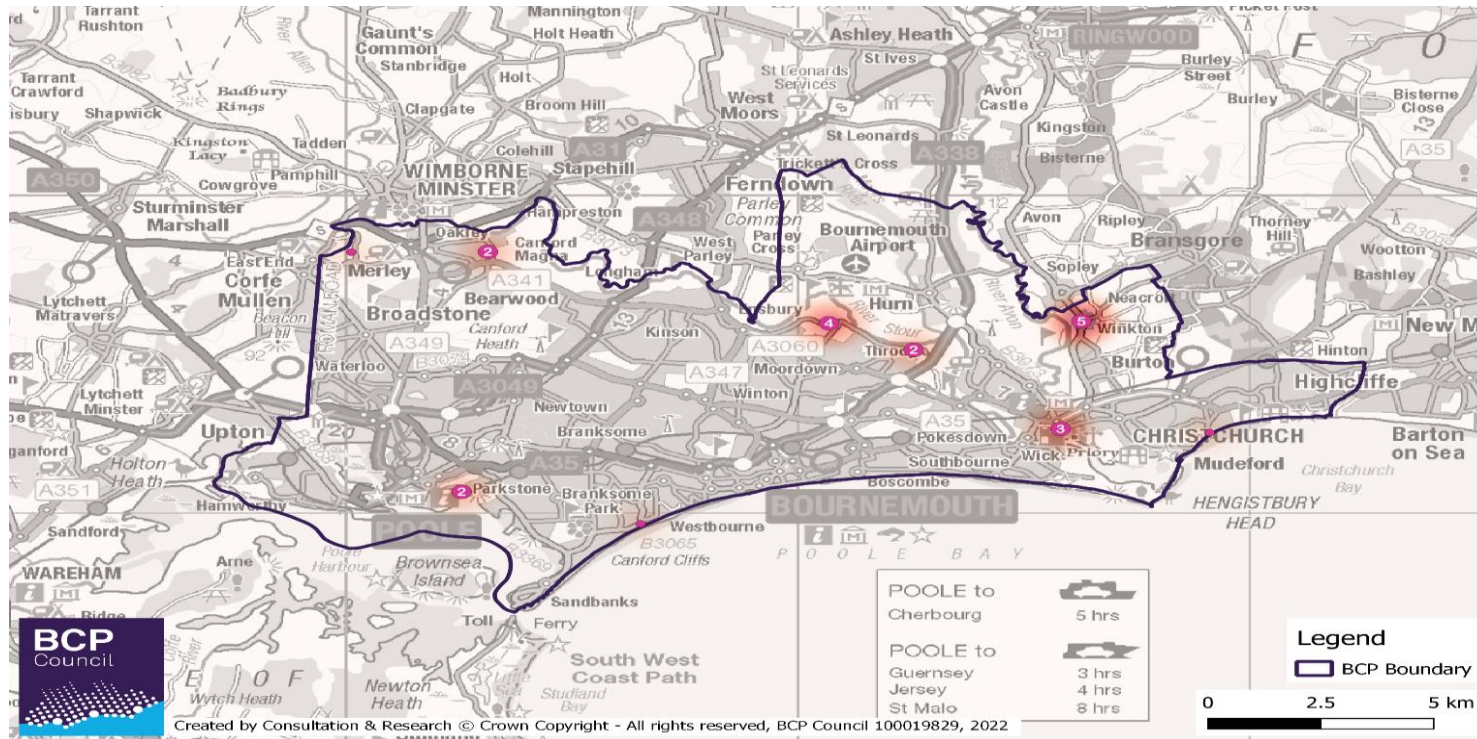
Respondents were given the opportunity to comment on potential areas of change. 23 respondents left 63 comments on the potential areas of change interactive map. The potential area of change at Talbot Road had the most interest, with 40 comments by 23 respondents, followed by the potential area of change 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.



## 4. 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 2: 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 3: Ward profile

Ward	Respondents
Alderney & Bourne Valley	20
<b>Bearwood &amp; Merley</b>	<b>108</b>
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
Mudford, 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

## 4.1. 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.