

Appendix – Schedule of Main Modifications

Key to the Main Modifications:

- Text in *italics* describes the Main Modification.
- Proposed additional text is shown as underlined. Proposed deleted text is shown as ~~struck through~~. Where unchanged text is included, it is to aid clarity only.
- Text shown as **bold** indicates that the text is a heading or a policy (as opposed to supporting text which is not in bold).

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| MM1 | 23 | Policy PP1 | <p><i>Replace 'internationally protected wildlife' with 'European and internationally important sites'.</i></p> <p>Policy PP1: Presumption in favour of sustainable development</p> <p>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF. The Council will always work proactively with applicants jointly to find solutions so that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</p> <p>Planning applications that accord with the policies in the Poole Local Development Plan will be approved without delay, unless material considerations indicate otherwise. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</p> <ul style="list-style-type: none"> • any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or • specific policies in that Framework indicate that development should be restricted. <p>This presumption does not apply where there are likely significant effects on <u>European and internationally important</u> protected sites. The Council will ensure that effective mitigation measures are provided to prevent adverse effects, before allowing such development to proceed.</p> |
| MM2 | 29 | Policy PP2 | <p><i>Amend PP2 (1) to clarify the timescales to deliver Poole's needs; correct (2)(a)(ii) to remove the first 'and'; amend (2)(a)(iii) to clarify role of sustainable transport corridors; correct (2)(d) to replace 'that' with 'the'; amend (3) to clarify housing densities will be considered on a case by case basis; amend PP2 Table note to clarify the number of homes figures are</i></p> |

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| | | | <p><i>minimum requirements.</i></p> <p>Policy PP2 Amount and broad location of development</p> <p>(1) Amount of development</p> <p>To meet Poole's needs to 2033 this plan seeks to deliver a minimum of: <u>By 2033, a minimum of:</u> 14,200 (net) homes of which a minimum of 3,425 are specialist housing for an ageing population; 816 (net) care bed spaces; <u>and</u> 33 ha employment land; and</p> <p><u>By 2024:</u> <u>Circa. 14,500 sq. m of retail floor space.</u></p> <p>(2) Broad location of housing development</p> <p>(a) The majority of new housing and care home development will be directed to the most accessible locations within Poole as defined on the Policies Map. These are the town centre, district and local centres and sustainable transport corridors as follows:</p> <p>(i) Poole town centre will be the focus for new housing, retail, leisure and office growth, strengthening the role of the town centre, and providing new infrastructure;</p> <p>(ii) the district and local centres play an important supporting role to the town centre and providing some of the essential services and facilities within convenient walking and cycling distance of each local community; <u>and</u></p> <p>(iii) the sustainable transport corridors will connect the town centres of Poole and Bournemouth, with district and local centres, employment areas and local communities. Concentrating higher density housing development along these corridors will <u>provide a focus for investment in infrastructure, such as bus services</u> improve the viability of public transport, cycling and walking facilities, <u>enabling</u> improving <u>accessibility</u> of residents to <u>access</u> key facilities and services <u>without</u> and reducing the needing to travel by car.</p> <p>(b) Developments outside of the areas listed under (a) will be permitted provided that the scheme is capable of delivering sustainable patterns of development, including achieving a policy compliant level of affordable housing.</p> |

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| | | | <p>The proposal will also be expected to demonstrate how suitable sustainable transport measures have been incorporated into the proposal to connect the development with town, district and local centres, as an alternative to reliance upon the car.</p> <p>(c) The Council has amended the boundary of the South East Dorset Green Belt to deliver two strategic urban extensions that can provide a minimum of 1,300 homes at North of Bearwood and North of Merley, to ensure housing needs are met in full over the plan period.</p> <p>(d) The Council expects the that delivery of new homes to be broadly split between the locations set out in the table below. The Council will monitor delivery against these indicative targets.</p> <p>(3) Housing density</p> <p>Housing densities will be considered on a case by case basis, but should New housing should optimise the potential of a site with the aim of meeting or exceeding the minimum indicative densities set out in the table below.</p> <table border="1"> <thead> <tr> <th>Location</th> <th>No. of Homes (net)</th> <th>% of supply</th> <th>Density (per ha)</th> </tr> </thead> <tbody> <tr> <td>Poole town centre</td> <td>6,000</td> <td>42%</td> <td>100</td> </tr> <tr> <td>Sustainable transport corridors*, district & local centres</td> <td>5,000</td> <td>36%</td> <td>50</td> </tr> <tr> <td>Elsewhere within the urban area</td> <td>1,900</td> <td>13%</td> <td>-</td> </tr> <tr> <td>Urban extensions</td> <td>1,300</td> <td>9%</td> <td>30</td> </tr> <tr> <td>Totals</td> <td>14,200</td> <td>100%</td> <td></td> </tr> </tbody> </table> <p>Table note - All <u>Number of homes</u> figures are minimum requirements (* as defined in Chapter 10)</p> | Location | No. of Homes (net) | % of supply | Density (per ha) | Poole town centre | 6,000 | 42% | 100 | Sustainable transport corridors*, district & local centres | 5,000 | 36% | 50 | Elsewhere within the urban area | 1,900 | 13% | - | Urban extensions | 1,300 | 9% | 30 | Totals | 14,200 | 100% | |
| Location | No. of Homes (net) | % of supply | Density (per ha) | | | | | | | | | | | | | | | | | | | | | | | | |
| Poole town centre | 6,000 | 42% | 100 | | | | | | | | | | | | | | | | | | | | | | | | |
| Sustainable transport corridors*, district & local centres | 5,000 | 36% | 50 | | | | | | | | | | | | | | | | | | | | | | | | |
| Elsewhere within the urban area | 1,900 | 13% | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Urban extensions | 1,300 | 9% | 30 | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 14,200 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | |
| MM3 | 35 | Policy PP3 | <p><i>Amend PP3 (d) to clarify the requirements for mixed uses on strategic sites; add footnote to define strategic sites and 'approximately'; amend (f) to change 'and' to 'or'; amend (h) to add reference to sustainable modes of transport; correct SPD title in (i); add new (l) to reference active frontages; re-label criteria; amend new (n) to make reference to access to and</i></p> | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | <p><i>from the Port; amend new (p) to make reference to cultural facilities; delete last paragraph.</i></p> <p>Policy PP3 Poole town centre strategy</p> <p>Poole town centre, as defined on the Policies Map, will be the most suitable location for the most intensive uses and major developments which generate the highest levels of activity. The Council will work with its partners, developers, landowners, community groups and other relevant organisations to:</p> <p>(a) rejuvenate Town Centre North as the vibrant heart of the town through a mix of uses including housing, retail, office and leisure floor space;</p> <p>(b) create a new neighbourhood around the Twin Sails Bridge, opening up public access to quaysides and leisure routes alongside the Backwater Channel and around Holes Bay;</p> <p>(c) upgrade the High Street, Old Town and Quay to expand their role through the introduction of a wider range of commercial, residential, cultural and community uses and events that contribute to vibrancy and footfall;</p> <p>(d) provide new retail and/or office space as part of mixed-use development on major strategic development sites, as well as, bringing back into use under-used and vacant units across the town centre;</p> <p>(e) deliver a minimum of 6,000 new homes in a series of town centre neighbourhoods that help to improve vitality through the introduction of more people living in the town centre;</p> <p>(f) preserve <u>and or</u> enhance Poole town centre heritage assets including removing the Town Centre Heritage Conservation Area from Historic England’s ‘Heritage At Risk’ register;</p> <p>(g) provide a positive experience for pedestrians, cyclists and public transport users while maintaining access for private cars and servicing vehicles;</p> <p>(h) develop a parking strategy that promotes the safe, convenient and secure use of town centre car parks and integrates into a wider agenda to <u>prioritise walking, cycling and public transport and</u> improve the vitality, appearance and function of the area;</p> <p>(i) incorporate servicing and access arrangements that are sympathetic to the historic environment and meet the requirements of the Parking and Highway Layout <u>in Development</u> SPD;</p> |

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| | | | <p>(j) ensure new development is well designed and enhances the image of Poole;</p> <p>(k) provide a more attractive, safe, convenient and better connected network of streets and spaces, including improved signposting;</p> <p>(l) <u>provide active frontages that maximise the opportunities for commercial uses at ground floor along key routes;</u></p> <p>(m l) enhance the role of the town centre as a major transport hub, by ongoing improvements to the successful town centre bus service and by securing improvements to the appearance and function of the bus and railway stations and connectivity between the two;</p> <p>(n m) support improved access to <u>and from</u> the Port as a diverse and thriving employment area and gateway for arriving tourists;</p> <p>(o n) protect the town centre from tidal flooding; <u>and</u></p> <p>(p o) ensure that new development contributes towards the enhancement of community/<u>cultural facilities</u> infrastructure.</p> <p>All major development proposals in the Town Centre, including the allocated sites, should provide a mix of uses and form of development that is in accordance with the strategy, and is appropriate to the location, size and characteristics of the site.</p> <p><u>Note: Strategic sites are those seeking to deliver 40 or more homes or 2,500qm m or more of commercial floor space. The approximate number of homes is an indicative planning officer estimate and does not preclude the developer achieving significantly more or less homes on the site, subject to other policy considerations.</u></p> |
| MM4 | 37/38 | Policy PP4 | <p><i>Amend (1) to clarify the mix of uses sought; amend (2)(b) to read highlight the importance of pedestrians and cyclists; amend (2)(c) to replace 'and' with 'or' and replace historic environment with reference to the conservation area, insert 'and' at the end of (2)(d); insert new criteria to (2)(e) to ensure adequate vehicular access to Falkland Square is provided; amend (3) to highlight the importance of pedestrian connectivity and the barrier created by the Dolphin Centre; amend T1 to clarify the mix of uses, correct the 'and' to an 'or' in bullet 2, highlight the importance of pedestrian connections and reflect the need for any alterations to the bus station to accommodated expected increase in demand in the plan period; amend T2 to clarify the mix of uses; amend T3 to clarify the mix of uses; amend T5 to clarify the mix of uses and amend initiative to initiatives; correct T6 to change the 'and' to an 'or'; add a footnote to define strategic sites and 'approximately'.</i></p> |

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| | | | <p>Policy PP4 Town Centre North regeneration area</p> <p>Town Centre North will be rejuvenated as the vibrant heart of the town with this area being the focus for major new residential, retail, commercial leisure and office development.</p> <p>(1) Uses</p> <p><u>All major strategic development proposals should provide a mix of uses, which on sites T1 – T6 are consistent with the requirements detailed below and which on other sites could include including residential, and supporting retail/leisure, retail office and other commercial development appropriate to the size and location of the site.</u></p> <p>(2) High Street level crossing</p> <p>Proposals affecting, and in the vicinity of, the level crossing must:</p> <ul style="list-style-type: none"> (a) retain a clear visual connection along the High Street; (b) ensure a physically connected town centre north for <u>pedestrians and cyclists</u> to the High Street; (c) preserve <u>and or enhance the Town Centre Heritage Conservation Area historic environment</u>; and (d) provide adequate space to accommodate high pedestrian footfall; <u>and</u> (e) <u>provide adequate vehicular access to Falkland Square.</u> <p>(3) Walking and cycling</p> <p>All development proposals should contribute towards enhancing pedestrian and cycling movement in the town centre, <u>improving pedestrian connectivity and provide active frontages along public routes. Where relevant proposals should seek to remove physical barriers to pedestrian and cycle movement, including that created by the Dolphin Centre.</u></p> <p>(4) Additional guidance</p> <p>Development will also need to be in accordance with any other policy and guidance prepared for the area and adopted by the Council including the Town Centre SPD, masterplans and development briefs.</p> <p>Additional specific criteria for the strategic sites within the area are set out overleaf:</p> <p>T1 Dolphin Centre, Dolphin Pool and Seldown</p> <ul style="list-style-type: none"> • <u>Approximately 500 homes and a mix of other uses that could include including retail, commercial leisure and offices with a minimum of 500 homes</u> |

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| | | | <ul style="list-style-type: none"> • Respects the scale of properties along Park Lake Road and <u>preserves or and enhances</u> the setting of the adjoining Poole Park Conservation Area • An enhanced pedestrian focused public realm, with enhancement of Kingland Road and outside the Dolphin Centre, including new public space outside The Lighthouse <u>and improved pedestrian connections</u> • A new or improved bus station to reduce its visual dominance and create a better user experience, <u>which will also be able to accommodate the expected increase in demand during the plan period</u> • Explore opportunities to relocate the bus depot and transform other areas around the Dolphin Centre to maximise the development potential of the area <u>and improve pedestrian connections</u> • A potential second pedestrian and cycle crossing of the railway line • Any development resulting in the removal of the Dolphin swimming pool must secure a replacement leisure facility either on this site or elsewhere in the town centre <p>T2 Stadium</p> <ul style="list-style-type: none"> • Approximately 430 homes, a mix of uses including a modern stadium facility capable of accommodating a variety of sports/events, including exploring the opportunity for providing a home for Poole Town Football Club <u>and speedway</u>, and a mix of other uses that could include a minimum of 430 homes, offices space and other supporting commercial uses • A clear entrance to the stadium and a high quality public realm • Provides a transition in height between Barclays and the more domestic scale buildings within Sterte and along Wimborne Road • A public pedestrian and cycle link through to the Goods Yard site • Ensure the replacement of sufficient coach and lorry parking is secured as part of the redevelopment of the site <p>T3 Goods Yard</p> <ul style="list-style-type: none"> • A mix of uses including a <u>Approximately 300 homes and a mix of uses that could include offices space, public car parking and other supporting commercial uses</u> • Improvements to the operation and appearance of the railway station, including step free access between both platforms (provided within or adjacent to the site) and / or its relocation in order to maximise the development potential of the area • A public pedestrian and cycle link from the station entrance through to (i) the Stadium and (ii) the Dolphin Shopping Centre • Improve highway safety at Serpentine Road/Towngate Bridge junction, including exploring the provision of a new road through the site between the current station forecourt and the existing Network Rail access at Serpentine Road <p>T4 St Johns House</p> |

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| | | | <ul style="list-style-type: none"> • Approximately 200 homes and other supporting commercial uses with some active ground floor frontage <p>T5 Former Natwest</p> <ul style="list-style-type: none"> • A mix of uses including a <u>Approximately 150 homes and other uses that could include</u> offices space and other supporting commercial uses within an active frontage to Kingland Road • <u>Contributes towards the enhancement of Kingland Road and any public realm initiatives</u> <p>T6 6-12 Wimborne Road</p> <ul style="list-style-type: none"> • <u>Approximately 50 homes</u> • <u>Respects the domestic scale of properties to the rear on Denmark Lane and preserves <u>or</u> and enhances the setting of the Heckford Park Conservation Area</u> <p><u>Note: Strategic sites are those seeking to deliver 40 or more homes or 2,500qm m or more of commercial floor space. The approximate number of homes is an indicative planning officer estimate and does not preclude the developer achieving significantly more or less homes on the site, subject to other policy considerations.</u></p> |
| MM5 | 40 | Policy PP5 | <p><i>Amend first sentence to clarify the mix of use sought; add footnote to define strategic sites and 'approximately'; amend (c) to clarify the development should facilitate a new junction layout at Hunger Hill; amend (d) to insert reference to the Flood Risk Management Strategy; amend (f) to insert reference to enhancing existing pedestrian and cycle links; ad new criteria (g) to ensure development has no adverse impact upon European and internationally important sites; amend T7 to clarify the mix of uses and clarify the open space requirements; amend T8 to clarify the mix of uses; amend T9 to clarify the mix of uses and correct the 'and' to an 'or'; amend T10 to clarify the mix of uses, correct 'and' to 'or' and clarify the Listed Buildings are opposite the site; amend T11 to clarify the mix of uses.</i></p> <p>Policy PP5 Twin Sails regeneration area</p> <p>The area around the Twin Sails will be regenerated as a vibrant new community. Major <u>All strategic development proposals should provide a mix of uses, which on sites T7 - T11 are consistent with the requirements detailed below and which on other sites appropriate to the size and location of the site and include could include new homes residential, retail/leisure, office space, community/cultural facilities, and supporting other commercial development activities appropriate to the size and location of the site.</u></p> <p>New development should:</p> <p>(a) create a new attractive, vibrant and continuous public quayside along the waterfront that forms part of a recreational route around the edge of the Harbour;</p> |

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| | | | <p>(b) facilitate pedestrian and cycle access to Upton Country Park;</p> <p>(c) improve access to the port, including <u>facilitating supporting the provision of a new junction layout</u> at Hunger Hill that simplifies movement for all users;</p> <p>(d) provide flood defences <u>in accordance with the Poole Flood Risk Management Strategy (2011), or any subsequent Strategy published by the Council</u> to reduce the risk of flooding;</p> <p>(e) deliver a high standard of design that reflects the different site characteristics and context that exist to the east and west of the Backwater Channel; and</p> <p>(f) provide pedestrian and cycle links through the site to connect the new development with the existing parts of the town, <u>where appropriate enhancing existing pedestrian and cycle links; and</u></p> <p><u>(g) contribute towards mitigation measures to ensure no adverse impact upon European and internationally important sites.</u></p> <p>Additional criteria for the strategic sites within the area are set out below. Development will need to comply with these criteria and be in accordance with any other policy and guidance prepared for the area and adopted by the Council including the Town Centre SPD and development briefs.</p> <p>T7 Former Power Station</p> <ul style="list-style-type: none"> • <u>Approximately 900 homes, with supporting and a mix of other uses that could include offices, retail uses, commercial uses, and community uses and public open space</u> • <u>New public open space and the creation of</u> create strong links to and enhancement of the public open space at Hamworthy Recreation ground • Provide safe pedestrian and cycle access to Carter Community school that will form part of a wider recreational route around Poole Harbour • Implement part of the Port Link Road <p>T8 Between Twin Sails and RNLI</p> <ul style="list-style-type: none"> • <u>Approximately 550 homes, with supporting and a mix of other uses that could include offices, retail and commercial uses</u> • Explore opportunities to provide a new facility for the Sea Scouts and public slipway <p>T9 Between the Bridges</p> |

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| | | | <ul style="list-style-type: none"> • Approximately 450 homes, with supporting <u>and a mix of uses that could include offices, retail and commercial uses</u> • Preserve and <u>or</u> enhance the setting of the adjacent Town Centre Heritage Conservation Area • A new facility for Poole rowing club <p>T10 Sydenham Timber</p> <ul style="list-style-type: none"> • Approximately 300 homes, with supporting <u>and a mix of uses that could include offices, retail and commercial uses</u> • Preserve and <u>or</u> enhance the setting of <u>the adjacent Listed Buildings opposite the site</u> and the Town Centre Heritage Conservation Area <p>T11 Pilkington Tiles</p> <ul style="list-style-type: none"> • Approximately 160 homes, with supporting <u>and a mix of uses that could include offices, retail and commercial uses</u> • Implement part of the Port Link Road <p>Note: Strategic sites are those seeking to deliver 40 or more homes or 2,500qm m or more of commercial floor space. The approximate number of homes is an indicative planning officer estimate and does not preclude the developer achieving significantly more or less homes on the site, subject to other policy considerations.</p> |
| MM6 | 42 | Policy PP6 | <p><i>Amend (d) to correct 'and' to 'or'; amend T12 to correct 'and' to 'or' and make reference to pedestrian connections; amend T13 to correct 'and' to 'or'; amend T14 to correct 'and' to 'or'; amend T15 to add the to bullet one and insert additional bullet to reference the Town Centre Heritage Conservation Area; add a footnote to clarify 'strategic sites' and 'approximately'.</i></p> <p>Policy PP6 High Street, Quay and Old Town</p> <p>The High Street, Quay and Old Town will be managed to support a wider range of commercial, residential, community and leisure uses and events within an enhanced townscape environment. Development proposals should:</p> <p>(a) provide active ground floor frontages along the High Street, Lower High Street and Quay which support vibrancy and vitality, including community and leisure uses as well as retail and office uses;</p> <p>(b) to support vibrancy, aim to make use of upper floors and the rear of commercial properties for new homes;</p> <p>(c) retain and/or provide traditionally styled shop fronts and signs to ground floor commercial units;</p> |

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| | | | <p>(d) preserve and <u>or</u> enhance the historic character of the area, having particular regard to the scale, roof profiles, building widths, appearance and detailing of developments;</p> <p>(e) support improvements to the quality of the environment and public realm, particularly along the High Street, Lower High Street, quayside and Old Orchard, as high quality pedestrian focused environments; and</p> <p>(f) where applicable, incorporate flood protection measures. Proposals to combine commercial units to meet operational needs will be supported where this can be achieved without adversely affecting the historic fabric of the area.</p> <p>Additional criteria for the strategic sites within the area are set out below. Development will need to comply with these criteria, and be in accordance with any other policy and guidance prepared for the area adopted by the Council including the Town Centre SPD and development briefs.</p> <p>T12 Quay Thistle</p> <ul style="list-style-type: none"> • A mixed use development including a hotel and approximately 180 homes • Create strong building frontage to the Quay • Preserve <u>and or</u> enhance the Town Centre Heritage Conservation Area giving particular attention to the quayside location • Provide a transition in scale to the existing residential properties to the rear and east of the site, <u>and improve pedestrian connections between these properties and the quayside</u> • Enhancement of public realm on the Quay <p>T13 Skinner Street and surrounds</p> <ul style="list-style-type: none"> • Upgrade existing properties and provide infill development to provide approximately 100 additional homes • Provide active frontages to streets, public routes and spaces • Preserve <u>and or</u> enhance the setting of the Town Centre Heritage Conservation Area • Provide a transition in scale to existing residential properties within and surrounding the site <p>T14 Lagland Street and Hill Street</p> <ul style="list-style-type: none"> • Suitable for a mix of uses including approximately 60 homes on sites fronting Lagland Street and Hill Street • Create a strong building line to Lagland Street and Hill Street • Provide pedestrian routes through to the High Street • Preserve <u>and or</u> enhance the built form and appearance of the Town Centre Heritage Conservation Area <p>T15 Poole Pottery</p> |

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| | | | <ul style="list-style-type: none"> • Retain an active ground floor use that contributes to the tourist function of the area and reflects the historic use of <u>the</u> site as Poole Pottery • Approximately 50 homes • Provides a strong building frontage to Old Orchard • Providing a transition in scale to the existing residential properties to the rear of the site • Provide active frontages onto Old Orchard and Dolphin Quays • <u>Preserve or enhance the Town Centre Heritage Conservation Area</u> <p><u>Note: Strategic sites are those seeking to deliver 40 or more homes or 2,500qm m or more of commercial floor space. The approximate number of homes is an indicative planning officer estimate and does not preclude the developer achieving significantly more or less homes on the site, subject to other policy considerations.</u></p> |
| MM7 | 47 | Policy PP7 | <p><i>Insert new criteria (a) to maintain a 5 year supply of specific deliverable housing sites; re-label criteria accordingly; amend new (i) to clarify reference to European and internationally important sites; insert new title 'Stepped housing target' after criteria (l); delete 'to be phased' from second paragraph; inset new paragraph to clarify stepped housing target approach; amend final paragraph to clarify that a higher level of growth would need to be supported by appropriate heathland mitigation.</i></p> <p>Policy PP7 Facilitating a step change in Housing Delivery</p> <p>The Council will work positively and proactively with developers, partners and other relevant organisations to deliver a step change in housing delivery in Poole to ensure needs are met over the plan period. To achieve this the Council will:</p> <p><u>(a) maintain a 5 year supply of specific deliverable housing sites;</u></p> <p><u>(a b) consider public sector intervention to help accelerate housing delivery;</u></p> <p><u>(b c) encourage provision of a wide range of housing types including promoting the use of new methods of construction, where appropriate, to reduce the cost of development;</u></p> <p><u>(c d) work with developers to find innovative ways of securing affordable housing;</u></p> <p><u>(d e) work with landowners and developers of strategically significant sites to remove barriers to delivery and bring them forward as soon as possible;</u></p> |

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| | | | <p>(e f) maintain and utilise statutory registers / permission in principle to boost the supply of housing;</p> <p>(f g) work with the Dorset Local Enterprise Partnership to boost skills and capacity in the construction industry;</p> <p>(g h) implement strategic mitigation measures, including transport, heathland & Harbour, to ensure that delivery of housing is not delayed; and</p> <p>(h i) undertake an extensive study to assess whether measures to mitigate <u>European and internationally important protected sites wildlife</u> in South East Dorset have been successful.</p> <p><u>Stepped housing target</u></p> <p>Through implementation of the above measures the Council expects to achieve a step change in housing delivery by the end of the plan period to be phased as follows:</p> <p style="padding-left: 40px;">2013 to 2018 – 500 homes per annum</p> <p style="padding-left: 40px;">2018 to 2023 – 710 homes per annum</p> <p style="padding-left: 40px;">2023 to 2033 – 815 homes per annum</p> <p><u>In demonstrating a 5 year housing land supply the Council will use the stepped housing target above, with any under delivery spread over the remainder of the plan period (known as the Liverpool approach).</u></p> <p>This stepped approach will enable the Council to ensure sufficient mitigation measures are implemented in time to facilitate development without causing harm to European and internationally important protected sites wildlife. Whilst the above stepped housing target phasing is the minimum delivery expected, and a higher level of growth would need to be supported by appropriate heathland mitigation. than anticipated is not restricted, A full review of the mitigation strategy will be necessary before 2023 to provide the certainty needed that the levels of growth planned for 2023-2033 will not have an adverse effect upon <u>European and internationally important sites protected wildlife</u>, and to allow the market time to increase the rate of delivery.</p> |
| MM8 | 48 | Policy PP8 | <p><i>Insert additional sentence after paragraph to clarify that the housing mix will be considered on a case by case basis; amend second paragraph to enhance readability.</i></p> <p>Policy PP8 Type and mix of housing</p> |

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| | | | <p>As a mix of all housing types and sizes are needed in Poole and in order to provide flexibility, other than where prescribed for some of the allocations in this plan, the Council does not prescribe a particular housing mix development should follow. <u>The mix will be considered on a case by case basis and will be dependent upon the context of the site and any other issues such as viability.</u></p> <p>However, for all schemes of 11 or more homes or 1,000 sq. m floor space, housing proposals should <u>aim to include a type and mix of housing that considers</u> has due regard to the needs set out in the SHMA and other relevant evidence on housing needs including self-build and custom-build housing.</p> |
| MM9 | 50 | Policy PP9 | <p><i>Amend U1 to delete reference to community facilities, clarify playing field relocation, set out that mitigation measures in relation to the Harbour are required, delete final bullet; amend U2 to clarify contributions required to local doctors and schools and add additional criteria surrounding sustainable transport; amend U3 to increase the number of homes to 330 and change and to or; amend U11 to delete reference to Ringwood Road access; and amended U13 to change and to or; add a footnote to define 'approximately'.</i></p> <p>Policy PP9 Urban allocations outside the town centre</p> <p>The following sites are allocated for development as shown on the Policies Map. Development on each site must demonstrate how it complies with the site-specific criteria set out below, other relevant plan policies and be in accordance with any guidance prepared for the area including development briefs prepared in consultation with the local community and adopted by the Council.</p> <p>U1 Turlin Moor (N)</p> <ul style="list-style-type: none"> • Approximately 400 homes on land between the sports pavilion and Blandford Road, enabling provision of a range of new community facilities on the estate • Playing fields will to be relocated on the remaining open space and designed to land west of the rugby pitches and raised to avoid flooding • Community benefits such as an all-weather games area, enhancements to the public realm/foreshore, shopping parade improvements and/or a new community centre • Designation and enhancement of a local nature reserve • Provide circular walks to mitigate impact upon wildlife in the Harbour <u>Provide a package of measures to mitigate any impact on wildlife in the Harbour including circular walks across the remaining open space</u> • Improved pedestrian and cycle access to Upton Country Park |

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| | | | <ul style="list-style-type: none"> • The Council acknowledges that very special circumstances may exist to help facilitate the re-location of existing facilities, including structures and wider community benefits as set out above within the adjacent Green Belt land <p>U2 West of Bearwood</p> <ul style="list-style-type: none"> • A mixed-use development of a minimum of 300 homes in the northern part of the site and 5.1ha of employment in the southern part of the site (site ref E2 and Policy PP18: Magna Business Park) • Integrated with the existing Bearwood community by providing walking and cycling connections to Bearwood Local Centre • Strong landscaping along the western boundary to provide new permanent Green Belt boundary • Provision of a SANG along the River Stour that connects with other parts of the Stour Valley Park to mitigate impact upon nearby heathland, designed in accordance with criteria set out in the Dorset Heathlands SPD. Access to the SANG from the housing will require a pedestrian crossing on Magna Road and a suitably wide corridor to provide attractive access • Mitigation measures to discourage direct access onto Canford Heath, principally through the construction of the employment site as a barrier to access • Contributions to upgrading a local doctors surgery and one additional <u>school capacity where required</u> form of entry across all age groups at local schools • <u>Make a contribution towards the implementation of a sustainable transport corridor, including bus services, between the site and Poole / Bournemouth town centres</u> <p>U3 Civic Centre and surrounds</p> <ul style="list-style-type: none"> • <u>Approximately 330</u> A minimum of 250 homes, subject to the relocation of Council and public services to alternative accommodation • Explore opportunities to provide the housing through converting the Civic Centre alongside redevelopment of the car parks • Preserves and <u>or</u> enhances the setting of Poole Park Conservation Area <p>U11 Former College Site</p> <ul style="list-style-type: none"> • A minimum of 55 homes with a new access onto Ringwood Road |

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| | | | <p>U13 St Mary's Maternity Hospital</p> <ul style="list-style-type: none"> • Subject to the relocation of the maternity hospital to alternative accommodation, the provision of approximately 50 homes • Provision of improved car parking for the main hospital and local residents • Preserves <u>and or</u> enhances the Heckford Park Conservation Area <p><u>Note: The approximate number of homes is an indicative planning officer estimate and does not preclude the developer achieving significantly more or less homes on the site, subject to other policy considerations.</u></p> |
| MM10 | 53 | Policy PP10 | <p><i>Remove reference to housing in second paragraph; amend (a) to remove 'a minimum'; amend (d) to clarify reference to European and internationally protected site, add reference to green corridors for biodiversity; amend (e) to insert the word concept; insert new criteria (h) to reference mitigation to any unacceptable impacts on the highway network; re-label remaining criteria; simplify new (i) in relation to school contribution; amend new (l) to clarify open space and playing pitch requirements; amend UE1 to change 'and' to an 'or' and make specific reference to Listed Buildings; amend UE2 to clarify the second vehicular access requirements and change the 'and' to an 'or'.</i></p> <p>Policy PP10 Strategic urban extensions</p> <p>The Council has amended the boundary of the South East Dorset Green Belt to deliver a minimum of 1,300 homes at: north of Bearwood; and north of Merley.</p> <p>Planning permission for housing on these sites will only be granted where the scheme:</p> <p>(a) delivers a minimum of 40% affordable housing on-site;</p> <p>(b) provides a mix of housing types with a focus on housing suitable for families, properties that enable local residents to 'right-size', specialist housing for an ageing population and provision of custom/self build plots;</p> <p>(c) demonstrates that the grant of planning permission would not result in significant adverse impacts to the delivery of the town centre's major brownfield allocations;</p> <p>(d) would implement mitigation measures to ensure no adverse impact upon <u>European and internationally important sites protected</u>, and includes green corridors for biodiversity;</p> |

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| | | | <p>(e) provides a SANG* that connects with other parts of the Stour Valley Park <u>concept</u>, designed in accordance with the Dorset Heathlands SPD;</p> <p>(f) prioritises sustainable transport measures to facilitate cycling and walking for short trips within the new community, and linking with infrastructure to Poole, Bournemouth and Wimborne centres;</p> <p>(g) ensure the design of the scheme is capable of forming part of a sustainable transport corridor in terms of bus, cycling and walking access;</p> <p><u>(h) in conjunction with wider strategic mitigation measures to be implemented by local authorities, provides suitable mitigation to address unacceptable impacts on the highway network;</u></p> <p>(h i) makes a contribution towards one <u>the required</u> additional <u>school capacity</u> form of entry across all age groups at local schools;</p> <p>(i j) provides space for business start-ups / incubator units;</p> <p>(j k) provides a contribution to upgrading a local doctor's surgery;</p> <p>(k l) provides a <u>suitable level of play equipment</u> children's play area on-site and other facilities in accordance with Poole's Open Space Needs Assessment <u>and Playing Pitch Strategy;</u></p> <p>(l m) incorporates structural landscaping to create a strong permanent and defensible Green Belt boundary; and</p> <p>(m n) has been prepared through a master planning exercise with the local community to inform a design code to be agreed by the Council.</p> <p>* Prior to occupation of the first home, the SANGs will need to be implemented, opened to the public and an agreement made with the Council over the future management and monitoring.</p> <p>UE1 North of Merley</p> <ul style="list-style-type: none"> • A minimum of 500 homes and a minimum of a 60 bed care home • Small scale incubator / business-start ups in and around the farm buildings that preserves and <u>or</u> enhances the Oakley Lane Conservation Area • Preserves and <u>or</u> enhances the setting of the Canford Magna and Oakley Lane <u>Conservation Areas and the Listed Buildings therein</u>, including enhancement of the Carriage Drive and its heritage assets |

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| | | | <ul style="list-style-type: none"> • Make a contribution towards the implementation of a sustainable transport corridor between the site and Poole and Wimborne • Highway improvements to Oakley Lane, including the junction with the B3073 at the Willett Arms Public House and the junction with Magna Road • A public car park to service local community facilities at Canford Magna and the SANG <p>UE2 North of Bearwood</p> <ul style="list-style-type: none"> • A minimum of 800 homes and a minimum of a 60 bed care home • A community hub that forms the heart of the community incorporating proportionate shopping and community facilities required to support the creation of the new community • Make a contribution towards the implementation of a sustainable transport corridor between the site and Poole/Bournemouth town centres • A second vehicular access from Magna Road, to the east of Knighton Lane • <u>Preserves or enhances</u> Protects the integrity of Knighton hamlet and its heritage assets |
| MM11 | 56 | Policy PP11 | <p><i>Amend (a) to remove reference to a 'a minimum of'; amend (c) to insert reference to where Registered Providers are unwilling to take on affordable housing; delete 'other development' from (d); delete 'preferred' from (e); amend (f) to clarify that affordable housing should remain at affordable price of recycled for alternative housing provision.</i></p> <p>Policy PP11 Affordable housing</p> <p>(a) To meet housing needs, the Council will seek to maximise the amount of affordable housing from all housing schemes (Use Class C3) of 11 or more homes or over 1,000 sq. m in floor space. Due to different land values across Poole, the Council will seek two different affordable housing targets:</p> <p>Within Poole Town Centre Boundary - a minimum of 10% affordable housing; and Rest of Poole - a minimum of 40% affordable housing.</p> <p>(b) On sites of 21 units and above, affordable housing should be provided on-site. Only in exceptional circumstances will the Council accept affordable housing off-site or as a commuted sum payment.</p> <p>(c) On sites of 11-20 units, the Council will accept a commuted sum payment in lieu of the provision of affordable housing on-site <u>where Registered Providers are unwilling to take on the required level of affordable housing on-site.</u> The financial contribution will be equivalent to that provided on-site (land, build and servicing). The Council is <u>supportive of proposals that include on-site affordable housing.</u></p> |

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| | | | <p>(d) In all cases, to help achieve good place-making and to encourage mixed and sustainable communities, the provision of on-site affordable housing must be indistinguishable from <u>market housing</u> other development.</p> <p>(e) The Council's preferred tenure mix is 70% affordable rent and 30% intermediate housing.</p> <p>(f) The Other than in respect of Starter Homes, affordable housing provided under this policy should always be available to meet local needs and <u>to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative housing provision</u> must be kept affordable in perpetuity.</p> <p>(g) In circumstances where developers contest that they cannot meet the affordable housing requirement, the developer must demonstrate the maximum amount of affordable housing provision and tenure mix that could be achieved on site viably, through the submission of a Residual Land Value (RLV) assessment as set out in Policy PP39: Viability.</p> |
| MM12 | 59 | Policy PP12 | <p><i>Amend (2) (b) to change 'securing' to 'exploring'</i></p> <p>Policy PP12 Housing for an ageing population</p> <p>(2) Care homes</p> <p>The Council will meet the need for care homes bed spaces by:</p> <p>(a) Bringing forward the allocated sites identified in sites Polices PP9 and PP10;</p> <p>(b) securing exploring opportunities for the provision of new care home bed spaces in new large scale residential developments and through the redevelopment of isolated employment sites which are no longer suited to continued employment use;</p> |
| MM13 | 60 | Policy PP13 | <p><i>Amend (d) to remove reference to ownership and insert reference to a single planning unit</i></p> <p>Policy PP13 Housing for multi-generational and extended families</p> <p>(d) <u>together with the main dwelling house, remains as a single planning unit</u> is in the same ownership and the same</p> |

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| | | | curtilage as the main dwelling; and |
| MM14 | 61 | Policy PP14 | <p><i>Amend (b) to insert 'there is not already, or' into the sentence</i></p> <p>Policy PP14 Talbot Village Houses in Multiple Occupation</p> <p>(b) that to prevent an over-concentration or 'clustering' of HMO properties that would result in an adverse impact upon the character and amenity of neighbouring properties or the surrounding residential area, <u>there is not already, or</u> the proposal would not result in more than, 10% of dwellings within a 100 metre radius of the application property will be within Use Class C4 or sui generis HMO.</p> |
| MM15 | XX | XX | <i>There is no MM15</i> |
| MM16 | 67 | Policy PP16 | <p>Amend (2) first para to clarify the locations to which the policy reference; delete the final sentence of the first paragraph of section (2); delete 'exceptional' from (2) second paragraph; insert 'not covered by (b)' into (2)(d).</p> <p>Policy PP16 Employment areas</p> <p>(2) Isolated employment sites</p> <p>Proposals for a change of use for sites currently or previously used for B1 (Office, research & development and light industrial)/B2 (General industrial)/B8 (Storage and distribution) employment generating uses not shown on the Policies Map located within an existing employment area, Poole town centre or other designated retail allocations / <u>boundaries</u> will be permitted where the site is no longer suitable for continued employment use and the cost of refurbishment or redevelopment for a more appropriate form of employment use would be prohibitive. The applicant will need to demonstrate that they have fulfilled the requirements relating to viability and marketing in Policy PP39: Viability.</p> <p>Where these exceptional Where these exceptional circumstances apply, the Council will prioritise alternative uses in the following order:</p> <p>(a) starter/incubator business units as part of a comprehensive mixed-use scheme;</p> <p>(b) health or care-related uses, including care homes and specialist housing or health facilities, where the site is</p> |

| Mod. No. | Pg. | Policy / Paragraph | Proposed Modification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|-------------------------------------|--------------------------------|--|--------------------------|-----------|-----------|---------------------|--------------------------|--|-------------------------------------|--------------------------------|---------------|--------------|--|------------------|------------|---------------|------------|---------------------------------------|-----------------|------------|---------------|------------|-----------------------|-----------------|------------|---------------|------------|------------------------------------|-----------------|------------|--------------|------------|-------------------------------------|------------------------|------------|--------------|------------|---|-------------------------|-----------------------|-------------------------|-----------------------|
| | | | <p>suitably accessible for the use proposed;</p> <p>(c) other uses which generate employment; or</p> <p>(d) other forms of housing <u>not covered by (b)</u> where the site offers an acceptable environment.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MM17 | 98 | Policy PP17 | <p><i>Amend E1 to change name to Innovation Quarter (TV2), refer to policy PP21 part 2 and amend the area to 12.3; amend E2 to clarify use classes; amend E6 to clarify use classes; delete E7; Delete E11; renumber allocations; amend new E11 to clarify use classes; amend table totals to reflect changes</i></p> <p>Policy PP17 Employment site allocations</p> <p>The following sites are allocated for employment uses:</p> <table border="1"> <thead> <tr> <th>Site ref/location</th> <th>Use class</th> <th>Area (ha)</th> <th>Floor space (sq. m)</th> <th>Estimated no. jobs (FTE)</th> </tr> </thead> <tbody> <tr> <td>E1: 'Digital Village' Innovation Quarter (TV2), Talbot Village</td> <td><u>See policy PP20 Part 2 B1/D4</u></td> <td>44.5 <u>12.3</u></td> <td>25,000</td> <td>1,770</td> </tr> <tr> <td>E2: Magna Business Park, Bearwood</td> <td>B1e/B2/B8</td> <td>5.1</td> <td>16,000</td> <td>314</td> </tr> <tr> <td>E3: Land at Sterte Avenue West</td> <td>B1/B2/B8</td> <td>4.8</td> <td>14,880</td> <td>382</td> </tr> <tr> <td>E4: Poole Port</td> <td>B1/B2/B8</td> <td>4.5</td> <td>13,950</td> <td>358</td> </tr> <tr> <td>E5: Gasworks, Bourne Valley</td> <td>B1/B2/B8</td> <td>2.8</td> <td>8,680</td> <td>223</td> </tr> <tr> <td>E6: Land at Innovation Close</td> <td><u>B1/B2/B8</u></td> <td>2.2</td> <td>8,230</td> <td>118</td> </tr> <tr> <td>E7: Land at Bournemouth Water</td> <td>B1/B8</td> <td>4.5</td> <td>4,820</td> <td>418</td> </tr> </tbody> </table> | Site ref/location | Use class | Area (ha) | Floor space (sq. m) | Estimated no. jobs (FTE) | E1: 'Digital Village' Innovation Quarter (TV2), Talbot Village | <u>See policy PP20 Part 2 B1/D4</u> | 44.5 <u>12.3</u> | 25,000 | 1,770 | E2: Magna Business Park, Bearwood | B1e/B2/B8 | 5.1 | 16,000 | 314 | E3: Land at Sterte Avenue West | B1/B2/B8 | 4.8 | 14,880 | 382 | E4: Poole Port | B1/B2/B8 | 4.5 | 13,950 | 358 | E5: Gasworks, Bourne Valley | B1/B2/B8 | 2.8 | 8,680 | 223 | E6: Land at Innovation Close | <u>B1/B2/B8</u> | 2.2 | 8,230 | 118 | E7: Land at Bournemouth Water | B1/B8 | 4.5 | 4,820 | 418 |
| Site ref/location | Use class | Area (ha) | Floor space (sq. m) | Estimated no. jobs (FTE) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E1: 'Digital Village' Innovation Quarter (TV2), Talbot Village | <u>See policy PP20 Part 2 B1/D4</u> | 44.5 <u>12.3</u> | 25,000 | 1,770 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E2: Magna Business Park, Bearwood | B1e/B2/B8 | 5.1 | 16,000 | 314 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E3: Land at Sterte Avenue West | B1/B2/B8 | 4.8 | 14,880 | 382 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E4: Poole Port | B1/B2/B8 | 4.5 | 13,950 | 358 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E5: Gasworks, Bourne Valley | B1/B2/B8 | 2.8 | 8,680 | 223 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E6: Land at Innovation Close | <u>B1/B2/B8</u> | 2.2 | 8,230 | 118 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| E7: Land at Bournemouth Water | B1/B8 | 4.5 | 4,820 | 418 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | E7 8: Land south-east of Yarrow Road | B1/B2/B8 | 1.4 | 4,430 | 114 |
| | | | E8 9: Land at Banbury Road | B1/B2/B8 | 1.4 | 4,340 | 111 |
| | | | E9 40: Vantage Way, Mannings Heath | B1/B2/B8 | 1.0 | 3,040 | 78 |
| | | | E11: Land at Marshes End, Creekmoor | B1a | 0.9 | 2,340 | 495 |
| | | | E10 42: Land at Lifeboat Quay | B1a | 0.5 | 1,200 | 100 |
| | | | E11 43: 3 Aston Way, Mannings Heath | B1/B2/B8 | 0.3 | 480 | 12 |
| | | | E12 44: Area 2, Ling Road | B1/B2/B8 | 1.7 | 5,270 | 135 |
| | | | Total | | <u>39.6 38</u> | <u>112,660 105,500</u> | <u>4,028 3,715</u> |
| MM18 | 69 | Policy PP18 | <p><i>Add new criterion to reference a contribution sustainable transport corridor</i></p> <p>Policy PP18 Magna Business Park</p> <p>(d) suitable mitigation is provided including replacement foraging habitat and undeveloped wildlife corridors to ensure protection of bird species such as nightjar; and</p> <p>(e) the site provides suitable transition between the urban edge of Poole and the countryside, with strong landscaping to provide a permanent Green Belt boundary; and</p> <p><u>(f) Make a contribution towards the implementation of a sustainable transport corridor, including bus services, between the site and Poole / Bournemouth town centres.</u></p> | | | | |
| MM19 | 71 | Policy PP19 | <p><i>Amend (a) to clarify the uses acceptable within the Port; delete (b), relabel accordingly; amend new (b) to delete the last sentence.</i></p> <p>Policy PP19 Poole Port</p> | | | | |

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| | | | <p>The Council will support the growth of Poole Port as a regionally significant feeder port with capacity to accommodate larger cruise ships, as well as its continued sea-based handling of freight and passengers and its diversification into marine-related industrial and leisure activities, in accordance with the following criteria:</p> <p>(a) proposals will be permitted where they are for port-related activities, or marine-related industrial uses, <u>other employment uses or marine leisure uses that would be compatible with the function of the port;</u></p> <p>(b) proposals for marine leisure activities will be permitted where it can be demonstrated that the site is no longer required for port-related activities or marine-related industrial uses;</p> <p>(b e) sites with deep water frontage will be reserved for uses which require access to such frontage; unless it can be demonstrated that the site is no longer required for port-related activities or marine-related industrial uses; and</p> <p>(c d) development will not be permitted where it would prejudice the use of the rail link for freight handling.</p> | | |
| MM20 | 73 | PP20 | <p><i>Amend policy name to 'Policy PP20 PART1: Investment in Education' and references elsewhere accordingly; clarify after the first paragraph that 'The following sites are allocated for educational uses'; delete A1 Talbot Village and renumber sites accordingly; add A2 Canford School clarifying the site is allocated for new teaching, sports facilities and associated building to support the education and operational of the school and the various assessments that would be required to support such development.</i></p> <p>Policy PP20 <u>Part 1</u></p> <p>Investment in Education</p> <p>The Council will continue to work with its partners, including schools, academies, colleges and universities to upgrade and improve education facilities, to ensure there are sufficient places to meet needs and to ensure that the courses provide students with the skills needed by local businesses.</p> <p><u>The following sites are allocated for educational uses;</u></p> <table border="1" data-bbox="600 1270 1861 1385"> <tr> <td data-bbox="600 1270 833 1385">A1 Talbot Village</td> <td data-bbox="833 1270 1861 1385">Expansion of Bournemouth University and the Arts University to create 33,000 sq. m. of additional academic floor space and 450 student bed spaces A 25,000 sq. m B1 suitable with particular regard to adjacent residential</td> </tr> </table> | A1 Talbot Village | Expansion of Bournemouth University and the Arts University to create 33,000 sq. m. of additional academic floor space and 450 student bed spaces A 25,000 sq. m B1 suitable with particular regard to adjacent residential |
| A1 Talbot Village | Expansion of Bournemouth University and the Arts University to create 33,000 sq. m. of additional academic floor space and 450 student bed spaces A 25,000 sq. m B1 suitable with particular regard to adjacent residential | | | | |

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| | | | <table border="1"> <tr> <td data-bbox="600 236 831 603"></td> <td data-bbox="831 236 1861 603"> <p>properties A heathland support area of around 12 hectares containing informal unsurfaced paths with seating to provide alternative routes away from Talbot Heath with improved links to the north Improved transport and movement including an extension of Gillett Road with a new connection to Wallisdown Road from Boundary Roundabout; a bus hub with improved facilities; significant enhancements to the pedestrian and cycle environment through the University campuses including provision of north-south cycle route; provision of enhanced pedestrian crossings on Wallisdown Road; and a level of car parking designed to encourage use of sustainable modes to access the campus</p> </td> </tr> <tr> <td data-bbox="600 603 831 788"> <p>A2 A1 South of Creekmoor</p> </td> <td data-bbox="831 603 1861 788"> <ul style="list-style-type: none"> • A new school and playing fields if required in the plan period. • Possible access from Northmead Drive. • Explore how the development can facilitate the possibility of a pedestrian / cycle link across the A35 to connect Creekmoor to Upton Country Park. </td> </tr> <tr> <td data-bbox="600 788 831 1034"> <p>A2 Canford School</p> </td> <td data-bbox="831 788 1861 1034"> <ul style="list-style-type: none"> • <u>New teaching, sports facilities and associated buildings to support the educational and operational needs of the school over the course of the plan period.</u> • <u>Any proposals will need to be subject to the proper assessment of the impacts on the natural biodiversity and heritage assets occupying the site; and its surroundings within the Canford Magna Conservation Area.</u> </td> </tr> </table> | | <p>properties A heathland support area of around 12 hectares containing informal unsurfaced paths with seating to provide alternative routes away from Talbot Heath with improved links to the north Improved transport and movement including an extension of Gillett Road with a new connection to Wallisdown Road from Boundary Roundabout; a bus hub with improved facilities; significant enhancements to the pedestrian and cycle environment through the University campuses including provision of north-south cycle route; provision of enhanced pedestrian crossings on Wallisdown Road; and a level of car parking designed to encourage use of sustainable modes to access the campus</p> | <p>A2 A1 South of Creekmoor</p> | <ul style="list-style-type: none"> • A new school and playing fields if required in the plan period. • Possible access from Northmead Drive. • Explore how the development can facilitate the possibility of a pedestrian / cycle link across the A35 to connect Creekmoor to Upton Country Park. | <p>A2 Canford School</p> | <ul style="list-style-type: none"> • <u>New teaching, sports facilities and associated buildings to support the educational and operational needs of the school over the course of the plan period.</u> • <u>Any proposals will need to be subject to the proper assessment of the impacts on the natural biodiversity and heritage assets occupying the site; and its surroundings within the Canford Magna Conservation Area.</u> |
| | <p>properties A heathland support area of around 12 hectares containing informal unsurfaced paths with seating to provide alternative routes away from Talbot Heath with improved links to the north Improved transport and movement including an extension of Gillett Road with a new connection to Wallisdown Road from Boundary Roundabout; a bus hub with improved facilities; significant enhancements to the pedestrian and cycle environment through the University campuses including provision of north-south cycle route; provision of enhanced pedestrian crossings on Wallisdown Road; and a level of car parking designed to encourage use of sustainable modes to access the campus</p> | | | | | | | | |
| <p>A2 A1 South of Creekmoor</p> | <ul style="list-style-type: none"> • A new school and playing fields if required in the plan period. • Possible access from Northmead Drive. • Explore how the development can facilitate the possibility of a pedestrian / cycle link across the A35 to connect Creekmoor to Upton Country Park. | | | | | | | | |
| <p>A2 Canford School</p> | <ul style="list-style-type: none"> • <u>New teaching, sports facilities and associated buildings to support the educational and operational needs of the school over the course of the plan period.</u> • <u>Any proposals will need to be subject to the proper assessment of the impacts on the natural biodiversity and heritage assets occupying the site; and its surroundings within the Canford Magna Conservation Area.</u> | | | | | | | | |
| MM20B | 75 | Policy PP20 Part 2 | <p><i>Insert new policy PP20 Part 2 Talbot Village.</i></p> <p><u>Policy PP20 Part 2</u></p> <p><u>Talbot Village</u></p> <p><u>Site A3 Land at Talbot Village as shown on the Policies Map provides the opportunity to deliver major growth of the universities, in accordance with the following requirements:</u></p> <p><u>1) General principles</u></p> | | | | | | |

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| | | | <p><u>All development proposals at Talbot Village must:</u></p> <p><u>a) contribute towards mitigation measures to ensure no adverse impact upon the European and internationally important site of Talbot Heath;</u></p> <p><u>b) be compatible with surrounding uses within the Talbot Village allocation and not prejudice the delivery of the requirements set out in 2 (a) and (b); and</u></p> <p><u>c) be designed to ensure that the residential amenity of nearby residential properties is respected.</u></p> <p><u>2) Proposed development</u></p> <p><u>Growth at Talbot Village will be carefully developed to deliver:</u></p> <p><u>(a) expansion of Bournemouth University and the Arts University (TV1) to create around 33,000 sq. m of additional academic floor space and 450 student bed spaces, located primarily on, or adjacent to, the existing university campuses;</u></p> <p><u>(b) an innovation quarter (TV2), on land at and around Highmoor Farm, comprising up to 25,000 sq. m gross floor space to help support the role and function of the universities and comprising a mix of B1 uses, health care facilities and other university-related uses;</u></p> <p><u>(c) ancillary uses, where they are demonstrably needed to support the primary function of the innovation quarter;</u></p> <p><u>(d) new housing (Use Class C3) in the area beyond the 400 metre heathland buffer from Talbot Heath, at a density to reflect adjacent residential areas; and</u></p> <p><u>(e) a heathland support area (TV3) of around 12 hectares. The heathland support area must be provided and open to the public before the delivery of development required by (b) to (d).</u></p> <p><u>3) Transport</u></p> <p><u>Development at Talbot Village will help to deliver significant improvement of transport and movement to the area by, where appropriate:</u></p> <p><u>a) providing enhancements to the pedestrian and cycle environment, including supporting delivery of a new strategic north-south cycle route;</u></p> |

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| | | | <p><u>b) supporting the provision of enhanced pedestrian crossings on Wallisdown Road; and</u></p> <p><u>c) providing a level of car parking designed to encourage access to the campus by walking, cycling and public transport.</u></p> |
| MM21 | 75 | Policy PP21 | <p><i>Amend (1) Retail to delete 'type'; amend (2) to clarify locations where the policies applies; renumber main headings as (1), (2), (3) and (4) and subsections of the new (4) as (a), (b), (c) and (d); amend new (3) to delete 'type'; insert 'or not exacerbate' into new (3) (a) and (b); amend new (3) to clarify the percentages to remain in the retail (A1) use class; amend new (4) title to read 'Proposals outside designated boundaries and allocations'; amend (4) to clarify where the policy applies and insert footnote to define allocations; simplify (4)(a) to set out the requirements for the sequential test; correct (4)(b) to insert 'it'; amend (4)(c) to clarify the requirements for Poole's retail parks.</i></p> <p>Policy PP21 Retail and main town centre uses</p> <p>(1) Retail Strategy</p> <p>The Council adopts the town centre first approach. New proposals for retail or other main town centre type uses should be located in Poole town centre, district centres, local centres and neighbourhood parades in accordance with the retail hierarchy. Outside of these areas, proposals for bulky goods should be located in the retail parks.</p> <p>(2) Loss of retail uses</p> <p><u>Proposals, including change of use, in Poole town centre, district centres, local centres and neighbourhood parades, from retail and other main town centre uses will be permitted where they:</u></p> <p>(a) are commensurate with the scale and function of Poole's retail hierarchy;</p> <p>(b) are an appropriate use for the shopping frontage / area;</p> <p>(c) provide an active frontage at ground floor / street level; and</p> <p>(d) enhance vitality, viability and diversity of the centre / parade.</p> <p>(32) Shopping Frontages</p> <p>To retain and enhance the mix and range of retail and other main town centre type uses, the Council has</p> |

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| | | | <p>designated shopping frontages in Poole town centre and the district centres. In the:</p> <p>(a) Primary Shopping Frontage, proposals for the change of use will be permitted where it will not result in, <u>or not exacerbate</u>, the over-concentration of units in the non-A1 Use Class; and</p> <p>(b) Secondary Shopping Frontage, proposals for the change of use will be permitted where it will not result in, <u>or not exacerbate</u>, the over-concentration of units in the non-A Use Class.</p> <p>(c) In local centres and parades proposals for change of use will be permitted <u>provided that</u> where it will not result in the loss of more than 20% of the units <u>remain</u> in the retail (A1) Use Class.</p> <p>Proposals for change of use to residential on the ground floor in primary and secondary shopping frontages will not be permitted.</p> <p>(43) Proposals outside designated frontages / boundaries and allocations</p> <p>Outside of designated frontages / boundaries <u>and allocations</u> new retail development and main town centre type uses will only be permitted where:</p> <p>(a) <u>The proposal satisfies the sequential test the applicant can demonstrate through sequential test and for retail and leisure schemes over 280 sq. m (net) floor space an impact assessment; and that the proposal</u></p> <p>(b) it is appropriate in scale, role, function and nature to its location and does not prejudice the role and function of Poole town centre or undermine the retail strategy; and</p> <p>(c) in the case of Poole's retail parks, <u>the proposal is predominantly</u> for bulky goods or DIY retail floor space <u>only</u> and which is not suited to a town centre location <u>and it does not result in a net increase in floor space</u>; or and</p> <p>(d) in areas of demonstrable need, the proposal is for a local convenience food shop providing up to 280 sq. m (net) of floor space.</p> |
| MM22 | 82 | Policy PP22 | <p><i>Amend (1) to clarify that there may be circumstance where harm can be mitigated; amend (2)(b) to clarify which types of tourist accommodation are affected by the policy; insert a new point into (2)(b)(i) to clarify it needs to be demonstrated that it is no longer financially viable and attractive to future occupiers.</i></p> <p>Policy PP22 Tourism and the evening / night time economy</p> |

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| | | | <p>Development that supports growth and generates employment opportunities in Poole's tourism sector will be encouraged in accordance with the following:</p> <p>(1) Tourism zones and attractions</p> <p>The tourism zones and attractions identified on the Policies Map will be the focus for tourism activities in Poole. Proposals for major development in the tourism zones will be expected to demonstrate that they are compatible with tourism uses. Development proposals within Poole's tourist attractions will be permitted provided that they support high quality, well-designed new or improved facilities that complement the primary use, and avoid significant harm to environmental and amenity objectives, <u>unless such harm can be mitigated.</u></p> <p>Sites, premises or floor space in the tourism zones or attractions whose existing or last use was primarily for tourism purposes will be retained unless it can be demonstrated that the use is no longer financially viable in accordance with the requirements of Policy PP39: Viability.</p> <p>(2) Tourist accommodation</p> <p>(a) New hotels</p> <p>Proposals for new hotel accommodation will be supported provided that such development would not have an adverse impact on the character, amenity and function of adjoining sites and the surrounding area.</p> <p>(b) Existing tourist accommodation</p> <p>Proposals <u>resulting in the loss of affecting tourist accommodation (in the case of hotels, B&Bs and guest houses, those with containing of 10 or more bedrooms) will only be permitted</u> which would lead to their loss will only be permitted where it can be:</p> <p>(i) demonstrated that the continued use is no longer financially viable <u>and attractive to future occupiers</u> in accordance with the requirements of Policy PP39: Viability; or,</p> <p>(ii) adequately demonstrated that the loss is necessary to enable investment in the remaining tourist accommodation on site or elsewhere in Poole.</p> |
| MM23 | 85 | Policy PP23 | <p><i>Add new criterion at (1) (c) to reference open spaces and relabel subsequent criteria accordingly; amend (2) to delete local.</i></p> <p>Policy PP23 Green infrastructure</p> |

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| | | | <p>(1) Strategic sites</p> <p>The Council will seek to work with its partners, developers and other relevant organisations to maintain and expand the green infrastructure network throughout Poole and beyond in accordance with the Green Infrastructure Strategy, to include:</p> <p>(a) the Stour Valley Park concept, including SANGs to support the delivery of the strategic urban extensions North of Merley (UE1) and North of Bearwood (UE2);</p> <p>(b) the expansion of Upton Country Park and connections to Creekmoor;</p> <p>(c) enhancement of Poole Park, Harbourside (Baiter/Whitecliff), Hamworthy Park and other open spaces;</p> <p>(e d) enhancement of the Castleman Trailway; and</p> <p>(d e) improvements to the coastal area (including Harbourside walks, the beaches, chines, cliffs and Harbour).</p> <p>(2) New development</p> <p>New development should protect and strengthen the green infrastructure network by:</p> <p>(a) enhancing and connecting cycling and walking provision to local open spaces and the coast;</p> <p>(b) connecting together and enrich biodiversity and wildlife habitats;</p> <p>(c) improving connections, green corridors and links between different components of the green infrastructure network; and</p> <p>(d) contributing to the delivery of strategic green infrastructure projects.</p> |
| MM24 | 87 | Policy PP24 | <p><i>Amend (1) to remove reference to CIL; amend (2) to insert reference to change of use; amend (2)(a) to be consistent with the NPPF.</i></p> <p>Policy PP24 Open space and allotments</p> <p>(1) New open space and allotments</p> |

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| | | | <p>New development should contribute to the provision of a high quality network of open space ensuring links to and between open spaces are provided where appropriate.</p> <p>Strategic sites should provide open space on-site giving consideration to the standards set out in the Open Space Needs Assessment. Where this cannot be achieved, i.e. on high density town centre sites, the Council will require off-site provision in lieu of on-site provision secured through either Section 106 or CIL, which the Council will use to enhance nearby existing open spaces.</p> <p>The management arrangements for new areas of open spaces will be agreed on a site by site basis.</p> <p>(2) Protecting existing open space</p> <p>Proposals for development <u>or change of use</u> that would result in the loss of open space and/or allotments will not be permitted unless it can be demonstrated that:</p> <p>(a) replacement open space of an equivalent <u>or greater</u> area and value is provided in a suitable location to meet the needs of the catchment population;</p> <p>(b) it can be demonstrated that the space is surplus to requirements through a robust and up to date assessment of need with specific consideration given to the Council's Open Space Needs Assessment; or</p> <p>(c) the development is ancillary to the use of the space and retains or enhances its recreational function.</p> |
| MM25 | 89 | Policy 25 | <p><i>Amend subtitle of section (2) subtitle; amend (2) to remove reference to community facilities; amend (2) (a) to be consistent with the NPPF; delete the first part of (2)(b); delete the first part of (2)(c); insert new section on community facilities.</i></p> <p>Policy PP25 Sports, recreation and community facilities</p> <p>(1) New facilities</p> <p>The Council supports proposals for new sports, recreation and community facilities or the enhancement/expansion of existing facilities if they are located in areas that are easily accessible by the local community through public transport and / or safe and convenient walking and cycling routes.</p> <p>(2) Protecting existing <u>sports and recreation</u> facilities</p> |

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| | | | <p>Existing sports and recreation and community facilities, including school playing fields, will be protected from development unless:</p> <p>(a) replacement provision <u>of equivalent or greater quality and quantity</u> is provided in a suitable location to meet the needs of the catchment population;</p> <p>(b) it can be demonstrated that it is no longer practical or viable to retain the facility in its current use and the development provides alternative community benefit to outweigh the loss of the facility; or</p> <p>(c) in the case of sports or recreation facilities it can be demonstrated that the facility is surplus to requirements through a robust and up to date assessment of need with specific consideration given to the Council's Playing Pitch Assessment and/or Built Facilities Assessment</p> <p><u>(3) Existing community facilities</u></p> <p><u>The Council will seek to retain sites currently or last used for community facilities. Development that would lead to the loss of such premises will only be permitted where the proposals provide sufficient community benefit to outweigh the loss of the existing facility or service and it can be demonstrated that:</u></p> <p><u>(a) the loss would not result in a substantial decline in the range of facilities and services for local people; or</u></p> <p><u>(b) the facility is no longer needed and it is not feasible to support its continued existence.</u></p> |
| MM26 | 93 | Policy PP26 | <p><i>Amend (1)(a) to change the 'and' to an 'or'; add 'and local climate' to (b), amend (c) and (d) to simplify the criteria relating to amenity; amend (f) to add reference to public realm.</i></p> <p>Policy PP26 Design</p> <p>A good standard of design is required in all new developments, including extensions and external alterations to existing buildings.</p> <p>(1) General</p> <p>Development will be permitted provided that, where relevant, it:</p> <p>(a) reflects <u>or</u> and enhances local patterns of development and neighbouring buildings in terms of:</p> <p>(i) layout and siting, including building line and built site coverage;</p> |

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| | | | <p>(ii) height and scale;</p> <p>(iii) bulk and massing, including that of the roof;</p> <p>(iv) materials and detailing;</p> <p>(v) landscaping; and</p> <p>(vi) visual impact.</p> <p>(b) responds to natural features on the site and does not result in the loss of trees that make a significant contribution, either individually or cumulatively, to the character <u>and local climate</u> of the area. Any scheme that requires the removal of trees should, where appropriate, include replacement trees to mitigate their loss;</p> <p>(c) <u>is compatible with surrounding uses and would not result in a harmful overshadowing that would have an adverse impact upon amenity for existing or future local residents or occupiers considering levels of sunlight and daylight, privacy, noise and vibration, emissions, artificial light intrusion and whether the development is overbearing or oppressive;</u></p> <p>(d) provides satisfactory <u>privacy</u>, external and internal amenity space and the protection from noise disturbance for both new and <u>any existing occupiers homes</u>;</p> <p>(e) creates an accessible, safe environment that minimises crime through the layout of the site and the positioning of doors and windows on elevations that face onto public or shared areas;</p> <p>(f) provides <u>an attractive public realm and a well-connected network of streets and spaces that considers the needs of all transport users prioritising the needs of pedestrians, cyclists and public transport users before private cars;</u></p> |
| MM27 | 94 | Policy PP27 | <p><i>Amend first sentence 'to clarify when the policy applies.</i></p> <p>Policy PP27 Flats and plot severance</p> <p>(1) Flatted development</p> <p>Flats, including care homes, <u>which are not considered to fall within the scope of Policy PP28 Tall Buildings</u> will be permitted where the plot can accommodate a form of development that ensures:</p> |
| MM28 | 96 | Policy PP28 | <p><i>Amend first para to make area plural; amend second paragraph to clarify where the policy applies; amend (a) to change and</i></p> |

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| | | | <p><i>to or; amend (d) to add reference to European and internationally important sites.</i></p> <p>Policy PP28 Tall buildings</p> <p>Town Centre North and the Twin Sails Regeneration Areas Area are considered to be the most suitable locations for tall buildings as part of the strategy to direct the highest densities to the Town Centre. Outside of these areas tall buildings may be considered acceptable where they are adjacent to main junctions, arrival points or open spaces and contribute to delivering wider community benefits such as affordable housing, health or education facilities, places of worship, community facilities or commercial uses that add to <u>the</u> social, economic or tourism offer of the town.</p> <p>All <u>Developments including a</u> tall buildings must:</p> <p>(a) make a positive contribution to the townscape, ensuring any heritage assets and their settings are preserved and <u>or</u> enhanced and that adjacent residential properties are not dominated;</p> <p>(b) respect or enhance key views and existing landmarks;</p> <p>(c) represent good architecture and use of materials;</p> <p>(d) be positioned and designed to remove any adverse environmental, ecological and climatic impacts, <u>including those on European and internationally important sites</u>; and</p> <p>(e) create an attractive external environment that provides natural surveillance to the public realm.</p> <p>Where appropriate, proposals incorporating tall buildings may <u>will</u> be encouraged to undertake independent design review.</p> |
| MM29 | 99 | Policy PP29 | <p><i>Rename policy as 'Heritage Assets'; Second sentence change 'and' to an 'or'; change criteria (i) to (a) ddd 'ing' to the first word of new (a)-(c), and accordingly add 'and' to (b); amend (d) to clarify where the policy applies; amend (ii) to simplify; amend (iv) to remove reference to illumination;remoe and after (v); delete PP29 criterion reference '(e)' and capitalise 'Within'</i></p> <p>Policy PP29 Heritage <u>Assets</u></p> <p>The Council will expect development to preserve or enhance Poole's heritage assets. In all cases, proposals will be supported where they:</p> |

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| | | | <p>(a) Preserve <u>or</u> and enhance the historic, architectural and archaeological significance of heritage assets, and their settings, in a manner that is proportionate with their significance by:</p> <p>(a) <u>assessing</u> the impact of a development on designated and non-designated heritage assets and justify any harm or loss affecting the asset early in the application process;</p> <p>(b) <u>ensuring</u> public realm, highways, bridge and street lighting works are sensitive to the historic environment; <u>and</u></p> <p>(c) <u>ensuring</u> records on the historic environment acquired and generated through plan making and development are publicly accessible as evidence of Poole's past.;</p> <p>(d) <u>additionally, Developments</u> within conservation areas new development <u>and / or affecting listed / locally listed buildings</u> should:</p> <p>(i) enhance or better reveal the significance and value of the site within the street scene and wider setting;</p> <p>(ii) <u>seek to</u> retain buildings that make a positive contribution to the conservation area unless it can be demonstrated that the public benefit of the development outweighs the loss of the heritage asset;</p> <p>(iii) where practicable, avoid locating renewable energy installations such as solar PV/panels or solar thermal equipment on the principal elevations;</p> <p>(iv) ensure signs and advertisements reflect the historic nature of the area, avoiding being internally illuminated; and</p> <p>(v) retain, repair and reinstate historic shopfronts and reflect their character using appropriate designs, colours and materials in new shopfront designs. ; <u>and</u></p> <p>(e) <u>Within</u> historic parks and gardens, cemeteries and areas of open space (including SANGs) identify any opportunities to restore and enhance the historic landscape character and/or any traditional buildings within the area.</p> |
| MM30 | 101 | Policy PP30 | <p><i>Amend (1) (b) to add reference to the Cranborne Chase AONB; add semi colon after suitable at (2)(b); amend (3)(c) to provide correct terminology in relation to European and internationally important sites and add reference to mitigation; amend (4) to make reference to Canford Heath and Corfe Hills Heath and prominent tree covered slopes and ridges within the town.</i></p> |

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| | | | <p>Policy PP30 Poole's coast and countryside</p> <p>(1) Coastal character</p> <p>Development in the Coastal Zone as shown on the Policies Map will be permitted where it:</p> <p>(a) respects the built shoreline character of Poole, including the town centre and Lower Hamworthy quaysides;</p> <p>(b) preserves the landscape character areas of Poole Harbour and Holes Bay, Poole Bay Cliffs, Upton / Lytchett Bay Marsh, Upton Park and Farmland and the <u>setting of the wider Dorset AONB and Cranborne Chase AONB</u>; and</p> <p>(c) protects the undeveloped nature of the Sandbanks beachline, with only minor, ancillary structures permitted within 25 metres of the landward edge of the beachline.</p> <p>(3) Boating, mooring and jetties</p> <p>The loss of any existing boat yards and boat storage will not be permitted. Any proposals for additional marina, jetty, slipway, boatyard or other boating or mooring facilities will be permitted provided that it does not:</p> <p>(a) fall within one of the Harbour edge protection zones as shown on the Policies Map;</p> <p>(b) visually detract from the shoreline character; and</p> <p>(c) cause harm to <u>European and internationally protected important sites -wildlife unless this can be satisfactory mitigated.</u></p> <p>(4) Landscape character</p> <p>Proposals outside of the urban area should have regard to the landscape setting of the town by integrating with the:</p> <ul style="list-style-type: none"> • defining elements of character identified in the Poole Landscape Character Area Assessment; • <u>open heathland character of Canford Heath and Corfe Hills Heath; and</u> • <u>prominent tree covered slopes and ridges within the town.</u> |

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| MM31 | 104 | Policy PP31 | <p><i>Amend PP31 title to 'Poole's nationally, European and internationally important sites'; Insert new paragraph regarding Habitats Regulations Assessments; amend (1) to remove current (a) and add reference to tourist accommodation; label second paragraph under (1) as (a); amend (b) to reference the Dorset Heathlands Planning Framework SPD deleting (b) (i), (ii) and (iii) and (c); amend the title of (2) to 'To avoid harm to Poole Harbour and delete existing text; insert new paragraphs on nutrient neutrality and recreational effects; label mitigation as (3); amend (3) to clarify mitigation approach, SANG provision and Heathland Infrastructure Projects (HIPs).</i></p> <p>Policy PP31 Poole's nationally, European and internationally important protected sites</p> <p>Development will only be permitted where it would not lead to an adverse effect upon the integrity, <u>either alone or in-combination</u>, directly or indirectly, <u>on</u> of nationally, <u>European</u> and internationally <u>important protected nature conservation</u> sites.</p> <p><u>The Council will determine applications adversely affecting these sites in accordance with the recommendations of relevant Habitats Regulations Assessments and Supplementary Planning Documents.</u></p> <p>(1) Dorset Heathland</p> <p>To ensure that heathland sites are not harmed, -(a) residential development involving a net increase in dwellings <u>or other uses such as tourist accommodation</u>:</p> <p><u>(a)</u> will not be permitted within 400 metres of heathland as shown on the Policies Map, unless, as an exception, the type and occupier of residential development would not have an adverse effect upon the sites' integrity (e.g. nursing homes such as those limited to advanced dementia and physical nursing needs); <u>and</u></p> <p><u>(b)</u> residential development between 400 metres and 5 km of a heathland (everywhere else in Poole), will provide mitigation comprising: in accordance with the advice set out in the Dorset Heathlands Planning Framework SPD or <u>appropriate to the adverse effects identified.</u></p> <p>(i) SAMMs or upfront contribution for wardening, education and monitoring;</p> <p>(ii) a SANGs contribution through CIL for new open space; and</p> <p>(iii) where relevant, other measures to encourage access away from heathland sites; and</p> <p>(c) SANGs will be provided to mitigate visitor pressure upon the heathland at:</p> <p>(2) <u>To avoid harm to Poole Harbour</u></p> <p>To ensure that Poole Harbour is not harmed, proposals for any net increase in residential units, tourist accommodation or a tourist attraction:</p> |

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| | | | <p>(a) connected to Poole Sewage Treatment Works or within the catchment of the Harbour, will through the payment Council's use of CIL contributions, mitigate the potential adverse effects of nutrient loading on the ecological integrity of the Harbour; and</p> <p>(b) will provide a SAMMs contribution for wardening, education and monitoring, to mitigate the potential adverse effects of recreation pressures within Poole Harbour;</p> <p><u>(a) Nutrient neutrality</u> <u>Development proposals for any net increase in homes, tourist accommodation or a tourist attraction, will provide mitigation in accordance with the advice set out in The Nitrogen Reduction in Poole Harbour SPD if they are connected to Poole Sewage Treatment Works or within the catchment of the Harbour.</u></p> <p><u>(b) Recreational effects</u> <u>Development proposals for any net increase in homes or tourist accommodation will provide a SAMM contribution for wardening, education and monitoring, to mitigate the adverse effects of recreation related pressures within Poole Harbour in accordance with the adopted SPD.</u></p> <p><u>Development proposals may be required to contribute to the implementation of the Poole Harbour SPA European Marine Site Management Scheme where the identified effects can be best addressed.</u></p> <p><u>(3) Mitigation</u></p> <p><u>The Council will ensure that adequate mitigation is secured through the use of SAMM contributions and CIL/S106. Some developments will also be required to implement other mitigation measures, determined on a case by case basis. The Council will work with neighbouring Councils, statutory bodies and landowners to implement the mitigation measures and secure them in perpetuity. The mitigation strategy includes the provision of:</u></p> <p><u>(a i) Upton Country Park SANGs; and</u></p> <p><u>(b ii) SANGs within the concept of the Stour Valley Park, linked to housing sites at (i) UE1 North of Merley, (ii) UE2 North of Bearwood and (iii) U2 West of Bearwood; and</u></p> <p><u>(c) other SANGs and Heathland Infrastructure Projects (HIPs) identified through updates of the Heathlands Planning Framework SPD.</u></p> <p>The Council will review the Poole Local Plan by 2023. The review will need to assess whether the growth planned for 2023-2033 can be successfully mitigated. A study into the success of mitigation measures since 2007 will be a fundamental part of the evidence base. If there is no certainty that development will not have an adverse impact</p> |

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| | | | upon protected wildlife, the Council may not be able to grant planning permission for certain types of harmful development, such as housing. |
| MM32 | 106 | Policy PP32 | <p><i>Amend (1) to refer to the types of locally important sites; reorder (1) (b) and (c); add footnote reference to Ecological Network Maps in (1)(b); delete criteria (i)-(iv) and associated sentence above; final sentence of paragraph (1) insert reference to net gain; amend (2) to clarify biodiversity appraisal requirements; amend (3) title to read 'Regionally Important Geological Sites'</i></p> <p>Policy PP32 Biodiversity and geodiversity</p> <p>(1) Development and biodiversity</p> <p>Proposals for development that affects biodiversity, and any sites containing species and habitats of local importance, <u>including Sites of Nature Conservation Interest (SNCI), Local Nature Reserves (LNR), Ancient Woodland, veteran trees and species and habitats of principal importance</u> must:</p> <p>(a) demonstrate how any features of nature conservation and biodiversity interest are to be protected and managed to prevent any adverse impact;</p> <p>(e b) incorporate measures to avoid, reduce or mitigate disturbance of sensitive wildlife habitats throughout the lifetime of the development; <u>and</u></p> <p>(b c) seek opportunities to enhance biodiversity through the restoration, improvement or creation of habitats and/or ecological networks.</p> <p>Removal or damage of features of nature conservation/biodiversity interest will only be acceptable in exceptional circumstances. where it has been demonstrated that such impacts;</p> <p>(i) cannot reasonably be avoided;</p> <p>(ii) are reduced as far as possible;</p> <p>(iii) are outweighed by any material consideration; or</p> <p>(iv) are mitigated against through appropriate compensation measures that are secured through planning obligations or agreements.</p> <p><u>Where relevant new development should seek to incorporate ecologically sensitive design features to secure a net</u></p> |

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| | | | <p>gain in for biodiversity as appropriate.</p> <p>(2) Biodiversity appraisal</p> <p>A biodiversity appraisal should be submitted where there are protected or important species and habitat features <u>either within the site or in close proximity to it. The appraisal will need to demonstrate that the development will not result in any adverse impacts and secures a net gain for biodiversity.</u> adjacent to it demonstrating how the integrity of the features will not be adversely affected by development. The appraisal should demonstrate how a 'Net Gain' for biodiversity will be achieved as a result of the development.</p> <p>(3) Regionally Important Geological Sites of Geological Interest</p> <p>Development that would adversely impact upon Regionally Important Geological Site at Whitecliff will not be permitted.</p> |
| MM33 | | Policy PP33 | <p><i>Insert additional partners into first paragraph; amend (a) to insert reference to air quality; reorder criteria as (a), (h), (b), (g), (e), (d), (c) and (f) and amend 'and' accordingly; delete localised from new (c); amend new (d) to insert reference to appearance; insert new criterion (i) to read refer to car parking.</i></p> <p>Policy PP33 Transport strategy</p> <p>The Council will continue to work with developers and partners including Bournemouth Borough Council, Dorset County Council, DLEP, Highways England, <u>Network Rail, Freight Quality Partnership</u> and transport operators to implement measures to deliver a safe, connected and accessible transport network across south east Dorset. The Council will manage growth and improve accessibility for all users to key services by:</p> <p>(a) directing new development to the most accessible locations, which are capable of meeting a range of local needs and will help to reduce the need to travel, <u>and reduce emissions and benefit air quality, principally in the town centre, district and local centres, employment areas and <u>along</u> sustainable transport corridors;</u></p> <p>(h) <u>b</u> exploring innovative approaches to travel demand management and mobility such as car clubs and trialling lower levels of parking;</p> <p>(b) <u>c</u> managing delivery of strategic sites to ensure the localised transport network operates within capacity;</p> <p>(g) <u>d</u> improve safety, <u>appearance</u> and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport; and</p> |

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| | | | <p>(e) managing the road space along sustainable transport corridors in order to improve the quality, reliability, safety and attractiveness of alternatives to the private car, in particular walking, cycling and public transport;</p> <p>(d f) supporting continued improvements in public transport services as a means of reducing the proportion of journeys made by private cars;</p> <p>(e g) facilitating improved freight connectivity with the port and across the county;</p> <p>(f h) ensuring new development does not prejudice the potential for the future transport schemes; <u>and</u></p> <p><u>(i) The Council will continue to review its approach to car parking in order to facilitate and prioritise sustainable transport and ensure the vitality of the town centre.</u></p> |
| MM34 | 110 | Policy PP34 | <p><i>Reorder (1)(c)(ii) to improve readability; change (2)(a) and (2)(b) to bullet point; reorder remaining criteria in (2) as (d), (b),(a) and (c), relabel and amend 'and' accordingly; amend (2) new (c) existing to reference service enhancements; insert new criteria (e) to reference the Local Plan Transport Mitigation Plan; amend (3) to ensure correct terminology in relation to European and internationally important sites'</i></p> <p>Policy PP34 A safe, connected and accessible transport network</p> <p>(1) New Development</p> <p>Proposals for new development will be required to:</p> <p>(a) maximise the use of sustainable forms of travel;</p> <p>(b) provide safe access to the highway;</p> <p>(c) contribute positively to the retention and creation of:</p> <p style="padding-left: 40px;">(i) attractive, safe and accessible places; and</p> <p style="padding-left: 40px;">(ii) the provision of safe, convenient pedestrian and cyclist <u>cycling</u> routes; and</p> <p>(d) improve safety and convenience of travel, including improved access to local services and facilities by foot, cycle and public transport;</p> |

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| | | | <p>(e) accord with the Parking & Highway Layout in New Development SPD; and</p> <p>(f) identify opportunities for the provision of new accessing / servicing rear of commercial premises, particularly where commercial premises are located in pedestrianised areas or along classified roads. New development should seek to retain and, wherever practicable, improve any existing rear servicing provision to commercial premises.</p> <p>(2) Mitigating significant transport impacts</p> <p>Proposals that are likely to generate significant transport impacts must be supported by:</p> <ul style="list-style-type: none"> • (a) a transport assessment; and • (b) where requested by the Council, a travel plan to include a range of measures to facilitate increased uptake of walking, cycling, public transport, car sharing or low emission vehicles. These measures should ensure switching between modes is simple and convenient for all. <p>Transport assessments and travel plans should take into account the range of transport proposals set out in the LTP and Poole's Infrastructure Plan.</p> <p>The Council will expect developers of such schemes to incorporate all sustainable transport measures to mitigate impacts on the wider transport network, including where appropriate:</p> <p>(a d) reducing the need to travel (e.g. broadband, business hubs);</p> <p>(b) walking and cycling infrastructure that enables active travel for commuting or leisure purposes and which is linked to established path networks and contributes to improving health;</p> <p>(c a) public transport infrastructure, including provision of connections to existing services <u>and service enhancements where appropriate;</u></p> <p>(d e) road infrastructure; <u>and</u></p> <p>(e) <u>any site specific mitigation measures outlined in the Local Plan Transport Mitigation Plan.</u></p> <p>(3) Air quality</p> |

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| | | | <p>In areas where a transport assessment identifies that a development is likely to have an adverse impact on local air quality, the developer will be required to produce an additional air quality assessment. Any potential significant impact on local air quality will require proportionate mitigation measures to support walking and cycling and public transport use or appropriate measures to prevent adverse effects, <u>either alone or in combination</u>, on <u>European and internationally protected important sites</u>.</p> |
| MM35 | 111 | Policy PP35 | <p><i>Amend (b) to include Dunyeats Road / Lower Blandford Road; amend (c) to insert LTP; amend (d) to include additional locations.</i></p> <p>Policy PP35 Safeguarding strategic transport schemes</p> <p>b) Cycleways / footpaths:</p> <ul style="list-style-type: none"> • Wallisdown Road • Magna Road • Talbot Walk - (north south Talbot campus pedestrian / cycle route) • Creekmoor – Holes Bay/Upton Country Park • Mannings Heath Roundabout • <u>Dunyeats Road / Lower Blandford Road</u> <p>(c) <u>LTP</u> Quality Bus Corridors:</p> <ul style="list-style-type: none"> • A35 - Poole - Bournemouth - Christchurch • North-west Bournemouth to Poole • Wallisdown Road • LTP3 Phase 3 extensions <p>Road/Junction improvements:</p> <ul style="list-style-type: none"> • Port Link Road, Hamworthy • Wallisdown Road (A3049 Wallisdown Roundabout) • Hunger Hill roundabout • A31 Merley Roundabout • Oakley Hill Merley Roundabout • Mannings Heath Roundabout • Tower Park Roundabout • Boundary Road Roundabout • Commercial Road / Chalice Close (rear service road) • Denmark Lane |

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| | | | <ul style="list-style-type: none"> • Mannings Heath Road adjacent and opposite to Broom Road • Wool Road / St Georges Avenue • <u>County Gates</u> • <u>University Roundabout</u> • <u>Mountbatten Roundabout</u> • <u>The Shah</u> • <u>Pottery Junction</u> • <u>Bournemouth Road / St Osmunds</u> • <u>Queen Anne Drive / Gravel Hill</u> • <u>Darby's Corner</u> |
| MM36 | 115 | Policy 36 | <p><i>Amend 2(a) to recognise that the policy would not be appropriate for some forms of development; amend (2)(b) and (2)(b)(i) to clarify that wind turbines are excluded from this policy.</i></p> <p>Policy PP36 Building sustainable homes and businesses</p> <p>(2) Renewable energy</p> <p>(a) <u>Where appropriate</u>, new development should incorporate a proportion of future energy use⁴³ from renewable energy sources with:</p> <p style="padding-left: 40px;">(i) a minimum of 10% for proposals of 1-10 homes (net) or under 1,000 sq. m (net) commercial floor space; and</p> <p style="padding-left: 40px;">(ii) a minimum of 20% for proposals of 11 or more homes or over 1,000 sq. m commercial floor space.</p> <p>(b) The Council will support proposals for renewable energy (<u>except wind turbines</u>) provided that the technology is:</p> <p style="padding-left: 40px;">(i) suitable for the location; and</p> <p style="padding-left: 40px;">(ii) would not cause harm to residential amenity by virtue of noise, vibration, overshadowing, flicker (associated with turbines), or other harmful emissions</p> |
| MM37 | 119 | Policy 37 | <p><i>Amend (1) to exclude some forms of change of use from the policy; amend (2) to provide additional information regarding Flood Risk Management Strategy; amend (2a) to provide clarity on the Flood Risk Management Strategy; Add section (3) to provide information regarding Sustainable Drainage Systems</i></p> |

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| | | | <p>Policy PP37 Managing flood risk</p> <p>(1) General principles:</p> <p>Outside of the town centre sequential test area as shown in Figure 41, proposals <u>(except those for some forms of change of use)</u> that would result in a net gain in residential units within the Council's future flood risk zones, will only be permitted where they have been subject to a sequential test. In undertaking the sequential test, applicants will be expected to demonstrate that there are no reasonably available appropriate alternative sites in areas at lower risk from flooding within Poole. If the sequential test is passed, where required, the exception test should also be met.</p> <p>(2) Poole town centre sequential test exemption area</p> <p>Development proposed in the Twin Sails regeneration area will be expected to provide strategic flood defences to help protect the town centre from flooding. Flood defences for these sites will normally be expected to meet the requirements of the Council's Flood Risk Management Strategy (January 2011) or subsequent update. In this instance, the design and construction of proposed defences will be expected to last the whole life of the development, without the need for replacement.</p> <p>Where the development is unable to provide strategic flood defence measures to last the whole life of the development, the Council, in conjunction with the Environment Agency and other relevant agencies, may consider alternative options to secure the protection of the Town Centre from flooding. Alternative solutions will only be considered where:</p> <p>(a) the proposed solution, i.e. an adaptive management approach, has been fully examined and accepted through a revised Flood Risk Management Strategy <u>to be (and updated within 12 months of adoption of the Poole Local Plan or level 2 strategic flood risk assessment)</u>, to a time frame <u>as to be agreed between the Council and the Environment Agency</u> and where a deliverable solution can be agreed; and</p> <p>(b) an agreed mechanism is in place to secure the funding required to deliver necessary phased improvements to flood defences over an agreed time period.</p> <p><u>(3) Sustainable Drainage Systems</u></p> <p><u>Sustainable Drainage Systems will be required for all major developments, unless the relevant Surface Water Management Plan (SWMP) indicates otherwise or they are demonstrated to be impractical. Proposals should be</u></p> |

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| | | | <p><u>appropriate to the location and designed to manage surface water run-off in accordance with the appropriate technical standards⁴⁴.</u></p> <p><u>Advice on Sustainable Drainage Systems for small scale developments will be provided by a Supplementary Planning Document.</u></p> |
| MM38 | 123 | Policy 38 | <p><i>Amend (1) to insert correct terminology regarding European and internationally important site'.</i></p> <p>Policy PP38 Delivering Poole's infrastructure</p> <p>The Council will work with infrastructure providers and funding bodies to secure required infrastructure in a timely manner and thus facilitate growth.</p> <p>(1) Collecting development contributions</p> <p>The Council will collect funding from development for infrastructure and affordable housing by the following means:</p> <ul style="list-style-type: none"> • Community Infrastructure Levy (or equivalent successor regime) for infrastructure; • Section 106 Agreements for infrastructure and affordable housing; • Section 278 Agreements for highway works; and • Section 106 Agreement or Section 111 to provide some of the mitigation for <u>European and internationally protected important sites</u> (that cannot be taken through CIL). |
| MM39 | 126 | Policy 39 | <p><i>Amend PP39 (2) to reorder and clarify the requirements of the policy.</i></p> <p>Policy PP39 Viability</p> <p>(2) Change of use to alternative uses</p> <p><u>Proposals for a change of use from of care homes, or tourism accommodation uses (in the case of hotels, B&Bs and guest houses, those with 10 or more bedrooms), hotel accommodation of 10 or more bed spaces, community uses and isolated employment sites to an alternative use</u> must demonstrate to the Council that the existing use of the site is:</p> <p>(a) no longer viable in its present form - in order to demonstrate this, the applicant must provide evidence on</p> |

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| | | | <p><u>relevant trading, financial and business planning information demonstrating that the last known proprietor endeavoured to do all they could to run a successful financially sound business; and</u></p> <p><u>(b) not attractive to future occupiers for its existing use or other permitted uses* - in order to demonstrate this, the applicant must provide evidence of full and proper marketing of the site for its existing use at a reasonable value for at least 12 months for-sale and for re-let.</u></p> <p><u>Proposals for change of use on isolated employment sites and sites containing main town centre uses must demonstrate part 2b of the policy only.</u></p> <p>In order to demonstrate this, the applicant must provide evidence on relevant trading, financial and business planning information demonstrating that the last known proprietor endeavoured to do all they could to run a successful financially sound business, and of full and proper marketing of the site for its existing use at reasonable value for at least 12 months for re-sale and for re-let.</p> <p><u>* Including other permitted development through the General Permitted Development Order, Use Class Order or as permitted through policies in this local plan</u></p> |
| MM40 | 12 | Para 3.17 | <p><i>Amend para 3.17 to clarify the requirements in relation to gypsies and travellers.</i></p> <p><u>There is no identified need for the Council to provide residential pitches for Poole's gypsy and traveller population that meet the planning definition⁴. However, there is a need for 4 pitches by 2033 for gypsies and travellers that do not meet the planning definition. These 4 pitches will need to be met through traditional housing or through opportunities such as 'self-build'" and delete the first sentence.</u></p> |
| MM41 | 32 | Para 5.3 | <p><i>Insert a new paragraph regarding the Poole Quays Forum Neighbourhood Plan.</i></p> <p><u>Poole Quays Forum Neighbourhood Plan</u></p> <p><u>Poole Quays Forum has prepared a neighbourhood plan for part of the town centre. The neighbourhood plan area is shown on the Policies Map. The neighbourhood plan has been adopted and forms part of the statutory development plan. Therefore the policies within the Poole Quays Forum Neighbourhood Plan will also be applicable to town centre proposals that fall within the neighbourhood plan area.</u></p> |
| MM42 | 52 | Para 6.33 | <p><i>Amend para 6.33 to provide clarify regarding affordable housing provision within the strategic urban extensions.</i></p> |

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| | | | <p>As demonstrated in this plan and supporting evidence, there are exceptional circumstances (Figure 19) to alter the Green Belt boundary. Therefore, as part of this, <u>the Council will only grant planning permission for these either of the sites where they secure a minimum of 40% affordable housing, although the Council will support and encourage proposals that deliver a greater proportion of affordable housing.</u> In addition, these housing sites will enable improved public access to the countryside through the provision of SANGs and help to realise the strategic cross-boundary ambition of delivering the Stour Valley Park concept.</p> |
| MM43 | 52 | Para 6.37 | <p><i>Insert new para after 6.37 to provide more information regarding the preservation and enhancement of heritage assets in relation to the strategic urban extensions.</i></p> <p><u>To ensure the setting of the heritage assets within or around sites UE1 and UE2 are preserved or enhanced an appropriate buffer will be necessary to physically separate and provide a natural setting between the heritage assets and the proposed built form. The buffers are likely to fall within the allocated site boundaries.</u></p> |
| MM44 | 72 | Para 7.2 | <p><i>Insert new figures showing the greenbelt boundary at Canford School and the development areas at Talbot Village; insert additional text providing additional information on Canford School; insert additional text providing additional information and clarification on Talbot Village.</i></p> <p><u>Canford School</u></p> <p><u>7.32 The Council recognises that Canford School plays an important role within the local economy as both an education facility and employer. The school campus and grounds occupy the former heart of the ancient Manor of Canford and as such have an historical significance to the origins and growth of the county and Borough of Poole. There are a number of Listed Buildings within or close to the school boundary, including the Grade I listed parish Church of St John, John of Gaunt's Kitchen and the main school building itself, which is the former Manor House. In addition, the whole of the site falls within the Canford Magna Conservation Area and the grounds are included on the Dorset Gardens Trust Local List. Given the economic, architectural and historic importance of the school and the need to maintain it in a viable and optimal use; the Council supports the school in bringing forward essential development to meet its operational and educational needs over the plan period. The alteration to the Green Belt boundary (as outlined in chapter 4) will exclude the majority of the built up parts of the school campus from the designation, which will also allow Canford School to secure its long term future on the site.</u></p> <p><u>Talbot Village</u></p> <p><u>Bournemouth University and Arts University Bournemouth, located in the Talbot Village area of the borough, perform a vital role to the economy of Poole and wider south east Dorset area.</u></p> <p><u>The Universities wish to invest in further academic buildings and facilities in order to maintain their national university status. The growth of the Universities and their future economic success will be dependent on the carefully planned development of</u></p> |

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| | | | <p><u>land at and around their Talbot campuses.</u></p> <p><u>In recognition of this, the Council has adopted the Talbot Village SPD to set out further guidance for how it is envisaged land around the Universities will be developed into the future, to maintain their important role within the conurbation. The SPD establishes how proposals for development are to be implemented to deliver the vision for an academic and employment centre of excellence, together with the enhancement of associated open farmland nearby, to provide publicly accessible open space that will help to offset recreational use of the wildlife haven of Talbot Heath.</u></p> <p><u>Whilst supporting the Universities is important from an economic and social perspective, the area is close to Talbot Heath, an internationally recognised heathland wildlife habitat. Any growth at the Universities will therefore need to be carefully managed from an environmental perspective to ensure there are no adverse impacts on sensitive habitats. Talbot Village is also close to residential areas that requires any development to be sensitively designed in terms of siting and scale to ensure that existing neighbouring residential amenity is preserved.</u></p> <p><u>Bringing these requirements together, it is important that the Poole Local Plan makes appropriate policy provision to support and carefully manage the sustainable growth of the Universities over the plan period. To do this, the Poole Local Plan allocates land at Talbot Village in PP20 part 2 to deliver the vision of the Talbot Village SPD, as well as establishing guiding principles to avoid and /or mitigate adverse environmental impacts.</u></p> <p><u>The proposals at the University will predominantly take place across three broad character areas; the Talbot Academic Quarter, the Talbot Innovation Quarter and Talbot Heath. The overarching expectations for each character area are explained further as follows:</u></p> <p><u>Talbot Academic Quarter (TV1)</u></p> <p><u>The Talbot Academic Quarter, broadly comprising the existing University campuses and adjacent land, will be the focus for new academic floor space and student bed spaces. This area includes land outside of the 400m heathland buffer around Talbot Heath that may be suitable for housing (Use Class C3). Any housing in this area should reflect the densities of the existing residential development.</u></p> <p><u>Talbot Innovation Quarter (TV2)</u></p> <p><u>Highmoor Farm and surrounding land is identified as having potential to bring forward development where creative and digital industries can cluster close to the Universities as part of an innovation quarter¹. This area has the potential to provide grow on space for the Universities, space for business start-ups or for new industries to develop and flourish.</u></p> <p><u>Development within the Highmoor Farm area should reflect the specialist courses provided by the Universities, to support innovation and provide employment and research opportunities to retain highly skilled graduates within the local economy. The final mix of uses should therefore include B1 with a particular focus on ICT; creative/digital industries; environmental technologies; bio-medical and health care facilities (a private hospital or a care home for instance). Other ancillary uses demonstrated as necessary to support the social and business environment functions of the innovation quarter could also be appropriate (e.g. conference/meeting/academic space, café/coffee shop etc. It is expected that such ancillary uses would</u></p> |

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| | | | <p><u>not be available outside the normal operational hours of surrounding businesses in the innovation quarter. In all cases, development in the Highmoor Farm area will need to be compatible with being within the 400m heathland buffer to Talbot Heath, as well as appropriate in relation to adjacent residential areas.</u></p> <p><u>Talbot Heath (TV3)</u></p> <p><u>To ensure that the proposed growth does not cause harm to Talbot Heath, the vision requires the provision of a heathland support area to deflect recreation pressures from the heath. Even with the delivery of the heathland support area, individual proposals across the allocation may need further Habitats Regulations Assessment to confirm their acceptability before planning permission can be granted.</u></p> <p><u>Areas TV1, TV2 and TV3 are illustrated in Figure X.</u></p> <p><u>Other considerations</u></p> <p><u>In addition to land use, it is important for development to also deliver enhanced transport connections to the allocation area. Improved public transport with a new access road and bus hub, and improved cycling / pedestrian provision with new paths is critical to making the Universities accessible by sustainable forms of transport. Recent planning applications have secured some of the transport enhancements. With more applications expected over the plan period it will be important that all new developments, where practicable, contributes to improving sustainable access and movement to the area.</u></p> <p><u>The Council also recognise that development must be designed and located sensitively to adjacent residential areas such as Dulsie Road and Purchase Road to address issues such as visual impact and amenity. This will in particular require a high standard of design, incorporation of landscaping and suitable siting and scale of buildings set back from residential properties in Talbot Village to the west and Talbot Woods to the east.</u></p> <p><u>Any proposed further expansion in addition to the requirements set out in PP20 part 2 within the Local Plan period, including at the Universities, will need to be agreed with the Council, comply with other relevant Local Plan policies and provide a detailed assessment of impact and mitigation measures where necessary.</u></p> |
| MM45 | | Para 9.23 | <p><i>Insert new para after 9.23 to provide additional information regarding commercial development.</i></p> <p><u>It is important that heritage assets are retained in a viable use which is consistent with its conservation and often a commercial use is appropriate. Whilst this will be supported, associated proposals should be sensitively designed to reflect/respond to the affected heritage asset, and should result in the heritage asset and its setting being either preserved or enhanced. Typically signs and advertisements within conservation areas or on Listed or Locally Listed Building are not internally illuminated and internally illuminated boxing should normally be avoided wherever possible. Other developments associated to commercial use (such as air conditioning units, decking, renewables etc.) may not be appropriate to some heritage assets.</u></p> |
| MM46 | 107 | Para 10.2 | <p><i>Insert new sentence to the end of paragraph 10.2 to provide additional information regarding sustainable transport.</i></p> |

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| | | | <u>The introduction of alternative fuel buses and a focus on the appearance, safety and functionality of transport hubs will be important priorities. The Council will work with the rail operators to improve access to the stations and connectivity across the local network.</u> |