

Broadstone Neighbourhood Plan (2013-2033)



JUNE 2018

Location Plan



Fig. 0.1: Broadstone is located in the north-west of the borough with Upton Heath to the west and Canford Heath to the east.

The following people have contributed to the development of both Broadstone Neighbourhood Forum and the Neighbourhood Plan since 2012: Cllr Mike Brooke, Allen Lewis, Simon Merry, Caroline Bliss, Pat Talbot, Ingrid Sumner, David Sumner, Parris Bliss, Jonathan Saunders, Julia Wenham, David Wenham, Tony Hamilton, Paul Jessup, Tim Young, Alan Gerring, Gerald Rigler, Roy Godfrey, Neil Bichard, Carol Reynolds, Roberto Lucchesi, Eileen Hamilton, Frank Wood, Vikki Slade, Paul Starkey, Canon Nigel Lloyd, Rev. Chris Moreton., Geoffrey Daulman, Jane Wilson.

The Forum are grateful to officers from the Borough of Poole Planning and Transportation Departments, especially Rebecca Landman, Nick Perrins and Sally Lloyd-Jacobs.

Foreword

I am very pleased to welcome the publication of the Broadstone Neighbourhood Plan. I have lived in Broadstone for 40 years and had the honour of representing it at local council and parliamentary level for 29 of those years. I, therefore, have a great desire to see Broadstone develop into an even better place to live, work, shop and play. I have always had a great interest in planning and had the opportunity, as a Member of Parliament, to be involved in the legislation which introduced localism and neighbourhood planning. Using the tools that we have been given, we have the opportunity to protect our green spaces, to decide appropriate locations for much needed housing, and enhance areas such as The Broadway.

Getting the right policies in place depends on as much participation from local residents as possible, and also acceptance that the final plan will be subject to some constraints laid down by the local council and Government. Even with these constraints we have considerable power to determine the future 'shape' of Broadstone. I do urge you to take the opportunity to exercise that power.

The Plan is the fruition of much hard work by a dedicated group of local people. There have been many opportunities to make your views known through the journey which has resulted in this document, and which will help to improve the quality of life for Broadstone's residents. If the policies are implemented as envisaged, then the vision for Broadstone that emerged from the very first consultation will be achieved. Broadstone will be a sustainable and attractive neighbourhood where residents of all ages feel welcome and safe. They will have a strong sense of community and a high level of satisfaction with their environment, both private and public. The village centre will have a vibrant economy and an attractive public space full of vitality for residents and visitors to enjoy. This will have been achieved through our own Neighbourhood Plan.

I hope we can all sign up to making sure that Broadstone has a sustainable, high quality future in terms of our natural and built environments and that we remember within our plans the needs of people with disabilities. On this point, I have a particular interest in making sure that this plan contributes towards making Broadstone a Dementia Friendly Community.

Dame Annette Brooke

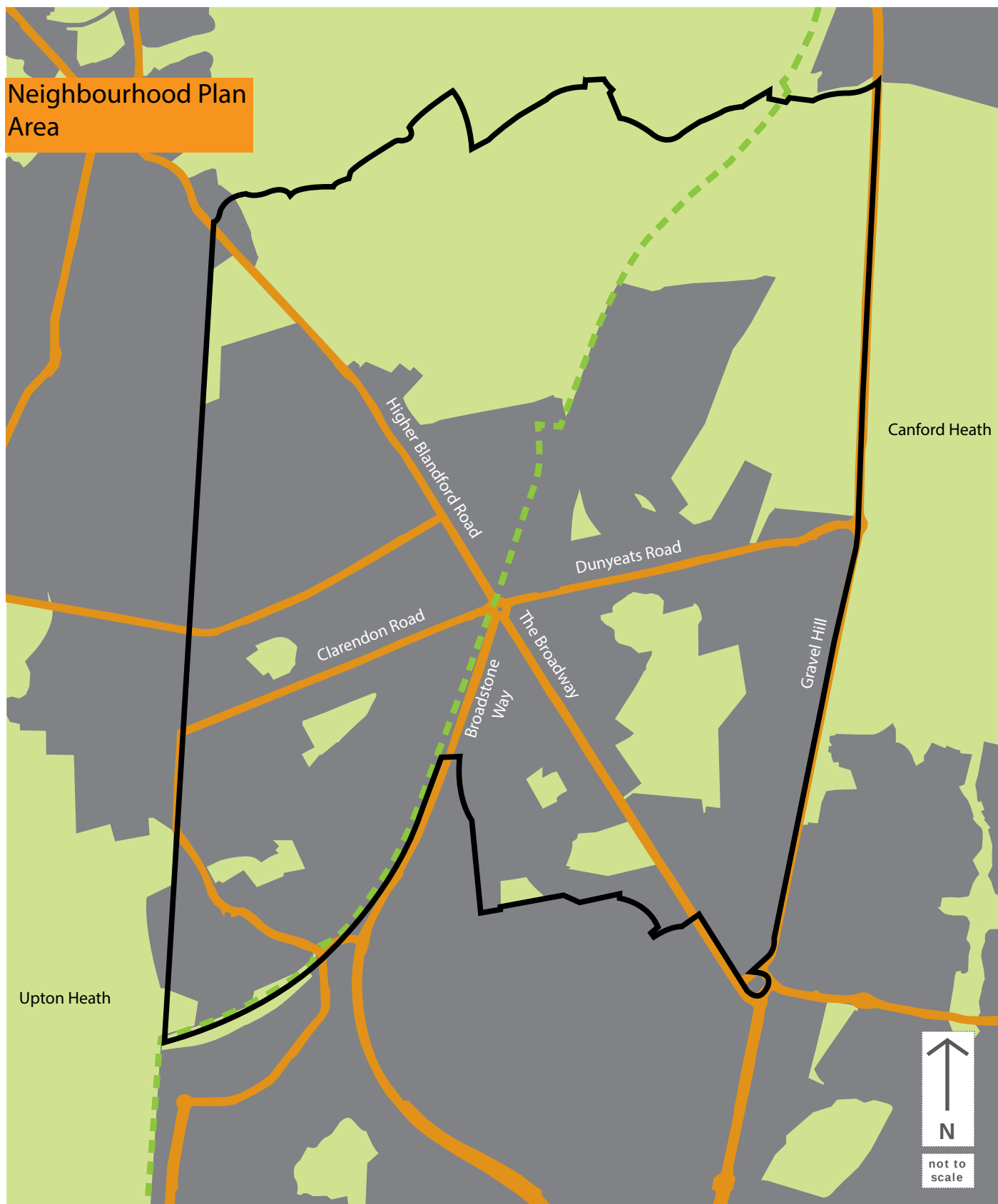


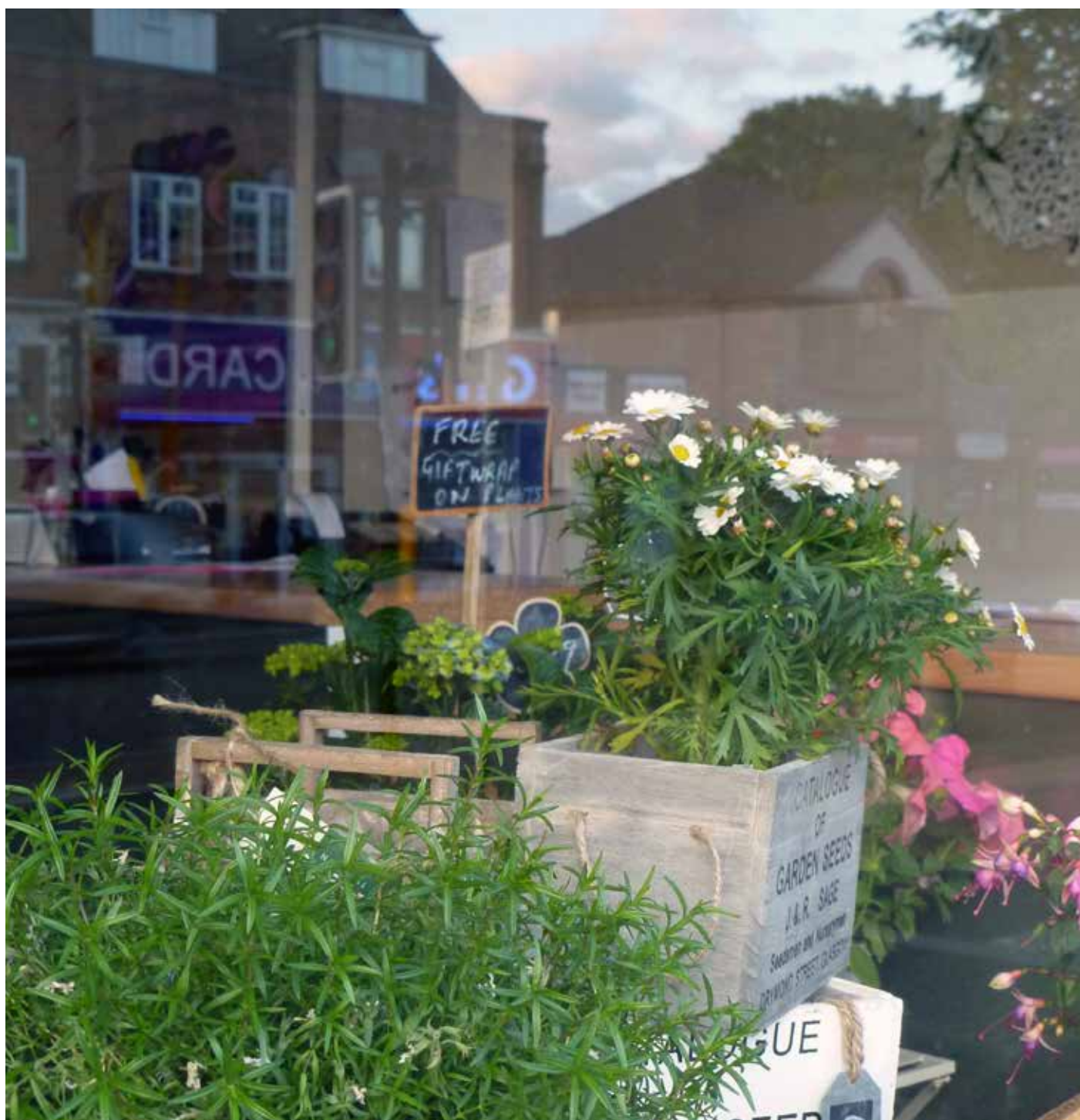
Fig. 0.2

Key

- | | | | |
|--|----------------|---|-------------------------|
|  | Developed Area |  | Neighbourhood Plan Area |
|  | Green Areas |  | Castleman Trailway |
|  | Main Roads | | |

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Shops in The Broadway

SECTION 0:

Introduction



The Bowling Club on Dunyeats Road

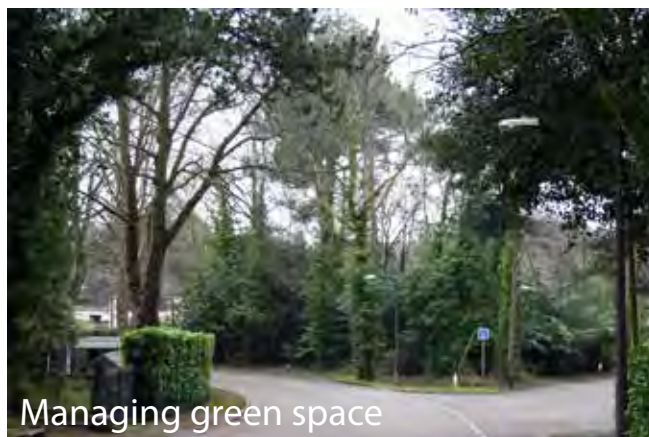
0.1 Background (to Broadstone Forum and The Plan)

0.1.1 Broadstone is a suburb located on the northern edge of Poole, and is often described by its residents as a village. Although it does not have a distinctive historic core, it has a thriving local centre and a strong sense of community. It is a popular place in which to live or work, has proven resilient in the face of successive economic crises, and has a potentially exciting future. Investment and change in the years ahead will be most worthwhile if it makes a real difference to the lives of Broadstone's residents, both young and old alike.

0.1.2 Broadstone Neighbourhood Forum was the first to be established in Poole, following Council approval in February 2013. Work on Broadstone's Neighbourhood Plan commenced immediately afterwards with Forum members working in conjunction with the local Chamber of Trade to establish a vision for the future of the village.

0.1.3 The Forum wanted the people of Broadstone to have a say in all aspects of the future of the community including housing, green spaces, the local economy and sustainability. In particular, the Forum wanted residents and members of the business community to contribute to potential improvements to access and movement in the central area of The Broadway, where traffic congestion and parking issues impact quite severely upon the quality of public spaces.

0.1.4 Broadstone's Neighbourhood Plan (the Plan) sets out a vision for the area that reflects the thoughts and feelings of local people with a real interest in their community. The Plan sets out clear objectives on five key themes: green space, housing, access and movement, economic viability and sustainability. For the first time there is a vision for Broadstone's future that the Neighbourhood Forum and its partners will work towards. The Plan sets out clear Planning policies to realise this vision during the period 2013 to 2033. The Plan is in general conformity with Poole's Local Plan.



Various locations in Broadstone

0.1.5 The Neighbourhood Forum is committed to developing and strengthening the contacts and groups that have evolved during the Neighbourhood Planning process. It believes that by working together to implement the Plan it will make Broadstone an even better place to live, work and play.

0.1.6 The Plan covers all of Broadstone ward, an area bounded by heathlands to the north, east and south-west, and by the neighbouring communities of Canford Heath to the south-east, Waterloo and Creekmoor to the south and Corfe Mullen to the north-west. The Plan focuses on protecting and enhancing green space and meeting Broadstone's housing need. The future of The Broadway, a busy commercial location, but a tired and unappealing public space, is also given consideration.



0.2 Community Consultation

0.2.1 The Plan has been developed through extensive consultation with residents, businesses and others with an interest in Broadstone. A summary of the consultation process can be found in the Consultation Statement which can be downloaded from the Forum's website (<http://broadstoneneighbourhood.uk>). This fully complies with the requirements of the Localism Act 2011 and Regulation 14 of the Neighbourhood Planning (General) Regulations 2012. The Plan has been amended throughout its development, where appropriate, in response to consultation comments.

0.2.2 Several consultation events took place during the formative stage in early 2013, in accordance with the Gunning Principles. The responses have contributed to the development of the vision statement. In addition, these events enabled the identification of key issues that are addressed in the Plan. Figure 0.3 highlights some of these.

0.2.3 Additional consultation was carried out at frequent intervals between 2013 and 2016, via a dedicated website, open meetings and workshops, surveys, exhibitions in the library and elsewhere, as well as through a leaflet drop to every household.



Consultation events in Broadstone

Fig. 0.3: Summary of some of the key issues addressed in the Plan that were generated from public consultation events.

Summary of some of the key issues:

- How to meet the needs, expectations and aspirations of the local community.
- How the public realm can be enhanced to support the village centre as a more vibrant and sustainable place in addition to being a focus for community events.
- How to deal with parking and traffic congestion issues.
- How existing residential areas might be improved.
- How walking and cycling around the village could be made safer.
- How Broadstone's green spaces could be enhanced and public access made easier.
- How new housing can best contribute to the overall well-being of Broadstone's residents.
- Encouraging Broadstone to become a greener and more sustainable settlement.

As might be expected, no single collective view was expressed but rather a selection of views from across the spectrum, which might be roughly summarised as ranging between 'leave well alone' to 'something must be done'.

0.2.4 In general terms, those who offered their views, whether residents, visitors or workers, did so with a great deal of fondness for the place as it is - with its convenient shops, mature greenery and plentiful parks, busy community life and willing volunteers, suburban spaciousness and nurturing schools. Many could see that it lacked the richness of more diverse neighbourhoods, for instance in terms of street life, socio-economic mix, public realm, architecture or housing type and tenure. Most wished to see the best areas conserved and those under-performing improved, The Broadway being the standout example of the latter.

0.2.5 As a prosperous community, with a high proportion of retired residents, the importance of being able to get about easily by car is regarded as a priority. Car parking is a contentious issue but many consultees recognised that supply would always be exceeded by demand. Accessibility is a key issue for all ages within the community, and Broadstone's low density housing exacerbates this as walking distances to shops or schools are significant for the majority.

0.2.6 There was broad support for the draft Housing policies, including the suggestion that development should be focussed towards the village centre, and that opportunities should be taken to increase density where possible.

0.2.7 There was also support for retaining employment space within the village centre, which means that more housing here should not be at the expense of existing or future businesses, especially at ground floor level.

0.2.8 Broadstone's green spaces are very much appreciated and a significantly high level of support was given to the draft policies aimed at protecting, managing and enhancing such spaces. The contribution green spaces make to a person's well-being was recognised and valued.

0.2.9 Good connections to and from surrounding areas are clearly essential and Broadstone's road network, bus service and long distance cycle/footpath (the Castleman Trailway) are widely appreciated by local people despite frequent congestion at the roundabout and along The Broadway. It is recognised, however, that links between the Trailway and the Centre need to be improved. Maximising use of Broadstone Way for through traffic is seen as important by many if improvements to The Broadway are to be delivered.

0.2.10 All households in the ward, and some in neighbouring streets, were sent a leaflet in June 2015 asking them for their views on the draft policies and proposals for The Broadway. A number of local organisations were also contacted as were Planning officers at the Borough of Poole. Most residents supported the Plan Policies. Most residents supported improvements in The Broadway but were split in terms of the three design options presented. Officers at the Borough of Poole provided a helpful detailed response in both respects. The Policies and Structure of the Plan have been amended to reflect comments where appropriate and now include the provision for the development of a Masterplan for Broadstone.

0.2.11 Consultation events have been held at Broadstone Library, at St Johns Church Hall, at the Youth Centre on Moor Road and during Family Fun Days on Broadstone Recreation Ground.

0.2.12 The Forum's website <http://broadstoneneighbourhood.uk> was established as part of the process.

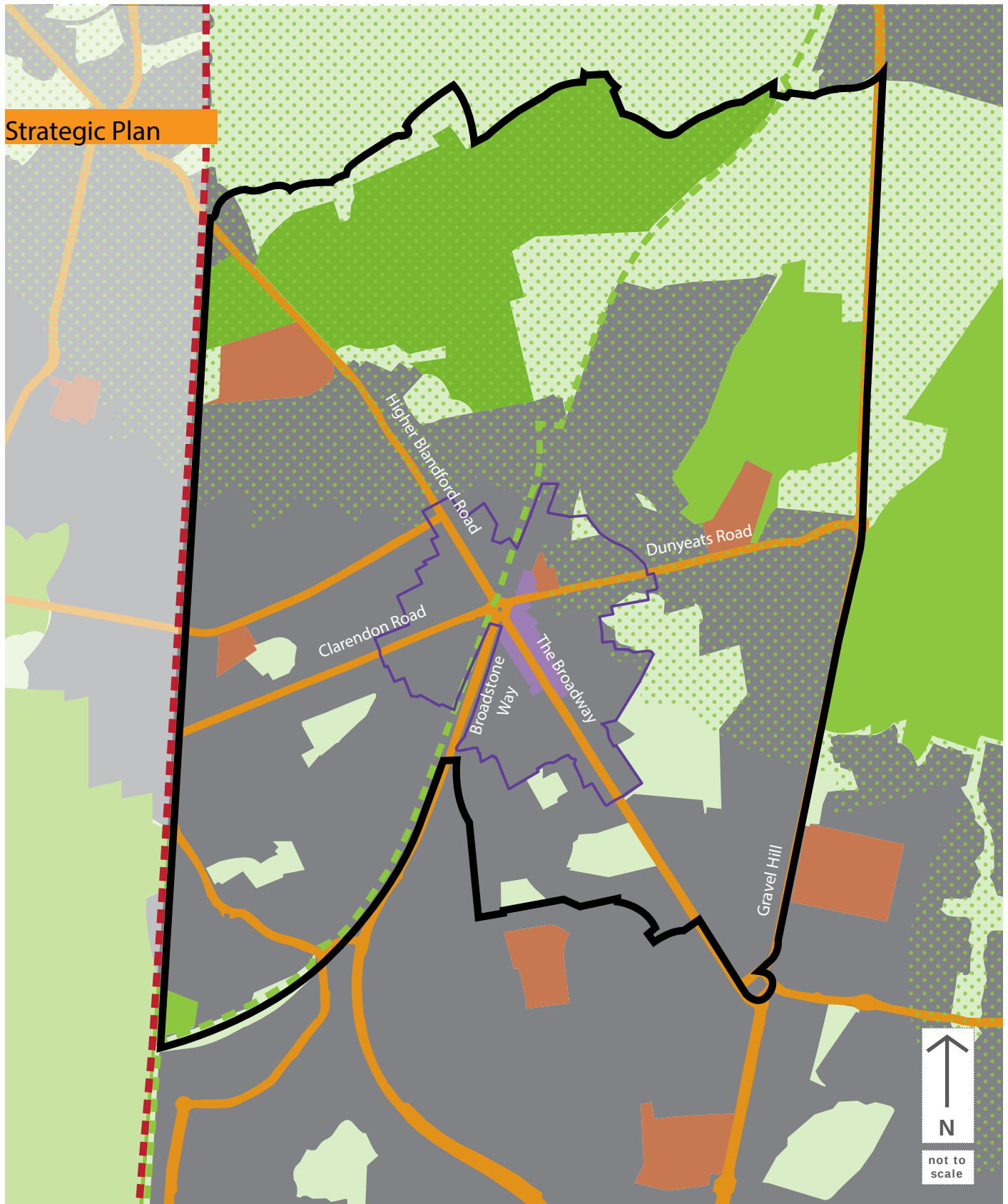


Fig. 0.4: The road network, Castleman Trailway, schools, protected heathlands and location of the village centre inform the overall strategy for The Plan.

Key

	Neighbourhood Plan Area		Main Road		Borough Boundary
	Castleman Trailway		Central Shopping Area		Developed Area
	Sensitive Heathland Constrained Zone		School		Inner Zone
	Public Open Space				

0.3 How The Plan fits in to the Planning System

0.3.1 Neighbourhood Planning was introduced by the Government through the Localism Act 2011. Neighbourhood Plans must be in general conformity with higher level planning policy. Neighbourhood Plans must therefore align with the National Planning Policy Framework (NPPF) and local policy.

0.3.2 Broadstone is an important district centre and transport hub, and is expected to contribute towards Poole's need for new homes, 14,200 by 2033. However, the Local Authority has not specified a minimum number for Broadstone. Consequently, consultants AECOM were asked to carry out a Housing Needs Assessment (HNA) on behalf of the Forum (Appendix 5-4). This suggested a need for 729 - 779 housing units over the lifetime of the plan. The HNA also recognised that development is significantly constrained throughout the ward, and concluded it would be difficult to meet the identified housing need.

0.3.3 The Plan needs to be in general conformity with the Council's transportation strategies including the LTP3 which is a transport plan for Bournemouth, Poole and Dorset covering the period 2011 to 2026. Local Transport Plans are statutory documents setting the strategy for management, maintenance and development of the areas transport system. The promotion of alternative and more sustainable modes of transport, especially walking, cycling and public transport are discussed in the context of developing a masterplan for Broadstone (Section 1.3). In addition, there is reference to both walking and cycling in policy BP3.

0.3.4 Neighbourhood Plans must also conform to European Regulations on Strategic Environmental Assessment (SEA) and habitat regulations. To this end Broadstone Neighbourhood Forum has worked with the Borough of Poole to assess the need for a Strategic Environmental Assessment. No requirement for full SEA has been confirmed by Historic England, Natural England and the Environment Agency.

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0.4 How The Plan is Organised

0.4.1 The Broadstone Neighbourhood Plan is divided into four sections:

Section 1: Broadstone: Past, Present & Future

The Past: outlines the historical development and emerging character of Broadstone

The Present: describes the built environment, green spaces, demographics, community assets and economy

The Future: discusses access, connectivity and movement and the need for a masterplan.

Section 2: Sustainable Development & Key Issues

Sustainable Development – Definition and relationship to Plan structure

Key Issues

Core Objectives and Vision Statement.

Section 3: Neighbourhood Plan Policies

Sets out the policies and relates them to the three strands of sustainable development.

Section 4: Implementation and Monitoring

Contains a Monitoring Plan to ensure the policies of the Plan are delivered efficiently and effectively.

A Glossary of Terms to help explain technical and other terms used in the document.



Recent residential development on Grange Road

SECTION 1:

Broadstone

Past, Present & Future

Historic Growth of Broadstone

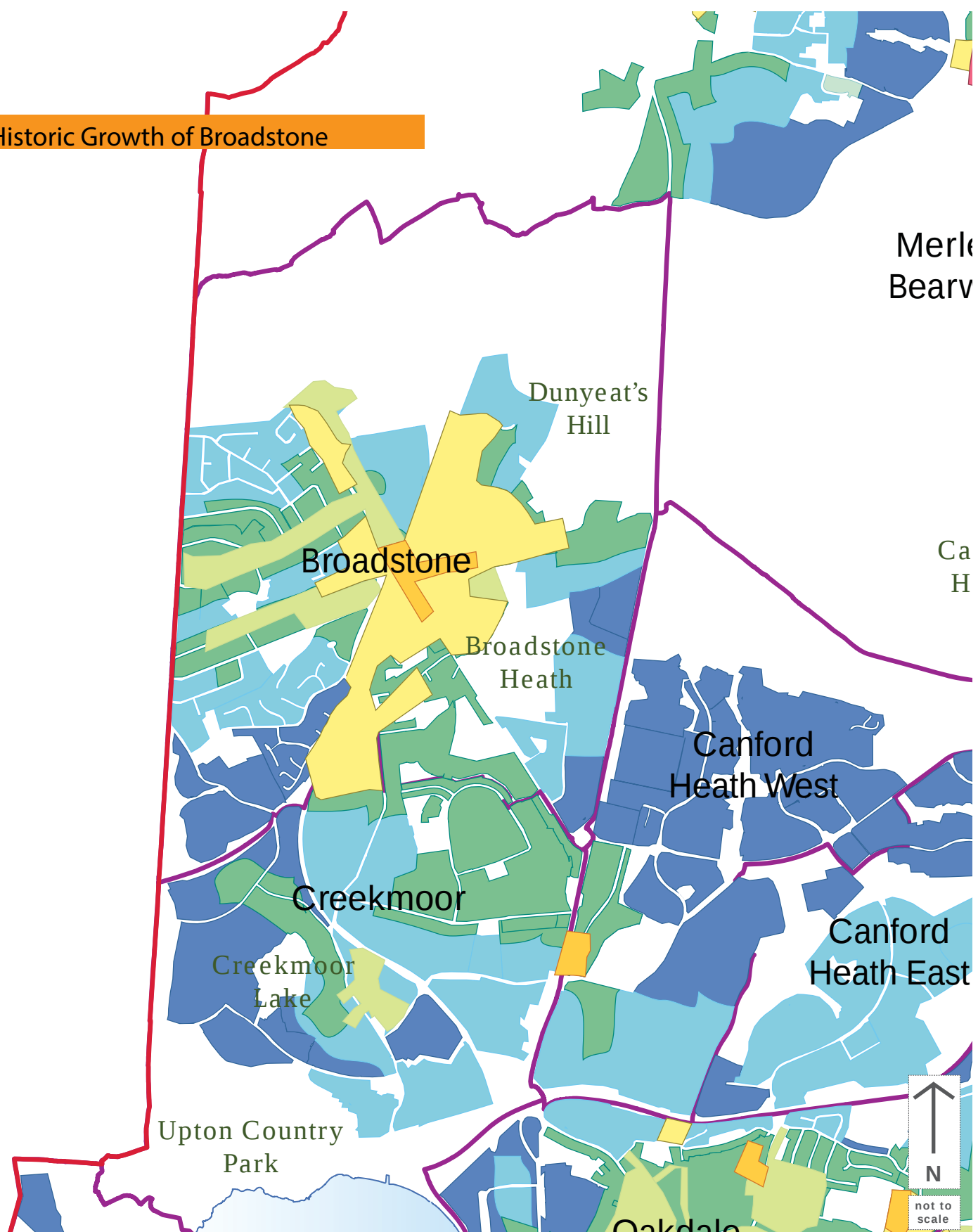


Fig. 1.1: Extract from Borough of Poole Characterisation Study 2010

Key

- | | |
|------------------------|------|
| Poole Borough Boundary | 1937 |
| Ward Boundaries | 1957 |
| 1890 | 1975 |
| 1919 | 2005 |

The centre of Broadstone dates from the late-nineteenth century and early-twentieth century.

1.1 Introduction

1.1.1 The area to be covered by the Broadstone Neighbourhood Plan was agreed with the Borough of Poole when the Neighbourhood Forum was first approved in February 2013. The plan boundary is the same as Broadstone Ward boundary (Figure 0.4). Consultation also included two areas outside the ward (one in Creekmoor Ward and the other in neighbouring East Dorset) where residents regard themselves as belonging to Broadstone. Both areas were given the opportunity to contribute to the development of the Plan.

1.1.2 By examining the main characteristics of Broadstone a number of key issues were identified. These have informed the vision for the future and the policies set out in the Plan. The information set out below has been compiled from field work carried out by members of the Forum, data from the Borough of Poole's ward profile for Broadstone and residents' responses to consultations and questionnaires. More details can be found in the Evidence Base and Consultation Statement.

Location

1.1.3 Broadstone is located on the northern edge of Poole, approximately 4 miles from Poole's Civic Centre. It is bounded to the east by the A349, an important link road between Poole and the A31 to Southampton and the South-East.

1.1.4 To the south Broadstone merges with the residential area of Waterloo, whilst it's western edge is defined by an old Roman Road which also marks the boundary between the Borough of Poole and East Dorset District Council. Upton Heath, adjacent to the Pine Springs neighbourhood, is internationally protected for its sensitive ecology and effectively restricts any further development westwards. To the north is the Corfe Hills which, together with Dunyeats Hill and Canford Heath, forms part of Dorset Wildlife Trust's Great Heath Project. Canford Heath, Upton Heath, Corfe Hills and Dunyeats Hill, together with part of Pine Springs Local Nature Reserve, are protected through their designations as Sites of Special Scientific Interest (SSSI), Special Protection Areas (SPA), Special Areas of Conservation (SAC), and in part Ramsar. Whilst the conservation of heathland is welcomed it does place significant pressure on the existing urban area, especially since it restricts the opportunities for new housing.



Businesses in Station Approach



Detached houses in Clarendon Road



The Goods Yard public house (ex-Station Hotel)

1.1.5 Broadstone's development was closely linked to the expansion of the rail network in the late 19th century and Broadstone Junction formed an important intersection in the local and regional network. The road network that evolved alongside radiated in a striking pattern from the station and centre of the village, and has contributed significantly to access and movement issues now facing the commercial area.

Fig. 1.2: In the early 1800s the main road structure that can be seen in Broadstone today was becoming established.

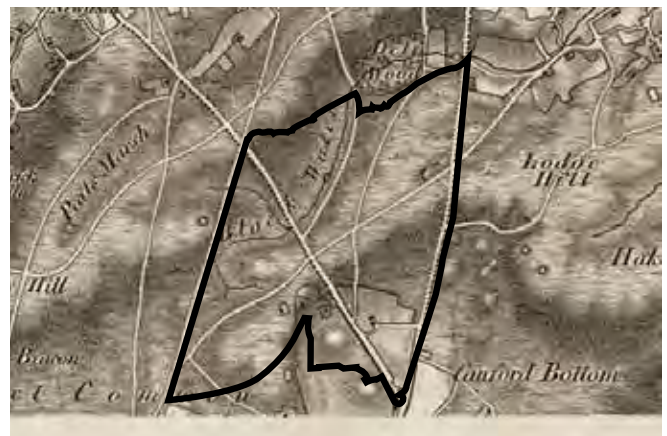


Fig. 1.3: In the early 1900s development began to take place adjacent to the newly built Broadstone Junction station.



Key

Ward and Plan Boundary



1.2 The Past

1.2.1 Initial expansion in late Victorian times took place around the railway station. Although this no longer exists, the Railway Hotel has survived and was recently refurbished as The Goods Yard public house and restaurant. The Junction Leisure Centre was built on the former railway station site and the track bed itself has been replaced with roads, housing, a car park and a public footpath/cycleway – The Castleman Trailway. Elsewhere in Station Approach, original houses have long been converted into a row of shops, restaurants and fast food outlets. Some regeneration has already taken place in this part of Broadstone, predominantly in the form of office buildings, and planning permission has been granted for a block of 32 flats adjacent to The Goods Yard, though these have not yet been built. A row of semi-detached town houses, also Victorian, extends along the southern side of Dunyeats Road.

1.2.2 By 1919 Broadstone had expanded, especially to the south along York Road, around the central area including Grange Road and Ridgeway, and to the north east along Dunyeats Road. In what is now the Golf Links area, substantial Edwardian houses in large plots



Early houses in Charborough Road



Chalet bungalows in Springdale Road



Fig 1.4: Broadstone in 1945 was dominated by the railway station and ribbon development along the roads that led to it.

dominated the scene. This area today retains much of its original distinctive character based around low density housing within an extensively wooded environment, though there has been some infilling in recent years.

1.2.3 Broadstone continued to expand so that by the late 1930's significant development had taken place. This was mainly along radial routes, dominated by detached properties, and extended both northwards, along Higher Blandford Road, and westwards, along Clarendon and Springdale Roads. Over time plot severance has taken place, leading to more modern houses slotted in between the older properties. Despite the increased density the characteristic elongated plots remain, but with few opportunities for further subdivision. Gardens are generally mature, with numerous trees and large bushes contributing to the overall character and quality of the environment.

1.2.4 Post-Second World War, Broadstone underwent three significant phases of development: the 1950's to early 1960's; the mid 1970's to early 1980's; and the late 1980's to early 1990's. All three phases were periods where fields, gardens and nurseries behind the original streets were infilled, and all are clearly identifiable today due to their scale and distinctive forms of development.



Front walls in Fairview Crescent



Bungalows in Okeford Road

1.2.5 The first of these phases included a number of separate developments of bungalows, including Fairview, off Higher Blandford Road, Church Farm, between Clarendon Road and Springdale Road, and Fontmell Road, to the east of Lower Blandford Road. These areas are characterised by modestly-sized bungalows on small plots. Earlier developments tend to have low front boundary walls and short drives to garages. The overall appearance is a landscape dominated by hard rather than soft features. In contrast, later developments tend to be open plan, providing a slightly softer streetscape and generally lacking any significant tree planting. Although there is virtually no opportunity for new builds within these estates their character is subtly changing as raised roof-lines and chalet bungalows become more common.

1.2.6 The second phase saw the southward extension of West Way, an area of detached properties designed with car ownership in mind. Frontages are open plan, but with little public open space and very limited tree planting. There is not the leafy feel that characterises earlier streets. Many of the properties have been extended, conservatories added and front gardens hard-surfaced to provide additional off-road parking. This has created surface drainage and run-off issues during periods of heavy rainfall. This is especially true in and around the Greenhayes area to the south of Broadstone.

1.2.7 By the mid 1990's the third and final phase of building had been completed. Edwina Drive to the south and Pine Springs to the west represent the last significant developments of new housing. Although detached housing dominates, some semi-detached and terraced houses are also present. Generally, houses are smaller than elsewhere in Broadstone on smaller plots ensuring a higher density overall. Frontages are typically open plan but roads are slightly narrower than those built in the 1970's, so that while most properties have some off-street parking, growth in car ownership has created some access issues. Both estates led to the loss of open space. Community concerns, expressed at the time, led to the retention of two areas: Pine Springs Local Nature Reserve and Pocket Park (Site of Nature Conservation Importance, SNCI). As elsewhere, the streets are not tree-lined, although here the increasing maturity of the gardens has brought a welcome softening of the streetscape. Contrasting in scale, Ashwood Drive, on the eastern edge of Broadstone, consists of large detached houses of individual design set in large sylvan plots. Most of the properties nestle in a pronounced hollow within the main ridge which runs through this part of Broadstone.



Edwardian housing in Clarendon Road



A recent development in The Ridgeway



Woodland setting in Ashwood Drive



Broad streets such as Upper Golf Links Road

1.3 The Present

The Built Environment

1.3.1 The greater part of Broadstone's built environment is characterised by detached properties, with the vast majority being modest, two-storey, 3 or 4 bedroom houses or bungalows. Most of these are to be found on speculatively built estates where the architectural styles reflect the period in which they were built. Areas of bungalows are interspersed, with a recent spate of conversions to chalet-bungalows.

1.3.2 Whilst the two conservation areas are considered critical, the urban landscapes created by modern developments have been described as Tradeable by the Borough of Poole [ii]. As such they are 'areas of more commonplace character and with limited local identity and historic association'. Redevelopment here, although unlikely for various reasons, would not therefore be resisted for reasons of character or quality. Any loss of amenity open space or informal play area of importance to the local community, as in Lytchett Drive, for example, would be strongly resisted because of the negative impact upon quality of life and residents' wellbeing. Broadstone as a whole has less than the minimum level of informal play area required by Poole's Green Space Standards (2004).

1.3.3 Much of the north-east sector of Broadstone consists of large houses in spacious grounds, usually with mature trees and surrounded by walls or hedges. Categorised as large detached villas [ii] they give rise to a distinctively sylvan landscape with a strong suburban feel. Many of the original properties still exist, but limited redevelopment and infilling has helped create a mix of architectural styles from Arts and Crafts through to modern and contemporary. Part of this area falls within the Borough's Conservation Area 20 (Tudor Road and Golf Links Road). A similar but smaller area to the north-west, and referred to locally as The Triangle, is bounded by Springdale Road, High Park Road and Roman Road. It has seen substantially more changes but still retains its special character. The distinctiveness and high amenity value of The Triangle should not be compromised and several planning applications have been refused, both by the Borough of Poole and Government Inspectors, on appeal.



Low density housing in West Way



A key link to the east in Dunyeats Road



Popular flats in Wallace Road



Recently built flats in York Road

1.3.4 There are few terraced or semi-detached properties in Broadstone. Of the latter, several examples can be seen in Dunyeats Road, Tudor Road and Kirkway. They are generally of Victorian or Edwardian age. In most cases their external appearance has changed little since being built though some properties have been modified internally to enable multiple occupancy. As these properties are located centrally redevelopment cannot be ruled out in the future with flat or mews-type developments most likely. Charborough Road, also a short distance from the centre, has a number of semi-detached bungalows, both single-storey and split-level, but there appears to be less potential for redevelopment here. The greatest concentration of semi-detached properties is in Lytchett Drive where housing density is amongst the highest in Broadstone.

1.3.5 The development of flats in Broadstone has been relatively limited in extent and with variable results. The earliest to be built were relatively large 2 and 3 storey blocks with flat or gently pitched roofs close to the commercial centre. Some contrast starkly with neighbouring properties, for example, in Grange Road and Wallace Road and tend to have had a negative impact on the overall quality of the built environment. The most recent blocks are smaller, usually between 4 and 6 units, and more carefully designed to blend with the neighbouring buildings. Indigo Mews in York Road is a good example where the historical character of the street has been reflected in the new development.

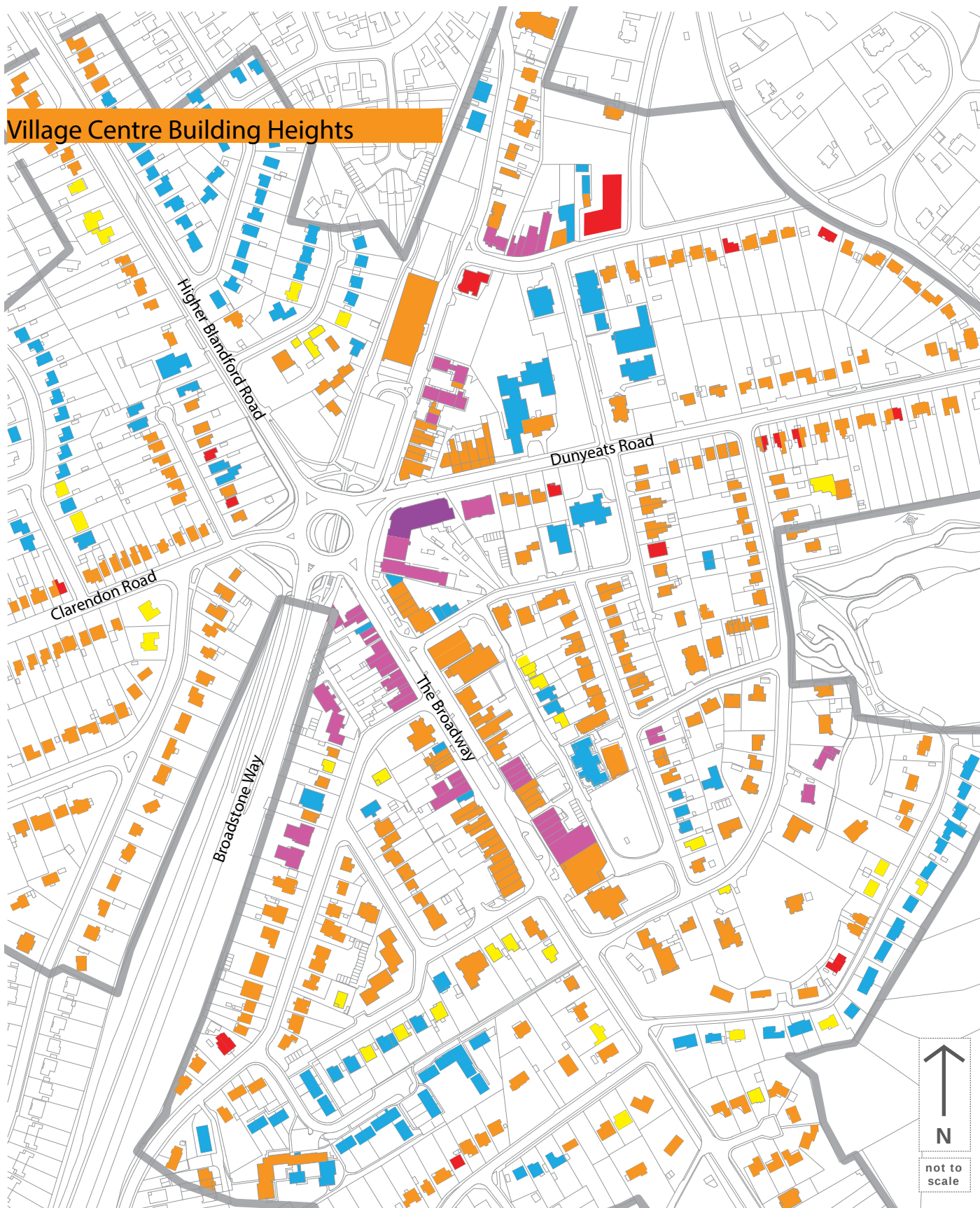
1.3.6 Several large properties, especially in Ridgeway, have been internally modified to enable multiple occupancy. The age and condition of some of these suggest opportunity for redevelopment, particularly since they are situated in a highly sustainable location. Situated within the Ridgeway and Broadstone Park Conservation Area it is important, however, that whilst an increase in density is desirable, any conversions or new build must preserve or enhance the overall character. There should also be consideration for impact on the skyline as this area is clearly visible from much of Poole. The refurbished and extended property at 10 Ridgeway sets the standard in terms of both design and quality of build.

1.3.7 Broadstone's commercial centre has a long history of evolution and change, with many early businesses operating from converted dwellings. Today, The Broadway comprises an eclectic mix, not only of architectural styles, but also of economic, social and cultural functions. Some original buildings remain intact, but most have seen a variety of conversions, primarily into shops on the ground floor, and either offices or flats on upper floors. Interspersed amongst these, designed with little apparent regard for quality, are three-storey 1960's blocks, 1970's arcade-like structures and present day office developments. In 2015 one prominent site, between The Broadway and Dunyeats Road, stands ready for development, with planning permission for a four-storey block of 36 sheltered housing units.

1.3.8 Some differentiation of function can be identified in the central area: community facilities are concentrated in Tudor Road North, with the Community Centre being locally listed; restaurants, take-away and leisure facilities are concentrated in Station Approach and Moor Road, whilst the main retail focus extends the full length of The Broadway as well as extending a short way along Dunyeats Road. Although The Broadway is linear in character and lacks a focal space, it has a spacious and open appearance with buildings set back significantly from the main carriageway and generally only 2 and 3 storeys in height.

1.3.9 With much of the space taken up by the main road (B3074) and a free car park, locally known as the Toast Rack, the dominance of the car cannot be disputed. The Toast Rack is popular with drivers but presents a number of avoidable risks for pedestrians as well as being space hungry and unattractive. Queuing traffic entering the Toast Rack or stopped by the pedestrian crossings regularly cause congestion and associated air pollution. Pavements on the eastern side of the Broadway are narrow and uneven and there is no pedestrian space large enough for community events. There is also little greenery, save a few small trees and flower containers, to enhance the environment. This is a consequence of a lack of coherent planning and overall vision.

Village Centre Building Heights



17

Key

■ 1 Storey	■ 3 Storey
■ 1.5 Storey	■ 4 Storey
■ 2 Storey	— Properties within 400m / 5min Walk of Village Centre - the Walkable Core
■ 2.5 Storey	

Fig. 1.5: Buildings in the village centre are generally between two and three storeys although lower buildings can also be found in or near the area.

1.3.10 There is potential for further change and improvement in the central area, especially for pedestrians, but it requires a major attitudinal shift in favour of placemaking. Broadstone Neighbourhood Plan offers an opportunity to address these issues by enabling the formulation of a Masterplan leading to a more attractive and inviting environment which will meet the shared goals of the Broadstone Neighbourhood Forum, Broadstone Chamber of Commerce and local residents, namely, to create a safe, welcoming, vibrant and sustainable centre accessible to the whole community.

Green Spaces

1.3.11 Despite the expansion of Broadstone onto the surrounding heathland over the years, significant designated areas remain. These comprise:

Canford Heath	] Sites of Special Scientific Interest (SSSI) Special Protection Area (SPA) Special Area of Conservation (SAC) Part Ramsar
Corfe Hills	
Dunyeats Hill	
Upton Heath	
Broadstone Heath	] Sites of Nature Conservation Importance (SNCI)
Delph Woods	
Pocket Park	
Corfe Hills	] Local Nature Reserves
Broadstone Heath	
Pine Springs	

1.3.12 Several other green spaces exist within Broadstone which significantly add to the quality of the built environment. In addition to Broadstone Recreation Ground, with its children's play area, cricket pitch and attractive walks through The Dell, Plainfield Farm Recreation Ground hosts football, orienteering and the community's annual Family Fun Day. Both benefit from Fields in Trust status, awarded in 2012. This status provides a robust yet flexible way of safeguarding the future of these spaces in perpetuity. Improvements to these spaces for the benefit of users may be permitted. For Broadstone Park and Plainfield Farm Recreation Ground such improvements could include additional play facilities, such as a zip wire and a skate park.



The Bowling Club on Dunyeats Road



Childrens play at Lewesdon Drive Play Area



Dunyeats Hill (SSSI/SPA/SAC)



Pocket Park (SNCI) on Lower Blandford Road

Lewesdon Drive Play Area is attractively landscaped with several mature trees and bulb plantings. It also has a formal children's play area with good access for those with mobility issues.

1.3.13 There is little informal play space in Broadstone. The two most significant areas are in Lytchett Drive where The Green offers residents a safe play area for their children, and in Pine Springs where spaces serve a similar function for that community. This provision was integral to the original planning permissions in 1978 and 1989 respectively. It is the intention of this Plan to designate the Lytchett Drive open space as a Local Green Space under the terms of the National Planning Policy Framework.

1.3.14 A special feature of Broadstone's landscape is the number of wooded areas, ranging from small isolated patches, such as The Clump between Upton Way and High Way, and Crossways Wood, which is bounded by Lower Golf Links Road, Golf Links Road and Moor Road, to Delph Woods (SNCI) to the north-east. The latter is by far the largest area of woodland and extends along the western side of Gravel Hill, from where there is vehicular access to the main cricket ground and numerous footpaths. Access is also available via the Castleman Trailway which follows the course of the abandoned railway. Delph Woods is well used by a variety of community groups including the Scouts and Broadstone Cricket Club, and is popular with dog walkers.

1.3.15 Overall 44.65% of the Plan area is green space [iii]. This compares with 38.3% for the whole of Poole. Furthermore the older residential areas have mature gardens with many of the trees protected by Tree Preservation Orders (TPOs). These mature trees add to the overall environmental character and quality of Broadstone and clearly distinguish it from younger neighbouring areas.

1.3.16 One challenge for this Plan is to ensure future residential development does not have a detrimental effect upon existing green space, including informal play areas and amenity space. Any loss of green space or deterioration in environmental quality will impact upon the well-being of the whole community and at the same time reduce the ability to maintain the desired level of sustainability.



The Cricket Pavilion in Broadstone Recreation Ground



The Clump in Upton Way/High Way



Greenery in The Broadway



Allotments on Lower Blandford Road



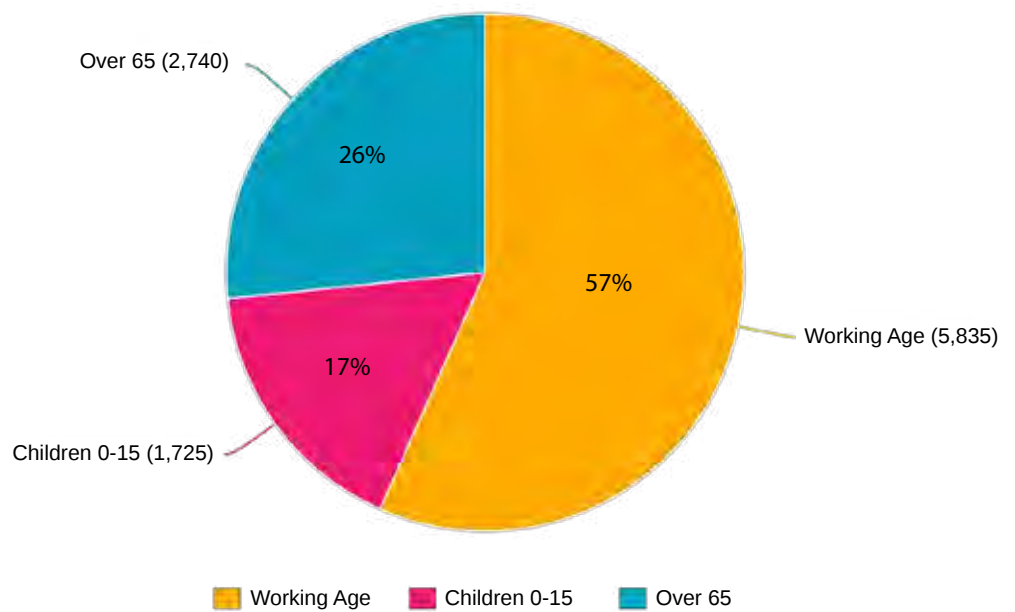
Population

Broadstone's Total Estimated Population in 2011 - **10,303**

Comprising 7.0% of Poole's total population. It has a relatively large number of older people

20

Broadstone



Poole

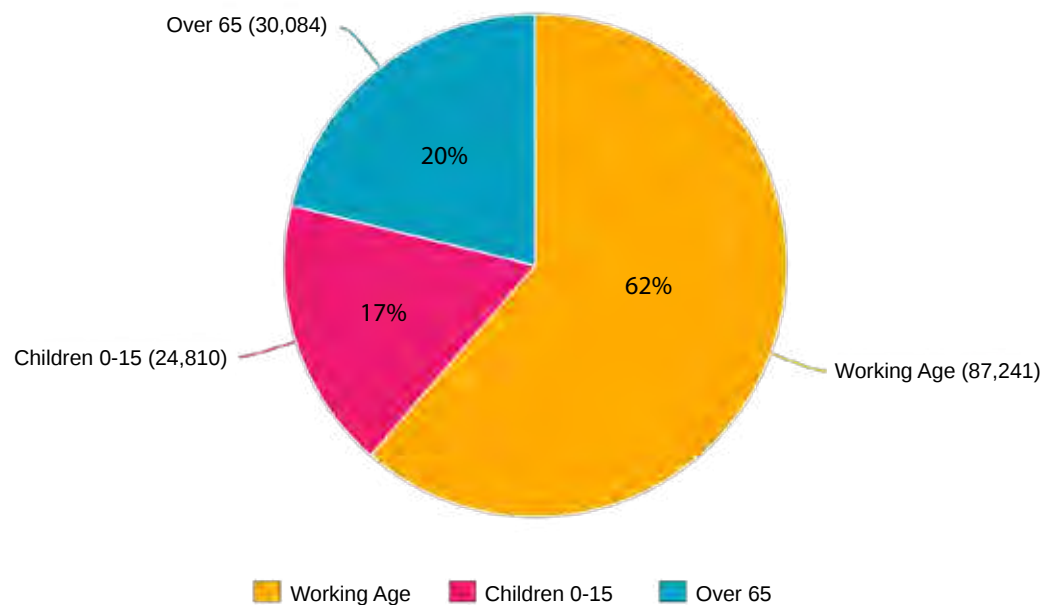


Fig. 1.6: Broadstone's population compared with Poole (Office of National Statistics 2011)

Population

1.3.17 Broadstone had an estimated 10,303 residents in 2011, comprising 7.0% of Poole's total population [iv]. It has a relatively large number of older people. Given the current limited level of development in the area, it is unlikely that the population will change greatly in future years. This Plan assumes 165 -215 new units will be built throughout the lifetime of the Plan (7.5 to 8.75 units per year). There are approximately 4,200 dwellings of which 91% are in Council Tax band D or higher. This compares with 42% for the Borough as a whole. Average household size is 2.5, which is slightly higher than that for Poole (2.4), and suggests a healthy balance between 1 or 2 person retirement age households and 3 to 4 or more persons in family groups. Life expectancy at birth (2006-2010 data) is 83.2 years for men and 85.5 years for women. For men this is the highest figure across all wards in Poole and for women it is the second highest (78.2 and 82.1 years respectively for all of Poole).

1.3.18 Clearly such a demographic has created a demand for sheltered accommodation and residential care homes. There is a risk that continued provision of such housing will skew the demographic balance still further, reducing the potential to create a sustainable and balanced community.

Socio-economic profile

1.3.19 Broadstone performs better than all the other wards in Poole across a range of income and deprivation indicators [iv]. The top three Mosaic groups in Broadstone are D ('Successful professionals living in suburbs', 40% of all households), B ('Residents of small towns with strong local roots', 16%) and L ('Active elderly living in pleasant retirement locations', 15%). These three groups alone account for 71% of all households in the ward.

1.3.20 Unemployment levels currently stand at 0.7%, well below the Borough's average. It is estimated that the average annual household income in 2008 in Broadstone was £38,800, the highest of all Poole's wards. The average figure for Poole was £32,800.

1.3.21 As the least deprived ward in Poole (based on population weighted mean score for multiple deprivation) most residents enjoy a relatively high standard of living. This prosperity contributes to Broadstone having the highest level of energy consumption within the Borough as well as the highest level of car ownership: 15% of households possess 3 or more cars. Consequently issues relating to access and movement as well as environmental quality have become more acute. The dominance of the car, traffic congestion, air and noise pollution contribute to the centre of Broadstone being less than welcoming to the pedestrian. Evidence from local surveys shows the majority of visits last no more than 30 minutes. Through its policies this Plan sets out to manage these issues.

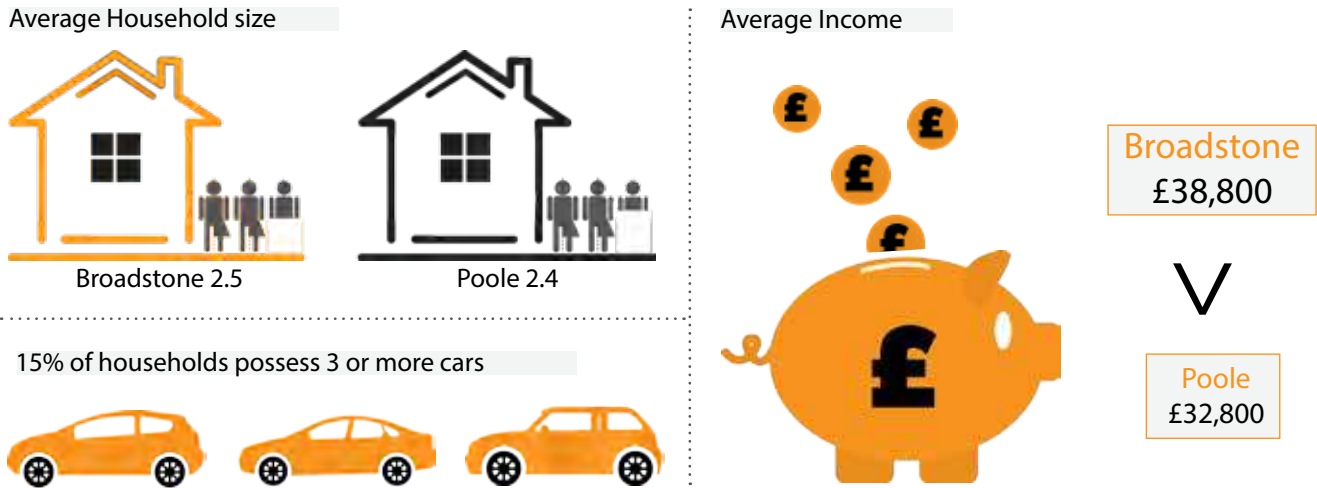


Fig. 1.7: A comparison of relative prosperity in Broadstone and Poole

Schools and Community facilities

1.3.22 Broadstone Ward has two First Schools (Springdale and Broadstone First), one Middle School (Broadstone Middle), and one Upper School (Corfe Hills). The quality of education provided by these schools over the years has drawn young professional families into the locality. This Corfe Hills Pyramid is supplemented by Poole (boys) and Parkstone (girls) Grammar Schools, which are both located close to the ward boundary and are popular alternatives for secondary education. Reorganisation of the Corfe Hills Pyramid so that secondary schooling starts at age 11 is inevitable at some time in the future and is likely to lead to changes to each school in turn.

1.3.23 A wide selection of churches is available to the community and most work through Broadstone Churches Together. Broadstone also has a Community Band, a Community Choir, Amateur Theatre Group and a vast array of voluntary organisations, all of which contribute to the quality of life experienced by residents of all ages. There is a desire to make Broadstone dementia friendly. Several retail outlets have been trained, a memory café and reading group have been established and future changes to The Broadway could make the village centre far more dementia friendly than at present.



The Library in Story Lane



Watching the Christmas parade on The Broadway



The Baptist Church in York Road

Economy

1.3.24 Broadstone acts as both a local and district centre offering employment opportunities as well as a variety of services, including retail, financial, and medical, for residents and visitors. From visitor surveys carried out in 2015 and 2016 it is clear that the majority of people visiting the Broadway live in Broadstone, stay in the centre for less than 30 minutes, travel to the centre by car and come for a single purpose. However, the economic catchment area extends significantly beyond the ward boundary to include Merley, Canford Heath, Creekmoor, Parkstone, Hamworthy, Corfe Mullen, Ringwood and as far afield as the Wiltshire border. This illustrates the pulling power of some of the specialist retail activities and services.

1.3.25 Although there is a good bus service from Wimborne, Corfe Mullen and Merley into Broadstone, and on to Poole, the role of the car in helping to maintain Broadstone's economic vitality is highly significant. However, reliance on this mode of transport, especially by local residents, does create a number of problems that could, if not addressed, reduce the sustainability and attractiveness of the economic and social centre over time.

1.3.26 Traffic congestion, inadequate signage and poorly managed parking provision, together with noise and air pollution, contribute to The Broadway being relatively pedestrian unfriendly. With narrow and sloping pavements, and free car parking in front of the shops, there is a high risk of pedestrian/car conflict. The Plan aims to address these issues through the development of a Masterplan which will provide a framework for the future implementation of potential solutions. It will also take into account the expectations of the community. These were identified through a recent pilot survey which enabled residents to prioritise their expectations for shopping and leisure in Broadstone. They said they expected to feel welcomed, respected and satisfied. They also said they expected choice, value for money and, above all, to be safe.

1.3.27 Businesses locate in Broadstone for a number of reasons: affordability, availability of space and/or useful facilities, access to specific clientele, ease of use, and pleasant residential character. Problems experienced including lack of car parking, poor quality public space, traffic congestion and pollution are common to many other locations. It is therefore in the whole community's interest that these issues are effectively managed.

1.4 The Future

1.4.1 Broadstone has evolved over many years and its current character is no more than a snapshot of an ever-changing landscape. Numerous factors influence the character of a place (Figure 1.8) and these, together with their impacts and interactions, are in a constant state of flux.

1.4.2 The growth of Broadstone reflects this ever-changing socio-economic environment and, looking to the future, the evolving character of this district centre must be handled sensitively if satisfaction levels are to be raised and Broadstone is to become that vibrant, safe and welcoming place that residents have indicated they want.

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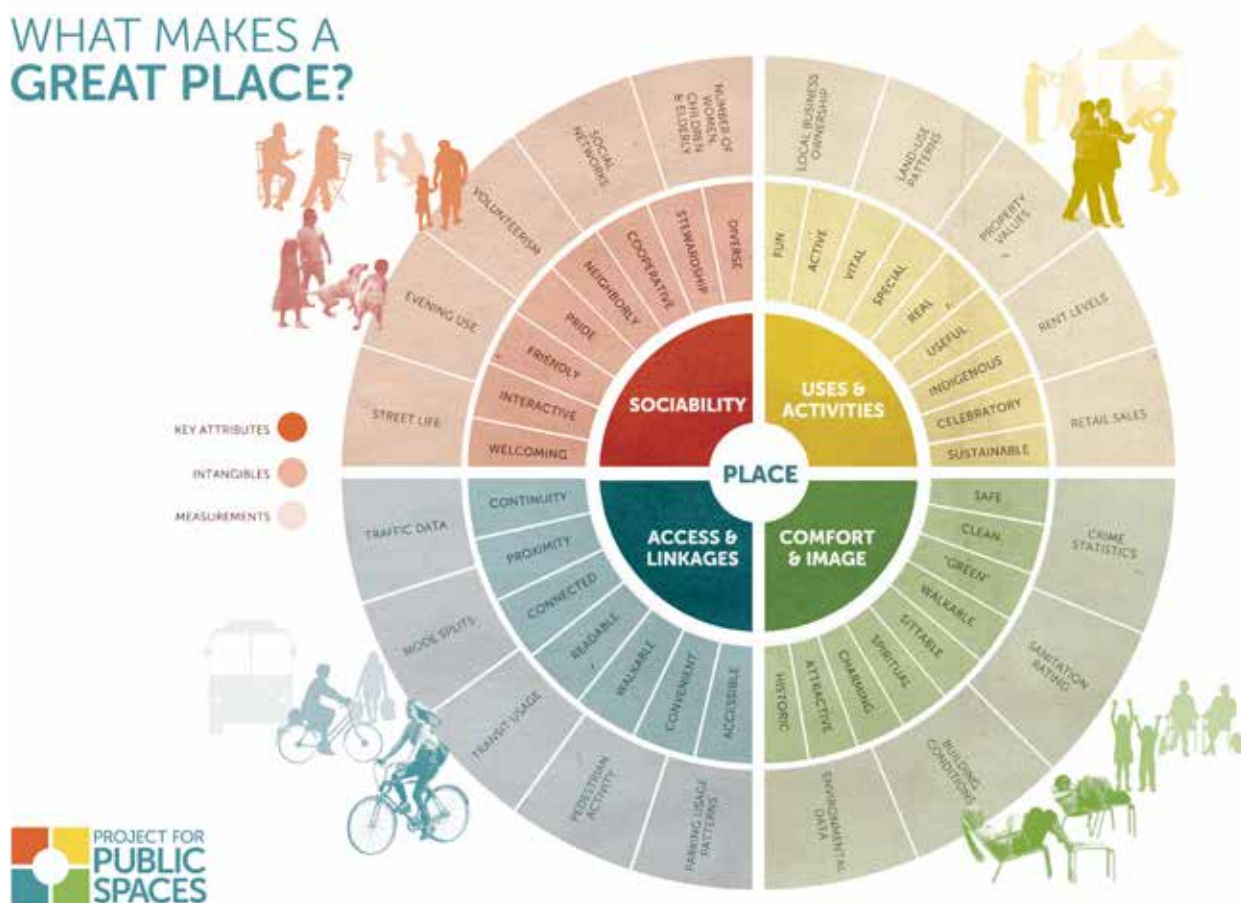


Fig.1.8: The elements contributing to a great place (from The Project for Public Spaces)

Addressing access, connectivity and movement through the development of a Masterplan

1.4.3 As some of the aspirations for Broadstone's future, for example, improvements in accessibility and connectivity, are strategic issues it is understood they are best addressed through the development of a Masterplan for Broadstone. The Neighbourhood Forum is committed to working in partnership with the Borough of Poole, the Chamber of Trade and Commerce, landlords, residents and developers to produce such a Masterplan for Broadstone. The processes involved, together with a selection of options that have already been considered, but not agreed, are discussed below.

1.4.4 Broadstone Village Centre has evolved into a well-established district centre but has had little investment in recent decades. Its success is largely due to the commercial mix of retail and service activities that now exist but the continuation of this cannot be relied on in the future. Public, private and community investment is now required to ensure it has a vital and sustainable future.

1.4.5 Broadstone has the potential to play a greater role in the economic and social life of the Poole/Bournemouth conurbation, through greater exploitation of its assets in terms of accessibility, community cohesion and relative prosperity. This however will not be realised without coherent private/public partnership working, as well as the support of key local stakeholders such as the local authorities, local service providers and the Dorset Local Economic Partnership (DLEP).

1.4.6 The Village Centre represents the heart of the community. Apart from within the schools, community life largely happens in the shops, pubs, surgeries, churches and halls located in The Broadway, Station Approach, Tudor Road and neighbouring streets. It also takes place in the public spaces between these facilities, in the streets themselves, where people meet friends, family or colleagues, rest for a while, or gather for an event.

1.4.7 Whilst popular, and often busy, the Village Centre has a tired public realm and few attractive buildings resulting in a limited offer to the casual visitor. Cafes, public squares and shops to browse in are limited, or absent, leading to a place that functions for convenience but not as a place to dwell or as a destination location. Evenings are notably quiet in the Village Centre despite it being the focus for a population of more than 10,000.

1.4.8 Developing a Masterplan for Broadstone's central area would provide a more strategic way to contribute to the vision for Broadstone and the key objectives could be achieved. There are numerous ways in which the centre could be improved in the future to:

- better reflect the community that uses it, and the quality of the environment around it
- offer more spaces, activities or facilities that would be of interest to residents or visitors
- support existing businesses and encourage new ones
- be safer, more welcoming and easier to get to
- promote greater economic, social and environmental sustainability.

1.4.9 Various ideas for this area have been generated and debated over the last two years. Many were both ambitious and deliverable. Some focussed on a solution for one issue, say car parking or through traffic, but failed to address other issues, such as better pedestrian space or provision for cyclists. A comprehensive Masterplan for the whole Village Centre would offer a process through which to identify all the opportunities for change in the area, including on private or public sites as well as within the public realm (eg. streets, car parks, green spaces).

1.4.10 A Masterplan for the Village Centre would cover the whole area as well as specifically focusing on The Broadway. Policies BP1 to BP10 in Section 3 seek to address some of the issues relevant to the area (such as increasing the residential population and supporting businesses) but a Masterplan can deal with broader matters at the same time as promoting a progressive vision for its future.

1.4.11 A Masterplan process covering the whole area could aim to:

- involve all local and interested people, including all age and interest groups
- start with an open invitation to share ideas and working examples from elsewhere
- be based on an agreed set of Community Design Principles, for instance on:
 - the limits to growth (to protect surrounding residential areas).
 - the importance of 'active' ground floor uses.
 - key views, sensitive spaces and valued buildings.
- conclude within a short timescale with a list of agreed outputs.

The Village Centre

1.4.12 There are several key assets that define and support the village centre, including a school, community buildings, churches, local businesses, numerous shops, public and private car parking, and vehicular access from all directions. There are also numerous challenges for the area, including a poor pedestrian experience, lack of a focal space or spaces, unremarkable architecture and a tired public realm. In addition, poor connectivity between the centre and residential areas, for pedestrians and cyclists, encourages car use rather than alternative options, leading to congestion and an unbalanced car parking offer.

1.4.13 Overall aspirations for the Village Centre might be to make it:

- A Place to visit, as much as a road to travel along
- Accessible to all, Safe, and Clear and Easy to use
- Generous, Robust, Sustainable, Inclusive and Beautiful.

1.4.14 A Masterplan for the Village Centre could consider:

- the space and facility requirements of current and future businesses
- more extensive and better-connected pedestrian and cycle networks
- the future of private and public landholdings, especially where combining sites can unlock greater potential
- combining compatible community uses to improve their facilities
- a parking strategy carefully attuned with demand and where cost decreases with distance from the centre
- the needs of those with impaired mobility or dementia.

1.4.15 A Masterplan would also need to consider the Strengths, Weaknesses, Opportunities and Threats for the Village Centre (Figures 1.9-1.12). Some of these are set out over the following pages.

Strengths	Weaknesses
• Loyal and prosperous customers • Independent businesses • High retail occupancy • Bus links to surrounding areas • Car parking	• Dominated by traffic • Lack of spaces to sit or dwell • Unattractive buildings • Poor quality public realm • Limited number of niche or speciality shops • Few quality cafes, bars or restaurants
Opportunities	Threats
• Investment in public realm • Better balance between drivers, walkers and cyclists • An intelligent parking strategy • Improved signage and better approaches • Attracting bus passengers	• Customer dissatisfaction • Fear of change • Internet shopping • Complacency • Rise of other places

Fig. 1.9: Strengths, Weaknesses, Opportunities and Threats for the Village Centre.

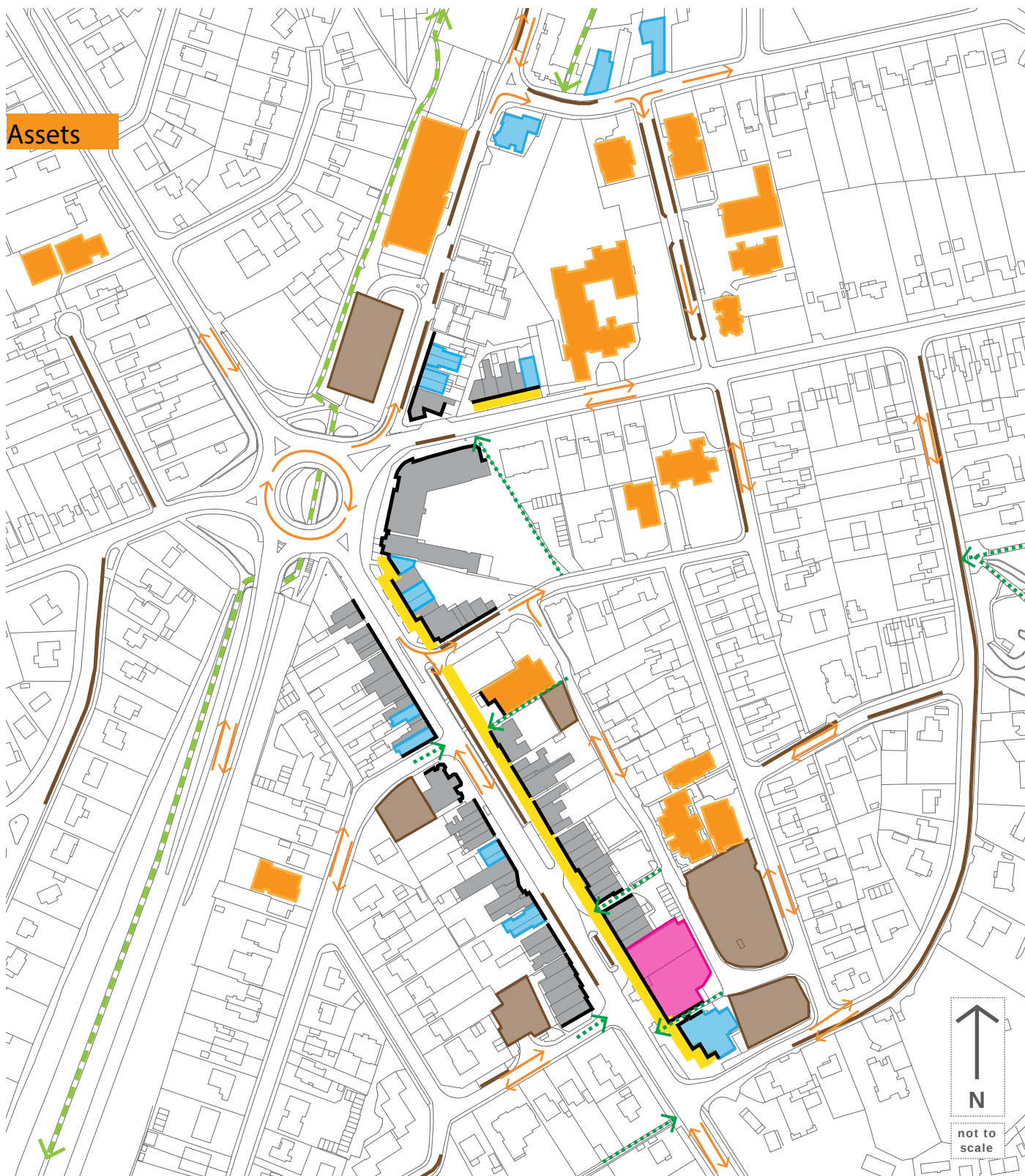


Fig. 1.10: Village Centre Assets

Key

- | | | |
|---|---|---|
| Supermarkets | Pedestrian Link | Key Frontage |
| Destinations
(Church, Sports, Surgery,
Community Space) | Pedestrian/Cycle Link | Frontage Receiving Direct
Sunlight |
| Cafe/Bar/Restaurant | Vehicular Traffic Direction | Inadequate Footway |
| | Car Parking | |

Challenges

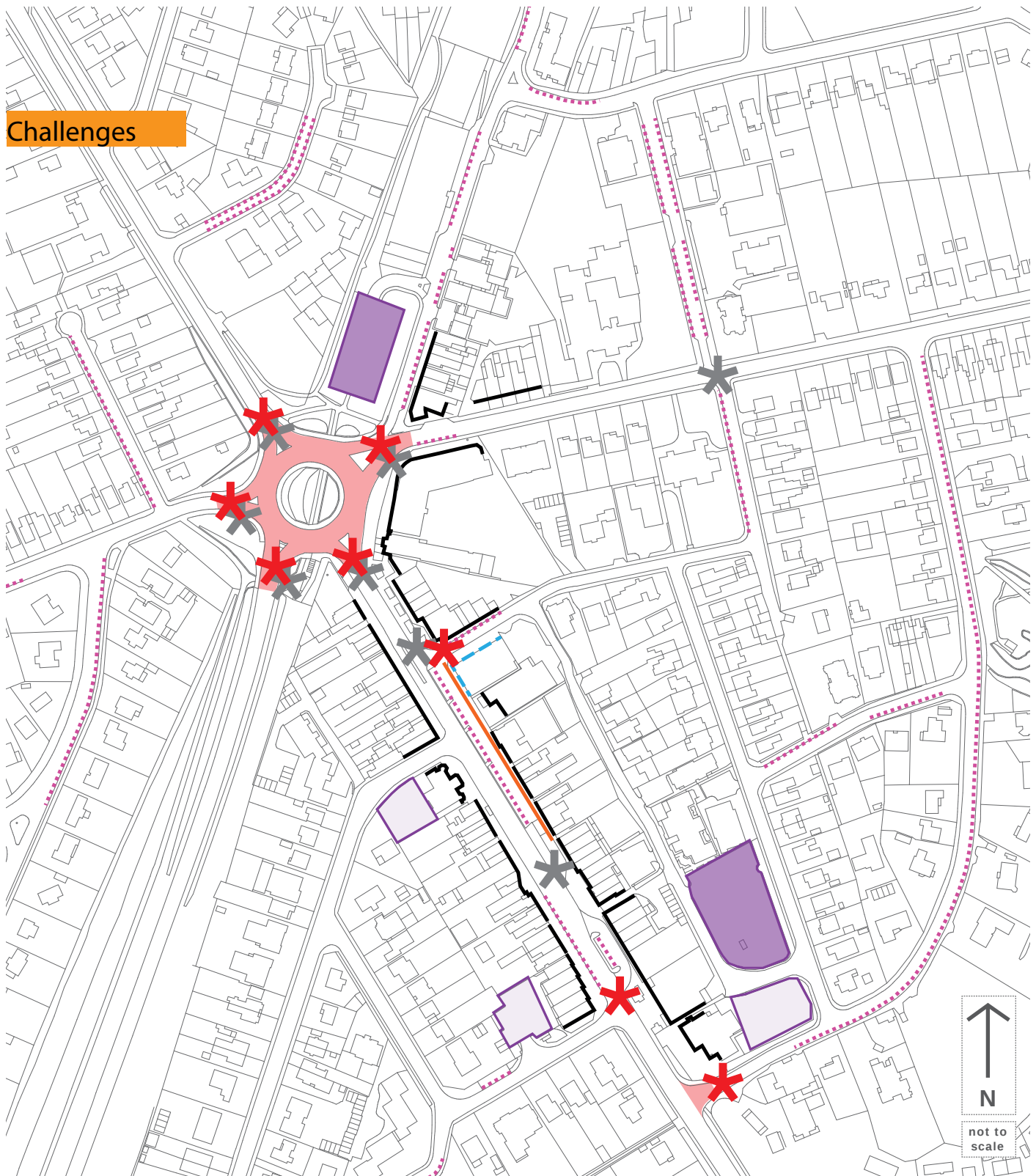
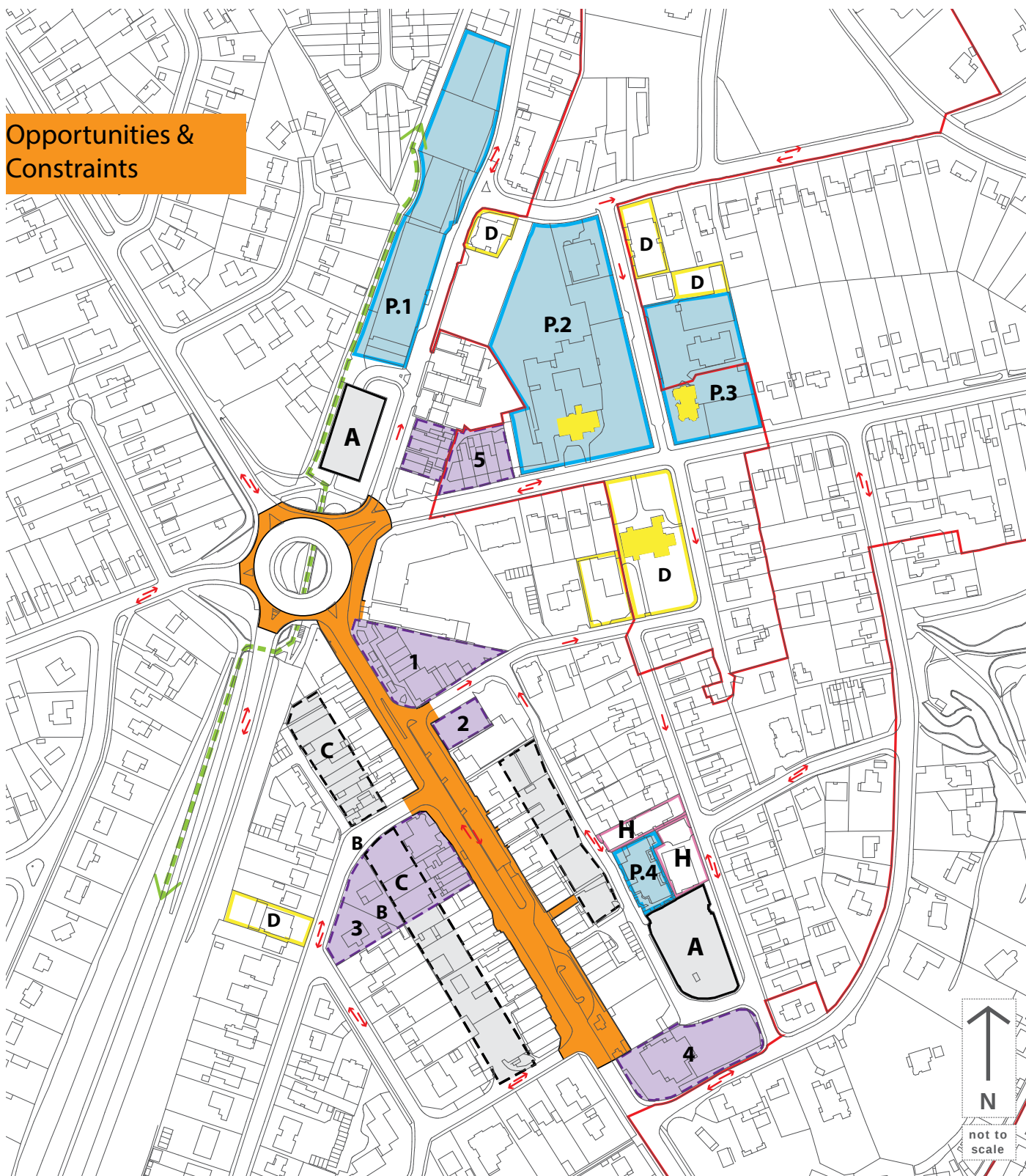


Fig. 1.11: Village Centre Challenges

Key

	Pedestrian/Vehicle Conflict		Key Frontage		Car Parking: Free
	Vehicle/Vehicle Conflict		Frontage Required		Car Parking: Charged
	Vehicle/Cycle Conflict		Inadequate Footway		Car Parking: Customer Only

Opportunities & Constraints



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Fig. 1.12: Identified above are some of the Opportunities and Constraints that could be considered as part of a Masterplan for the Village Centre.

Key

P.1,2,3,4	Public Land (possible opportunity)	A	Main Car Park	D	Neighbourhood Asset (privately owned)
1 2 3 4	Potential Opportunities	B	Potential Private Serviced Road/Parking Lane	H	Health Centre
	Public Realm/Pedestrian Priority (opportunity)		Rear Yard Servicing & Parking		Locally Listed Building
			Vehicular Traffic Direction		Conservation Area

The Broadway

1.4.16 The Broadway is the straight street on which most shops are located. It is the B3074 and links the village to Canford Heath and Fleetsbridge, to the south, and Corfe Mullen and Wimborne, to the north. Although developed over 100 years ago, there are few buildings of merit that survive in good condition. It is a broad space (around 25m wide) with both a wide carriageway and a service road with parking, referred to locally as the Toast Rack.

1.4.17 The Broadway will be given special prominence in the master-planning process given its importance to everyone in Broadstone and the potential for positive improvement. The public realm is managed by the Borough of Poole while various groups have a keen interest in how it functions and can be improved.

1.4.18 People visit The Broadway to shop, relax, work, meet neighbours, gather, celebrate and commemorate. A recent survey found that local people want to feel proud of the place; comfortable and at home; and welcomed, respected and safe. A Masterplan would provide an opportunity for the local community to set out its aspirations for The Broadway for the future.

1.4.19 Specific proposals for The Broadway could:

- emphasise the importance of the space between the existing buildings
- assume the existing broad range of uses within buildings remain
- achieve a better balance between vehicles, cyclists and pedestrians
- smooth the passage of through traffic
- increase footfall, by making the place more of a destination in itself
- continue to welcome convenience shoppers
- provide more space for pavement cafes, markets and greenery
- retain as much vehicle parking as possible
- retain existing cross-pavement vehicular access ways to private land
- seek to improve building frontages including shopfronts and upper floors
- identify opportunities for public and community artworks.



View of The Broadway (Courtesy of McCarthy and Stone)

1.4.20 Three concept options (Figure 1.13) for the redesign of The Broadway were consulted on in the Summer of 2015. These all included:

- a carriageway wide enough for buses but narrow enough to encourage pedestrians to cross
- cycle lanes each side
- loading bays on both sides
- standard width parking bays
- planting where possible, whilst allowing for sight lines
- frequent traffic calming features to slow speeds
- crossings without lights, to reduce queuing
- on-street car parking.



Fig. 1.13: The three initial concept options for The Broadway looked at different arrangements for parking and pavements whilst still maintaining through traffic, bus stops and loading.

1.4.21 With no overwhelming support shown for any one of these options following the consultation, a further option (Figure 1.14) was produced. This sought to combine the best attributes from all three consultation options, and overcome objections raised.

This last concept option included:

- defined thresholds at each end of The Broadway to calm traffic
- substantially increased pedestrian space, including a better balance between the two sides of the street
- frequent, informal pedestrian crossing points
- significant street planting
- an enhanced link to the library
- safe and convenient car parking
- safer cycle routes
- easily accessed bus stops
- a centrally-located, signalized crossing that reduces vehicle queuing (especially near the roundabout) and manages the York Road junction.

1.4.22 However, the Regulation 14 consultation has indicated that the loss of a significant amount of car parking that would result, if this option were to be implemented, is strongly opposed by many residents and some businesses despite the positive benefits that could be achieved. There are still several other options that can be considered through the master-planning process including the conversion of the Station Approach car park into a multi-storey facility. There appears to be growing support for this suggestion.

1.4.23 Whatever the final solution for The Broadway it must fit into a broader scheme for the whole central area and also reflect the community's aspirations, including improved public realm, reduced car/pedestrian conflict, a safer and friendlier environment, and improved connectivity and access.



Fig. 1.14: The final concept option seeking to combine the best attributes of the earlier options for The Broadway

Access and Movement

1.4.24 Broadstone no longer has a railway station but has a good bus service and direct road connections to Poole and further afield (Figure 1.15). Through vehicle traffic is directed to Gravel Hill on the eastern fringe of the Plan area, which is also a Primary Route for HGVs and Freight within the conurbation. Broadstone Way effectively bypasses Darby's Corner and The Broadway but is limited to 7.5 tonnes so as not to encourage HGVs in to the Village Centre. The Broadway has become the centre of shopping and amenities in the village, but, as the B3074, it is also designated a Prime Transport Corridor in Dorset's Local Transport Policy 3, 2011 – 2026 (page 44, Figure 6.2).

1.4.25 Most vehicle traffic within the Plan area is local, commuter, schools-focussed or deliveries. Car ownership is above the national average but pressure for on-street parking in residential areas is generally avoided as most dwellings have sufficient spaces on-plot. It is perceived as a problem in roads around the Village Centre due to the availability of free on-street parking and the relatively high charges in the two council operated car parks which deter their use.

1.4.26 The Village Centre has prominent car parking in The Broadway as well as two surface car parks for shoppers. A smarter charging regime for car parking in the Village Centre would focus on encouraging longer visits, evening and weekend afternoon use. The centre is frequently busy Monday to Saturday daytime, both in terms of pedestrians and vehicles. There is therefore a significant risk of vehicle/pedestrian conflict. Congestion, and related issues of noise and air pollution, are increasing problems in the centre. The high level of short journeys made by Broadstone residents, as evidenced by our visitor survey, contribute significantly to the problem which is exacerbated by the demand for free parking in the Toast Rack and the proximity of traffic lights to the roundabout. These issues will be addressed through the masterplanning process.

1.4.27 The Castleman Trailway, on the route of the former railway line, is a leisure, walking and cycling link that skirts the Village Centre on its way between Upton Country Park to the south and Ashley Heath to the north-east. Access to the retail and commercial centre from the Trailway is possible via both informal surface crossings and a series of subways. The former creates a potential risk for pedestrians and cyclists whilst the latter is physically and environmentally unattractive. People do not always feel safe and it is far from a welcoming approach to The Broadway. Whilst creating an easier and more attractive link is not straightforward, it is considered to be an issue which should be addressed.

1.4.28 A network of lesser footpaths and bridleways criss-cross the Plan area. The connectivity of Footpath 5 north to Ashington Cutting is a long-standing issue and it would be highly desirable if a solution could be found. However, land ownership presents a significant hurdle and so this remains an aspiration, though the Forum will do all it can to help deliver the link.

1.4.29 There is a lack of on-road cycle lanes in Broadstone resulting in a lack of connectivity. An advisory lane exists on the steeper section of Higher Blandford Road leading to Corfe Hills School but it does not connect to The Broadway, nor is there a downhill link from the school. There are two on-road cycle lanes in Lower Blandford Road between The Broadway and Darbys Corner where they link to a wider network across Canford Heath and south through Waterloo to the Fleetsbridge. The Castleman Trailway links to an off-road, shared use cycleway alongside Broadstone Way to Holes Bay and Poole Town Centre. There is no cycle way in The Broadway. Not only does this reduce the network's connectivity but it also increases the risk of accidents and thereby reduces its appeal to all but the most confident.

1.4.30 The shopping area is poor from a pedestrian perspective. Narrow and uneven pavements, difficult crossings, little seating, fast-moving traffic, and a poorly-maintained, unattractive and outdated public realm all add up to a relatively low quality environment. A residents' survey showed visitors to the centre wanted to feel welcome, safe and have an enjoyable experience.

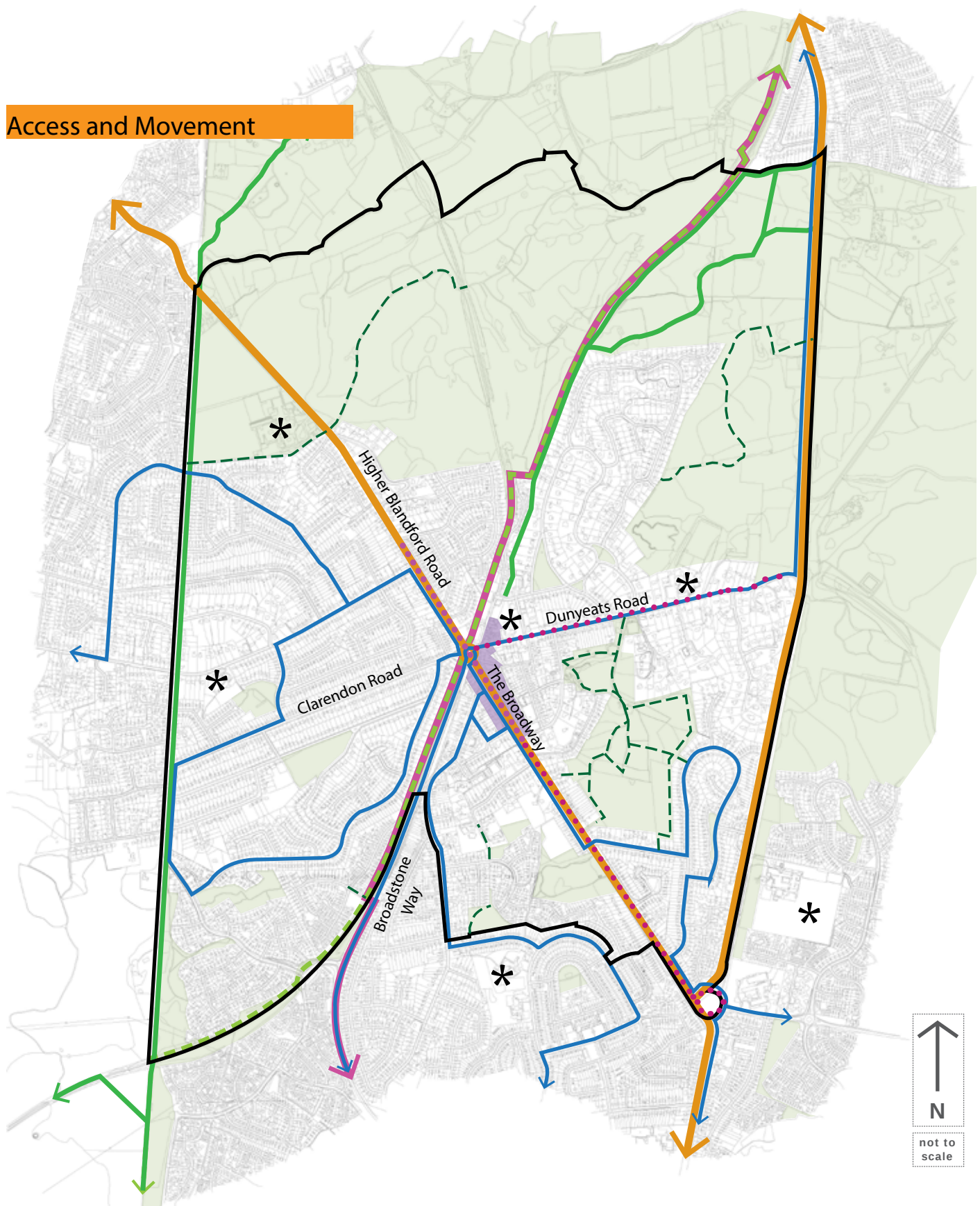
1.4.31 If this situation is to be improved it will be necessary to find a better balance between vehicles, pedestrians and cyclists. Walking and cycling promote social and community cohesion, lower energy use, reduce traffic queues, make streets safer and have immediate health benefits. A better balance will mean: further discouraging through traffic; lowering vehicle speeds in the central area and wherever pedestrians tend to cross the road; promoting walking through better surfacing, easier crossings, improved lighting and more seating; promoting cycling, by adding more cycle parking, signs and designated cycle lanes.

1.4.32 From the above discussions any Masterplan for Broadstone must not only consider the issues of car parking provision, pedestrian/car conflict and improvements to the public realm, but must also address the issues of access and connectivity. Possible solutions for the latter are set out below:

- a) Improve access to The Broadway from the Castleman Trailway for pedestrians and cyclists through the addition of better signage and clearer road markings for the surface crossings and enhanced environment in and around the subways
- b) Improve the connectivity of cycle routes and cycle access to the Village Centre by creating a designated cycle lane in The Broadway (in line with Borough of Poole's Development and Management policy DM7a). Cycling will be further encouraged through the installation of improved signs and more parking areas
- c) Improve pedestrian and cyclist safety by lowering speed limits in residential areas and in The Broadway, to complement those already in place along the routes to school.

1.4.33 Where appropriate, deliverable and viable, future development should directly support improvements to the pedestrian, cycle and public transport infrastructure of the Plan area, as well as enhance the public realm.

Access and Movement



35

Key

	Greenspace		Existing Bus Route		School
	Neighbourhood Plan Area		Bridleway/Byway		National Cycle Network (NCN) Route 25
	Central Shopping Area		Designated Footpath		Proposed Cycle Route
	LTP Prime Transport Corridor		The Castleman Trailway		

Fig. 1.15: The existing and proposed principal movement network around Broadstone

Conclusions

1.4.34 A Masterplan is a programme for positive change in a defined area, such as that specified by the Broadstone Neighbourhood Plan. The Regulation 14 consultation, held during April and May 2016 produced overwhelming support, from amongst the respondents, for the concept of a Masterplan for Broadstone. Consequently, Broadstone Neighbourhood Forum will work closely with the Borough of Poole, other local authorities as appropriate, residents and local businesses to produce a Masterplan that will address the issues that have been outlined. This will help achieve the vision for Broadstone as set out at the beginning of this Neighbourhood Planning document. It must be remembered, however, that this is not a quick process (Figure 1.16). To implement any redesign as part of a Masterplan will entail a safety audit and full technical review, as well as significant additional public consultation. Funding will need to be identified and, if necessary, a phased implementation scheduled to minimise any disruption that might be caused.

Prepare. Define. Design

A	AIMS AND OBJECTIVES	document aspirations
	OUTLINE BUSINESS CASE	viability, feasibility, pragmatic
B	CONTEXT APPRAISAL	understanding the baseline and how a place works
	SPATIAL FRAMEWORK	opportunities and constraints
	ASSEMBLE MASTER PLANNING TEAM	the right range of skills for the team
INITIAL TESTING		
C	 LAND USE & DESTINATION	land use distributions and relationships
	 KEY CONNECTIONS	strategic connections between destinations
	 OPEN SPACES	connected green infrastructure
MASTER PLAN OPTION TESTING		
PREFERRED STRATEGY		
D	 BLOCK STRUCTURE	patterns of blocks and density areas
	 MOVEMENT FRAMEWORK	street hierarchies and the character of routes
	 OPEN SPACE NETWORK	functions and characters of open space
BUSINESS CASE		
DESIGN REFINEMENT		
E	 CONCEPT ARCHITECTURE	character areas and building typologies
	 CONCEPT STREET DESIGN	highways and streets
	 CONCEPT LANDSCAPES	open spaces and public realm
DEVELOPER BRIEF OR GUIDELINES		

Fig. 1.16: The Masterplanning process (taken from Kent County Council The Masterplanning Process Part 05)

SECTION 2:

Sustainable Development & Key Issues

2.1 Sustainable Development

Definition and Relationship to Plan Structure

2.1.1 Resolution 42/187 of the United Nations General Assembly defined sustainable development as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. This implies present populations need to live within the constraints set by the earth’s environmental resources. Failure to do so could result in a deterioration in the health of populations and a breakdown in the structures that contribute to the strength, stability and cohesiveness of society.

2.1.2 Pursuing sustainable development is at the heart of the National Planning Policy Framework (NPPF) and states that plan making and decision taking should be made with the aim of achieving sustainable development at a local level.

2.1.3 Sustainable development incorporates three inter-related components, namely: environmental, social and economic (Figure 2.1). It is the responsibility of Local Planning Authorities (LPAs) to ensure that all three components are balanced effectively. Planning policies are the starting point for decision making and it is essential that they embed positive environmental, social and economic benefits from development proposals in order to achieve a sustainable future.

2.1.4 This means seeking improvements in the quality of the built, natural and historic environment as well as improving people’s quality of life. There should therefore be gains in building design, including the replacement of poor design with high quality design; increases in biodiversity and the amenity value within a locality; promotion of job opportunities through the protection of, and increase in employment space; protection from natural risks such as flooding, and the provision of a balanced and high-quality housing stock with a wide range of choice in type of home.

2.1.5 Neighbourhoods have been encouraged by the Government to develop plans which support the strategic development needs identified within the Local Plan as well as positively support and shape development within their area. The Broadstone Neighbourhood Plan seeks to manage future development within the Plan area in a positive and supportive way so that the community, and the structures which support it, are sustainable for future generations. It is anticipated that careful implementation of its policies will bring about an overall improvement in the quality of both the natural and built environments, as well as enhancing residents’ well-being and overall quality of life.



Fig. 2.1: The Dimensions of Sustainable Development

2.2 Key Issues

2.2.1 During the preparation of this Plan residents expressed numerous concerns ranging from the provision and management of car parking to lack of suitable housing for the younger generation; from the poor quality of the public realm to the need to protect green space; from poor quality design to traffic congestion and pedestrian safety.

2.2.2 Two distinct groups of issues have been identified – those associated with transport, access and movement, and those related to sustainable development. The first group of issues has already been discussed in Section 1.4: Broadstone's Future. The second group of issues is associated with the need to promote and manage sustainable development, especially housing, within the context of Broadstone's green spaces, amenity, residential character, design, economic vitality and the well-being of residents. From this group, key issues have been identified for each of the three elements of sustainable development: environmental, social and economic.

Environmental Issues

2.2.3 There is an overwhelming interest amongst Broadstone's residents in ensuring Broadstone's green spaces are protected. Since 72% of the Plan area is protected already it raises the question as to whether there are any additional green spaces that could be protected, and if so, what would the most appropriate level of protection be? The benefits to the community arising from the protection of more green space also needs to be set against the requirement to provide housing.

2.2.4 The importance of wildlife corridors and the preservation of biodiversity should not be underestimated. The contribution to both amenity value and personal well-being is significant. Within the built environment gardens play a major role in contributing to the variety of plants and wildlife as well as to the overall character of the area. The use of windfall sites for housing can have a significant negative impact upon the movement of wildlife through an area as well as reducing the overall amenity value. There is a need therefore to ensure any proposed development at least preserves, but preferably enhances, biodiversity as well as conserving the connectivity of any wildlife corridor.

2.2.5 Two of the more significant environmental issues arising from the continued building of dwellings and extensions are the continued increase in energy use and a growing risk from surface run-off flooding. Broadstone has both the highest levels of energy consumption in Poole and the greatest number of properties at risk from flash flooding. Both issues need to be addressed if development is to be sustainable.

Social Issues

2.2.6 The evolving demographic for Broadstone is one of an increasing elderly population, and this has an impact upon the housing situation. Around 1,100 homes are occupied by a single person, the majority of whom are over the age of 65. The greater proportion of these homes are 3 and 4 bed properties creating a significant level of under-occupancy. It is important therefore to ensure an appropriate provision to enable downsizing to take place, as well as create flexibility within the housing market. Furthermore, there is an additional demand for smaller dwellings, whether for flats or mews style properties from the younger age groups. Balancing the housing stock is therefore an issue.

2.2.7 Residential character across Broadstone is quite variable, with some areas undergoing change through the building of extensions. This is especially the case in older bungalow areas such as Fontmell, Steepleton, Bognor and Cheam Roads. The creation of additional rooms by raising of ridge heights and the addition of dormer windows enables young families to grow with the dwelling. However, this reduces the availability of smaller properties for those elderly residents who wish to down size but do not wish to live in sheltered or specialist accommodation. Is it appropriate to protect specific areas from such development if, by doing so, it helps to meet demand, and increase flexibility and balance within Broadstone's housing-stock?

2.2.8 Accepting the need to supply sufficient dwellings to meet demand, the issue arises as to where the properties can be built. The most appropriate place for 3 and 4 bed properties, most likely to be occupied by young and working families, is outside the central area, while the most sustainable location for 1 and 2 bed properties is within the central area of Broadstone. The concentration of retail and other services within easy walking distance, together with good bus services, makes such a location highly desirable, especially for the elderly. There will inevitably be impacts upon the existing built environment as well as on amenity value. To what extent is it appropriate to demarcate specific areas of Broadstone for different housing types and how can the impacts best be managed to ensure there are positive outcomes from any new developments?

2.2.9 Extensions play a significant role in enabling the housing stock meet the changing needs of the community but there are potential impacts on the street scene as well as upon the character of local amenity features. It is important, that while such development should be supported, the benefits to the individual householder should be balanced against the needs of the local community. To what extent is it possible to manage the construction of extensions so that both the individual and the local community benefit? The issues revolve around design, the impact upon the street scene, landscaping and drainage.

Economic Issues

2.2.10 The primary shopping area of Broadstone, concentrated almost entirely along the Broadway, is an essential element in the life of Broadstone. Not only does it provide a variety of services including retail, restaurants and community facilities, but it acts as a significant source of employment and as a focus for functions such as the Christmas Parade. It is important therefore to maintain the economic viability of the centre and develop a centre that is full of vitality. The issues include retention of retail space and potential changes of use, the creation of additional employment opportunities, and the impact of potential increases in building height arising from the construction of much needed 1 and 2 bedroom flats. There is also a need to enhance the overall character of the area.

2.2.11 Broadstone's residents enjoy a wealth of community activities operating from a variety of buildings and open spaces throughout the area. Several facilities are at risk should proposals for new developments come forward. It is important for both the cultural and physical health of the community that the variety of facilities is retained and this must be achieved in the context of sustainable development.

2.3 Vision Statement & Core Objectives

2.3.1 The key issues outlined in Section 2.2 represent the main challenges faced in meeting the need for additional housing while ensuring Broadstone's vision for the future is achievable. The vision, derived from responses to a values and expectations survey (Appendix 5.4 pages 4-5) sets out the long term strategic aim for the Neighbourhood Plan.

The Vision for Broadstone:

“Broadstone will be a sustainable and attractive neighbourhood where residents of all ages feel welcome and safe. They will have a strong sense of community and a high level of satisfaction with their environment, both private and public. The village centre will have a vibrant economy and an attractive public space full of vitality for residents and visitors to enjoy.”

2.3.2 However, without a coherent framework and an appropriate set of policies the Neighbourhood Plan cannot fulfil its strategic role. The issues would remain unresolved and the vision would be unattainable. By breaking the vision down into its separate components, for example, “a sustainable and attractive neighbourhood”, “a strong sense of community”, “a high level of satisfaction with their environment” and “a vibrant economy”, and by referring to the key issues, a set of core objectives (Figure 2.2) can be identified which link back to the three strands of sustainable development.

Fig. 2.2: The Core Objectives underpinning the Plan

Core Objectives of the Neighbourhood Plan
1. Identify green spaces that meet criteria for designation of public open space and should be protected for their environmental benefit and/or importance to the local community. 2. Protect wildlife corridors and enhance biodiversity within the natural and built landscapes. 3. Secure high-quality design and energy efficient buildings and reduce surface run-off and mitigate against flood risk. 4. Meet the need for additional housing and create more flexibility within the housing stock. 5. Retain the character of Fairview Estate and provide wider choice for those wishing to downsize. 6. Encourage the most sustainable location for development of flats and mews style dwellings. 7. To help meet demand for larger dwellings from within existing housing stock. 8. Retain and improve retail and service offer in the primary commercial area of Broadstone and in so doing sustain and enhance the vitality of the centre. 9. Ensure Broadstone's social and cultural assets are not lost through development.

2.3.4 These core objectives provide a framework for the Neighbourhood Plan and enable relevant planning principles to be identified and so determine the most appropriate policy areas that need to be considered.

2.3.5 Delivery of these core objectives is through the application of specific policies. For any new development proposals, it is likely that more than one policy will be applicable. The relationship between the key issues, planning principles, core objectives and the relevant policies are summarised in Fig. 2.3.

2.3.6 In supporting sustainable development, the planning process can bring about improvements in design, character and amenity for the benefit of all. It can also encourage employment, enhance public space and protect green space and biodiversity.

Fig. 2.3: The Relationships between Key Issues, Planning Principles, Core Objectives and Policies

	Issue	Planning Principles	Core Objectives	Policy
Environmental	Several green spaces remain undesignated and unprotected. Should any be protected and how?	Enhance and improve places where people live. Contribute to conserving and enhancing the natural environment. Improve health, social and cultural well-being	Identify green spaces that meet criteria for designation of public open space and should be protected for their environmental benefit and/or importance to the local community	BP1 Designating Public Open Space BP 2 Protecting Lytchett Drive as Local Green Space
	How can wildlife and biodiversity be preserved and enhanced as housing density increases?	Secure a good standard of amenity within a built environment	Protect wildlife corridors and enhance biodiversity within the natural and built landscapes	BP3 Enhancing Biodiversity in Broadstone
	How can high energy consumption in Broadstone be reduced and how best to mitigate against flood risk?	Make the most efficient use of land – plot size, shape and aspect; use low carbon renewable energy technology; take account of flood risk and adopt natural drainage systems	Secure high-quality design and energy efficient buildings; Reduce surface run-off and mitigate against flood risk	BP4 Securing High Quality Design and sustainability
Social	How to ensure a continued provision of housing to meet the needs of the different generations and retain balance and flexibility?	Support sustainable development to deliver the homes needed. Seek to secure high-quality design and character	Meet the need for additional housing and create more flexibility within the housing stock	BP5 Balancing the Housing Stock
	Can special character areas be preserved and still retain wide choices and flexibility in housing supply?	Take account of different roles and character of different areas. Actively manage patterns of growth	Retain the character of Fairview Estate and provide wider choice for those wishing to downsize	BP6 Housing on the Fairview Estate
	Should the building of flats be focused on the central area of Broadstone? And if so, what would be the impact?	Encourage the effective use of land. Find creative ways to enhance and improve places. Always seek to secure high quality design and good standard of amenity	Encourage the most sustainable location for development of flats and mews style dwellings	BP7 Development principles for the central shopping area
	Can the increasing number of extensions be managed to ensure high quality design? What is the impact upon a locality in terms of drainage and loss of garden space	Seek to secure high-quality design. Take account of land prices and housing affordability Addressing housing need	To help meet demand for larger dwellings from within existing housing stock	BP8 Well-designed Extensions
Economic	How can the vitality of the primary shopping area of Broadstone be retained? How can retail and business space be preserved?	Promote mixed use developments and encourage multiple benefits from use of land in urban areas. Pro actively drive and support sustainable economic development	Retain and improve retail and service offer in the primary commercial area of Broadstone and in so doing sustain and enhance the vitality of the centre	BP9 Encouraging employment opportunities in the central shopping area
	Can the variety of community facilities, including sports provision, in Broadstone be protected against loss through development?	Support strategies to improve health, social and cultural wellbeing and deliver sufficient community and cultural facilities and services to meet local needs	Ensure Broadstone's social and cultural assets are not lost through development	BP10 Protecting Community Facilities in Broadstone



Shops on The Broadway

SECTION 3:

Neighbourhood Plan Policies

3.1.1 This section sets out the policies to support and deliver the vision for Broadstone. The vision and policies are:

Vision for Broadstone

“ Broadstone will be a sustainable and attractive neighbourhood where residents of all ages feel welcome and safe. They will have a strong sense of community and a high level of satisfaction with their environment, both private and public. The village centre will have a vibrant economy and an attractive public space full of vitality for residents and visitors to enjoy. ”

3.1.2 The Policies Map opposite (Figure 3.1) shows the principal policies outlined in this section. Nature conservation designations are shown in detail on Fig 3.3.

3.1.3 Each of the ten Plan policies are explained in detail over the following pages.

- BP1 + BP2 Management & Protection of Green Spaces
- BP3 Enhancing Biodiversity
- BP4 Securing High Quality Sustainable Design
- BP5 Balancing the Housing Stock
- BP6 Housing on the Fairview Estate
- BP7 Development Principles for the Central Shopping Area
- BP8 Well-designed Extensions
- BP9 Encouraging Employment Opportunities in the Central Shopping Area
- BP10 Protecting Community Facilities

Policies Map

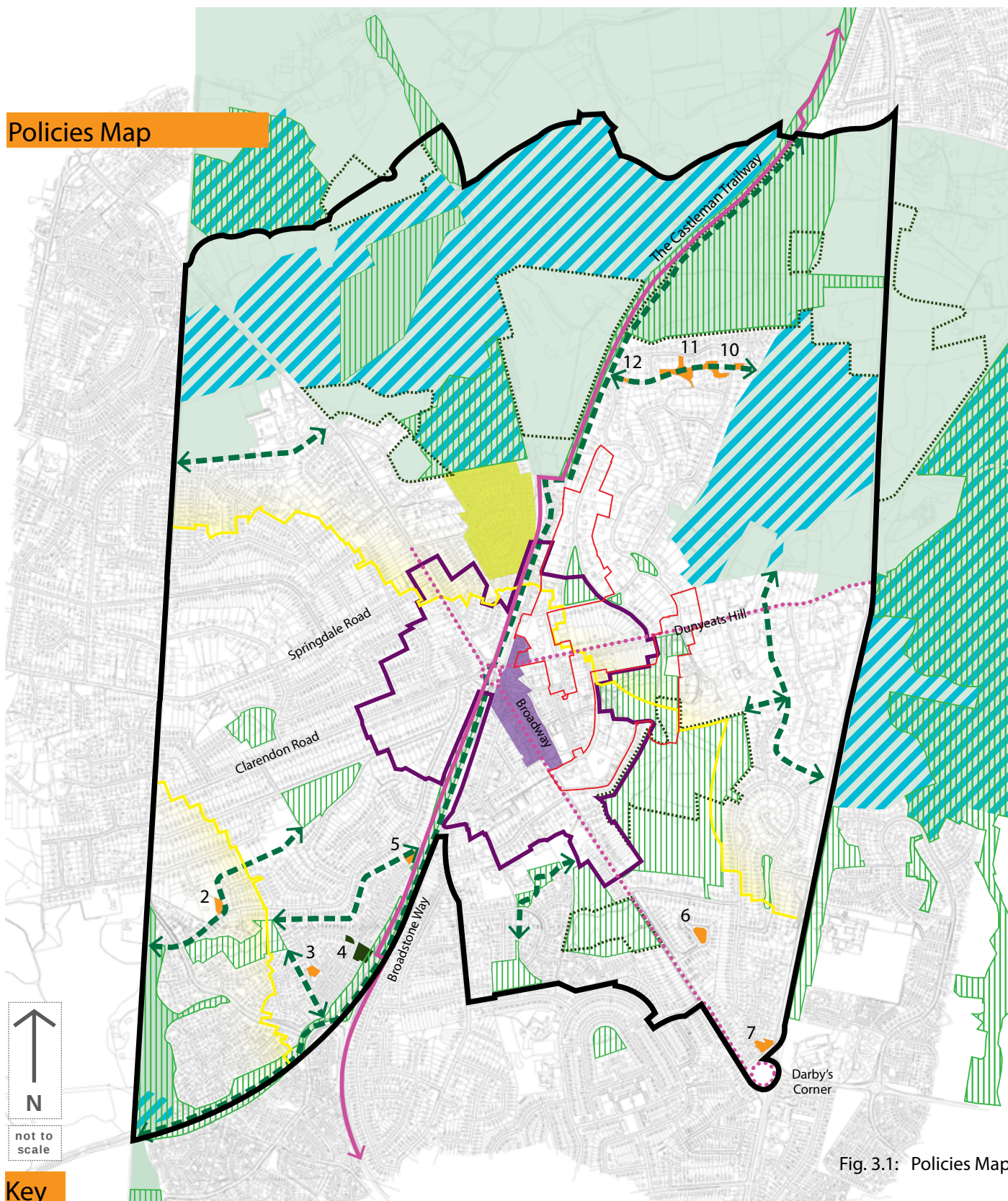


Fig. 3.1: Policies Map

Key

- | | | | | | |
|--|--|--|--|--|--|
| | Neighbourhood Plan Area | | Open Space & Allotments | | Wildlife Corridors |
| | Greenbelt | | Central Shopping Area | | National Cycle Network Route 25 |
| | Sites of International Nature Conservation Importance & Sites of Special Scientific Interest | | Inner Zone - within 5min Walk of Central Shopping Area | | Proposed Cycleway |
| | 400m Heathland Buffer | | Local Green Space (Lytchett Drive) | | Conservation Area |
| | Local Sites of Biodiversity | | Open Space | | Fairview Estate Special Character Area |

3.1 Management & Protection of Green Spaces

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3.1.2 Broadstone has long been one of Poole's greenest neighbourhoods, with 9.86 hectares of green open space (per 1,000 population) compared to 7.69 hectares on average in the Borough. The ward includes extensive heathland, Delph Woods, Broadstone Recreation Ground and Pocket Park, as well as lots of smaller green spaces and countless street trees.

3.1.3 The open green spaces offer opportunities for both public and private recreation, and are an essential component to the look and feel of the settlement. The main public recreation space is south-east of the centre where Broadstone Park and Broadstone Recreation Ground extend to over 20 hectares. The largest private space is Broadstone Golf Course in the extreme north of the plan area, and adjacent to The Castleman Trailway (Fig 3.2).

3.1.4 The Policies below largely relate to publicly accessible Green Space.

Heathland

3.1.5 Broadstone was built on heathland and what remains is highly-valued in landscape, amenity and ecology terms. The Great Heath Living Landscape project, led by Dorset Wildlife Trust, includes areas within Broadstone such as Dunyeats Hill Nature Reserve (SSSI/SPA/SAC). These areas are internationally important, recognised for the rarity of the habitat and are protected by the Habitats Regulations 2010.

Public Green Spaces

3.1.6 Delph Woods (SNCI), Pocket Park (SNCI), Broadstone Recreation Ground, Broadstone Heath (SNCI/Local Nature Reserve), Plainfield Farm Recreation Ground, and Lewesdon Drive Play Area are the principal public green spaces for recreation and already have varying levels of protection (Fig 3.3). In addition, Broadstone and Plainfield Farm Recreation Grounds have the added protection of Fields in Trust status (specified in the relevant Deed of Dedication). Their designation safeguards the future of these recreational spaces and means that before certain developments can take place the owner needs to seek permission from FiT. Improvements that may be permitted include the levelling of the football pitches, a skate park and orienteering courses.

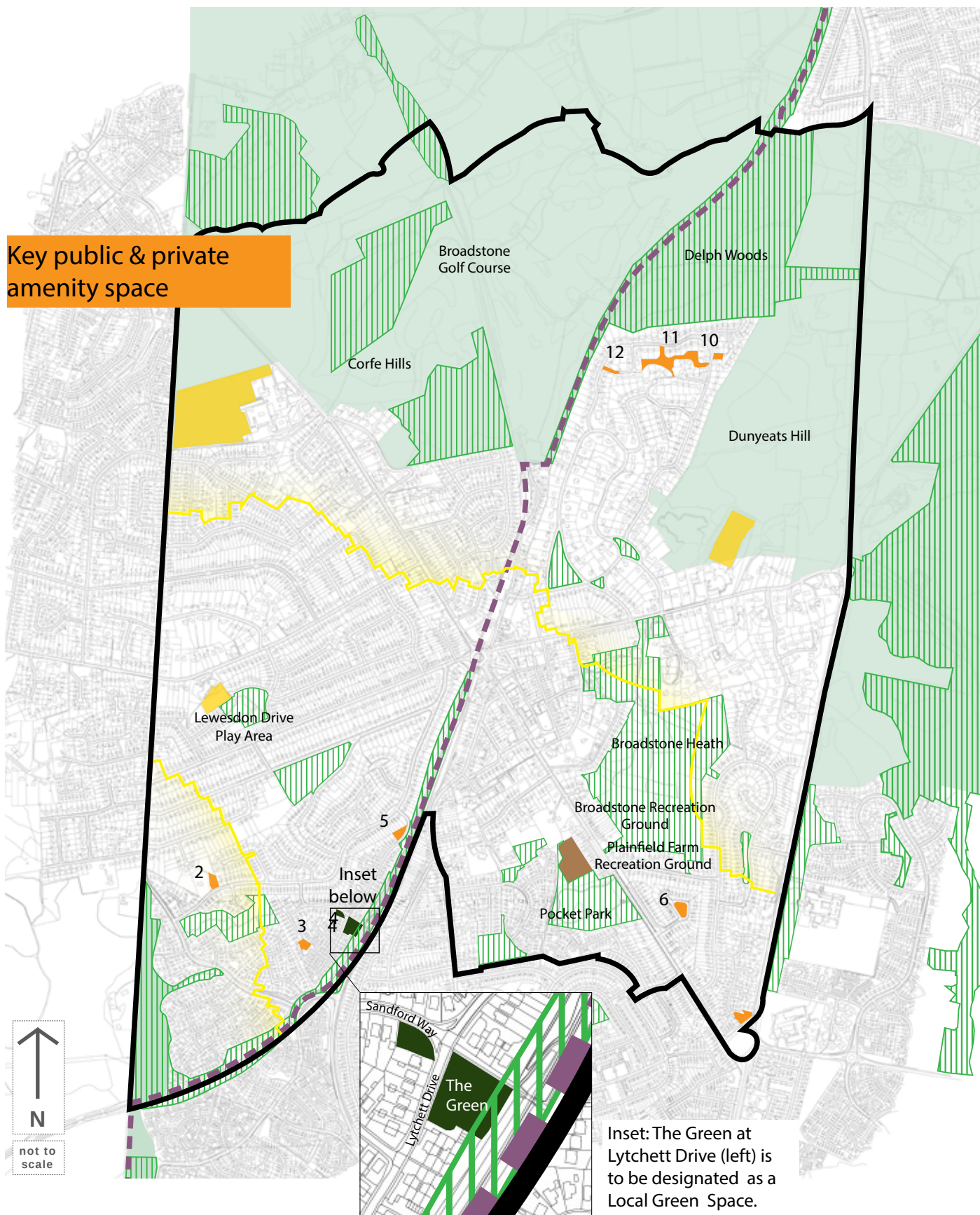
Any such improvements are subject to the appropriate approvals and funding becoming available.

3.1.7 In addition there are numerous smaller unnamed areas, primarily of woodland, for example within the Golf Links Road area, or adjacent to West Way, which contribute to the overall character of the plan area. These were designated within the Core Strategy as public green space and retain the designation in the emerging Local Plan. However, they offer little opportunity for play or general relaxation, though over time some informal footpaths have been established. They do serve a valuable purpose as havens for wildlife, especially woodpeckers, owls, foxes and the occasional deer.

3.1.8 During the development of this Plan comparative studies of several Borough of Poole maps, including the Proposals Map (2012), revealed twelve areas of undesignated open space or white land. These are shown on Figure 3.2. Field work was subsequently undertaken to determine the size of each site, the level of biodiversity, the extent to which each site is used by residents and for what purpose. Analysis of the data enabled the amenity value for each site to be established, and from this it became possible to determine whether a site should be given protection, and at what level (Appendix 5.3).

3.1.9 Six of the sites were found to be of sufficient environmental quality and amenity value to be designated as public open space (BP 1). This protection relies on relevant policies contained in the Borough of Poole's Local Plan and ensures the designated sites will continue to enhance their immediate locale, provide for wildlife and contribute positively to the quality of life and well-being of residents. The six sites are shown on the following pages in more detail (Figures 3.2A-F).

Key public & private amenity space



Key

- | | | | | | |
|--|-------------------------|--|---------------------|--|----------------------|
| | Neighbourhood Plan Area | | Local Green Space | | School Playing Field |
| | Greenbelt | | New Open Space | | Allotments |
| | Castleman Trailway | | Existing Open Space | | |

Fig. 3.2 Public and Private Amenity Spaces

BP 1: Designating public open spaces

Proposals for development that would result in the loss of public open space in the following locations, identified on the Policies Map, will not be permitted unless:

- replacement open space of an equivalent or greater area and value is provided in the same locality; or
 - there is an overriding requirement for the development for essential community purposes.
- (i) Location 2 - Woodland in West Way, the eastern boundary of which abuts property No.384 West Way and the western boundary of which abuts property No.386 West Way
 - (ii) Location 3 - Lytchett Drive/Tadden Walk open space
 - (iii) Location 5 - Woodland in Lytchett Drive, the western boundary of which abuts No.2 Lytchett Drive
 - (iv) Location 6 - Okeford Road open space
 - (v) Location 7 - Greenhayes open space
 - (vi) Locations 10-12 - the open space linking Merriefield Avenue and Greensleeves Avenue, creating a significant wildlife corridor.

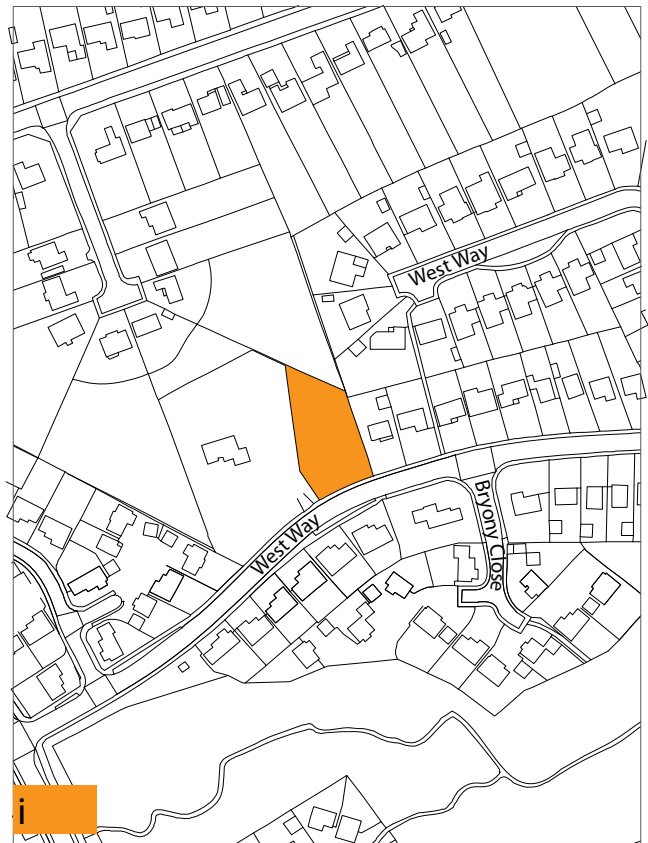


Fig. 3.2a: BP1 open space (woodland) at West Way



Fig. 3.2b: BP1 open space at Lytchett Drive and Tadden Walk



Fig. 3.2c: BP1 open space (woodland) at Lytchett Drive

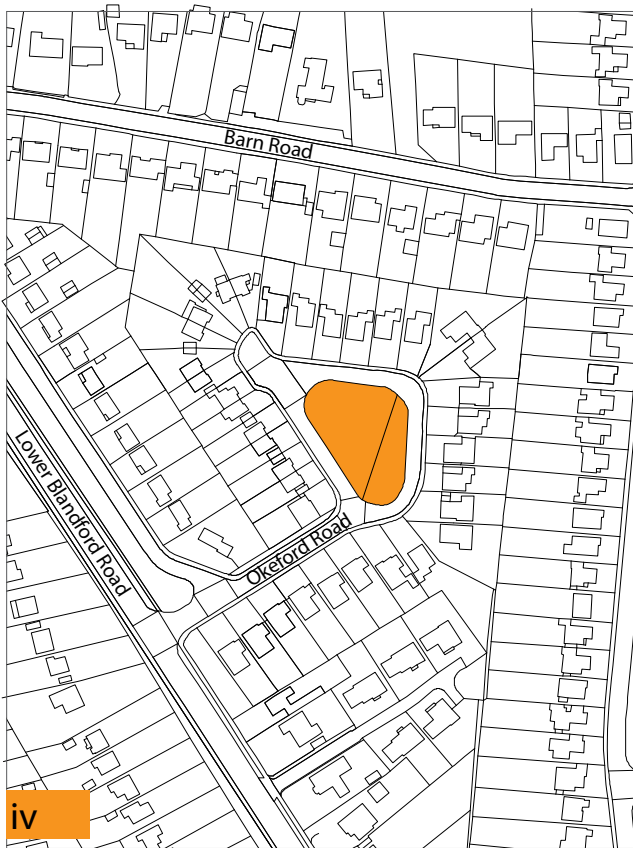


Fig. 3.2d: BP1 open space at Okeford Road

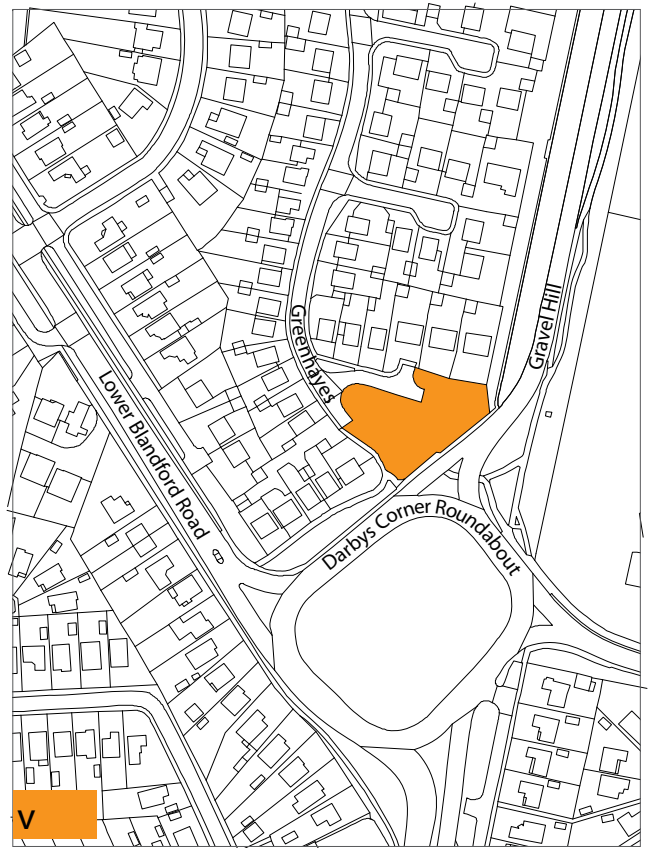


Fig. 3.2e: BP1 open space at Greenhayes

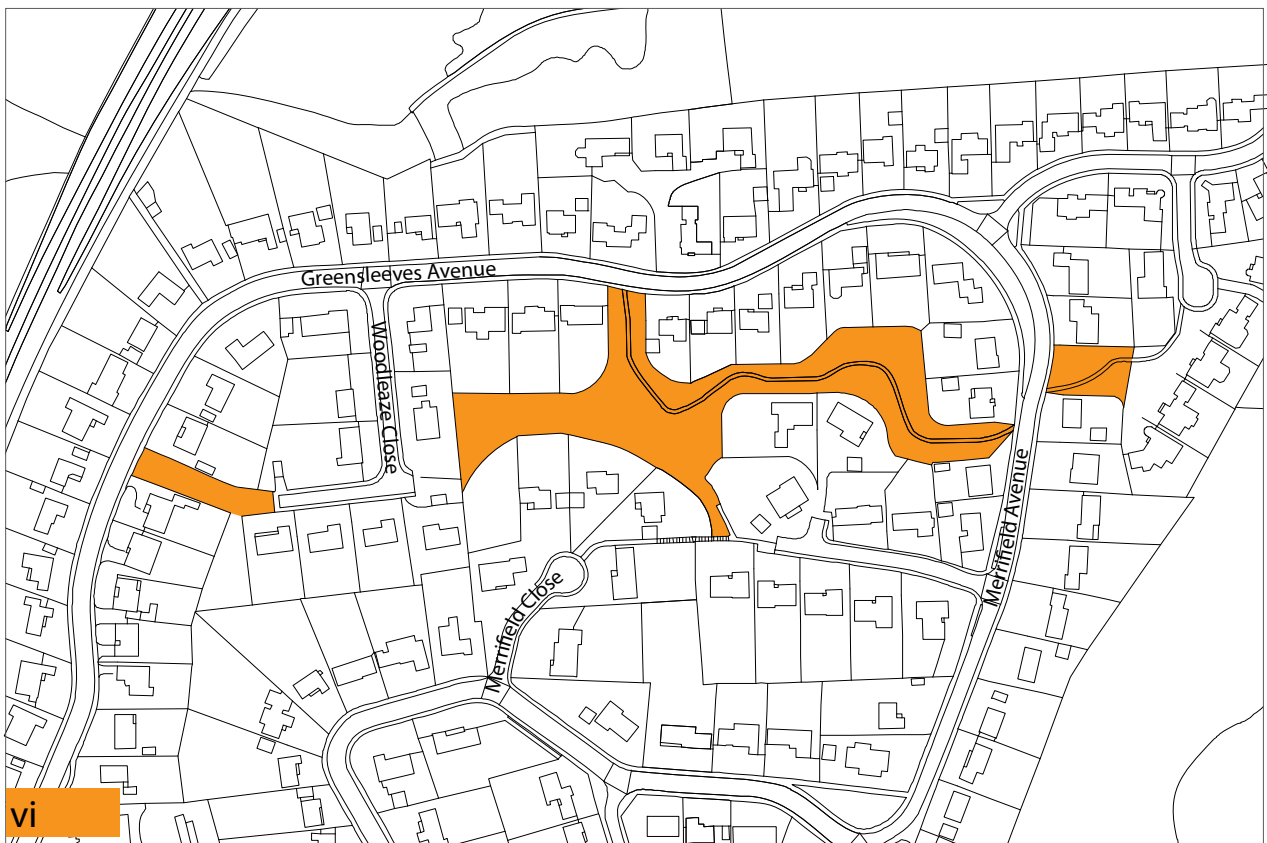


Fig. 3.2f: BP1 open space linking Merrifield Avenue and Greensleeves Avenue

Protecting Lytchett Drive Local Green Space

3.1.10 Lytchett Drive informal play area is one of the twelve unprotected green spaces (Location 4 fig 3.2) within the plan area. Created in 1978 as a planning requirement for a new housing estate, the Borough of Poole took ownership of the land in 1983 and has maintained it ever since (Appendix 5.3) though it has never been formally designated as public green space.

3.1.11 The evidence (Appendix 3) shows that Lytchett Drive open space has a greater level of amenity value than any of the other sites and has played a genuinely significant role, over the last 39 years, in bringing the Lytchett Drive community together. It is important that it should continue in that role for the foreseeable future and it would, therefore, be appropriate to designate the Lytchett Drive open space as Local Green Space, subject to all the relevant criteria being met.

3.1.12 The Government's NPPF (2012) paragraph 76 states that "Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period."

3.1.13 Paragraph 77 states "The designation should only be used:

- Where the green space is in reasonably close proximity to the community it serves;
- Where the green area is demonstrably special to a local community and holds a particular local significance, for example, because of its beauty, historic significance, recreational value (including as a playing field) tranquillity or richness of its wildlife; and
- Where the green area concerned is local in character and is not an extensive tract of land."

3.1.14 The Green is in close proximity to the community it serves. It is within 5 minutes walking distance of more than 350 households. The majority of these are in Lytchett Drive. The rest are in Sandford Way, Tadden Walk and part of West Way. It is regarded by residents as a safe area for children to play.

3.1.15 It formed an integral part of the original planning application providing the new development with much needed informal play space. Since then the need for a safe area for children to learn to ride bikes and play ball games has increased over the years. Car ownership has increased to such an extent that there are now parking and safety issues on the road. The Green satisfies this need and it is demonstrably special to the local community. It contributes significantly to the well-being of all residents but especially the children. The open space has been used by residents continuously since its creation in 1978, (see Appendix 5.3) for a wide variety of individual and community activities including football and rounders, family picnics, celebration parties, learning to cycle and winter fun.

3.1.16 The importance of this space to families and the community is illustrated by comments from the residents themselves, for example,

- "I have lived in Tadden Walk 18 years and raised three children here, all of who have used the play area so much that it has been a crucial part of their childhood."
- "This is a densely-populated area with small gardens and this green space is a lung that we need."

3.1.17 Not only has this site contributed to the social cohesion of this residential community but it also contributes to the biodiversity of the locality. It possesses a variety of habitats – ornamental landscape of cultivated shrubs and trees; maintained grass area; natural trees and shrubs; south east facing natural grass embankment – which encourage a wider range of wildlife, including birds, small mammals and even the rare and protected smooth snake, than is found in many of the other open space areas (Appendix 3).

3.1.18 At under 5,000 sq metres this open space is local in character and is not an extensive tract of land. It is in close proximity to the community it serves and is demonstrably special to that community. It holds a particular local significance with regard to recreational value, tranquillity and variety of wildlife, all of which contribute to the well-being of the residents. The loss of such a site would have a serious and damaging impact upon the community and would put young children at risk as it provides a safe environment in which to play and grow up. The Lytchett Drive open space therefore fulfils the criteria as set out in the NPPF, paragraph 77 above.

3.1.19 It is therefore considered appropriate that this plan should designate the open space at Lytchett Drive as Local Green Space and give it the level of protection that is required to ensure its sustainability as a significant local community asset (BP 2).

3.1.20 It is significant that the original covenant (1978) between the developer and the Council included the statement: "shall not erect any buildings, houses or flats upon the green land". The importance of this land to the community was recognised then, and over the years The Green has become even more important. Any housing or other building on this land would result in an unacceptable loss of a vital community asset which could not be replaced or mitigated against, and so would not be permitted under policy BP2.

3.1.21 With many young children in the community it could be argued that the provision of play facilities was essential as an aid to their development, especially since no other similar facility is readily available. However, any such proposal would be subject to agreement by the community.

BP 2: Protecting Lytchett Drive Local Green Space.

The Green in Lytchett Drive is designated as Local Green Space where new development is ruled out other than in very special circumstances. The site boundary is shown in Figure 3.1 (and 3.2 and inset)



Local people at a recent event on the green space at Lytchett Drive

3.2 Enhancing Biodiversity

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3.2.1 Policy BP 3 seeks to enhance private amenity space and biodiversity whilst supporting sustainable design and development.

3.2.2 72% of Broadstone is a mix of public and private green space that is protected from development (Appendix 3). It provides a variety of important habitats including heathland, woodland, parkland, farmland and urban meadow which contribute greatly to the biodiversity within the area. The remaining 28% comprises the main residential areas as well as the central commercial zone. Private dwellings with their own front and rear gardens, add an additional dimension to the biodiversity within Broadstone. The number and variety of trees, as well as the range of both wild and cultivated plants, contribute to the overall character and quality of the village environment. Such variety of habitats, flora and fauna are important for recreation, amenity, landscape, wildlife, drainage and micro-climate.

3.2.3 Adjoining gardens can provide important links between green areas with wildlife interest. Such links, or stepping stones, aid animal movements through the built environment and so are especially valuable in providing a network of habitats useful to a variety of protected and vulnerable species. These wildlife corridors and stepping stones exist at a variety of levels throughout Broadstone contributing significantly to the green infrastructure of the area. These features are illustrated in Figure 3.3 in accordance with NPPF paragraph 117.

3.2.4 There is a need to meet the demand for housing in Broadstone (Appendix 4) through sustainable development, but because of the lack of significant areas of land with development potential, opportunities for building new family homes are very limited. Any proposals that do come forward will rely heavily upon windfall sites and will have the potential to reduce biodiversity as well as change the character of a locality. Evidence from consultations with residents (Appendix 3) confirms the importance, to the community, of maintaining or improving the existing character of residential areas as well as protecting wildlife habitats.

3.2.5 Where development on windfall sites is proposed, careful planning will be required, especially when back gardens are involved. Issues such as safe access, adequate provision for car parking, spacing of

properties, overshadowing and privacy must be addressed to ensure there are no significant negative impacts upon the amenity of neighbouring dwellings. Tandem development, "where one house is immediately behind another and sharing the same access is generally unsatisfactory because of the difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front." (Planning Policy Guidance Note 3 (Housing)). Such development would generally be resisted (Appendix 3) unless sensitive-design, good landscaping and the enhancement of biodiversity can be demonstrated as they all have a significant role to play in ensuring a sustainable future for Broadstone.

3.2.6 Should new brownfield sites come forward for development the opportunity to improve the character of the locality and enhance the biodiversity of the site should be a prime consideration when preparing the planning application. If appropriate to the location and the scale of development being proposed, the incorporation of features which promote walking and cycling would be expected. One of the threats to biodiversity is pollution leading to fragmentation and degradation of natural habitats. Encouraging people out of their cars to walk and cycle for journeys of every kind will help to maintain wildlife and ensure it flourishes.

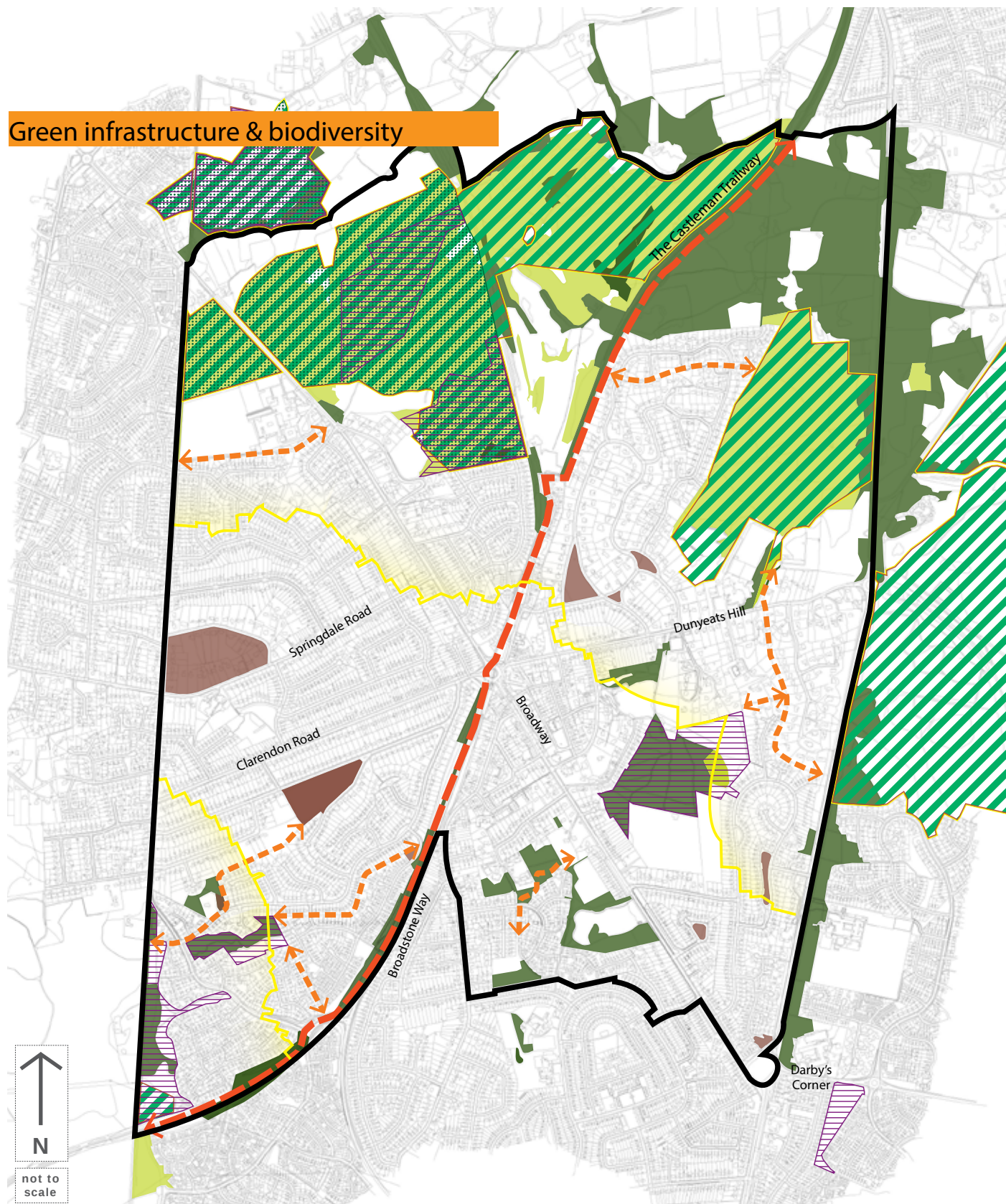
BP 3: Enhancing Biodiversity.

A. New development should demonstrate that it conserves or enhances biodiversity having regard to the wildlife corridors and stepping stones illustrated in Figure 3.3, natural features and character of the area by:

- (i) Retaining soft landscaping, wildlife corridors and trees that form a significant feature in the area and contribute to biodiversity unless it is clearly demonstrated the need for, and benefits of, development in that area clearly outweigh the loss
- (ii) Making provision for private outdoor amenity space and design features which preserve and improve the connectivity of wildlife corridors unless it is clearly demonstrated that this is not appropriate
- (iii) Incorporating measures which encourage walking and cycling

B. Proposals for new development which would affect biodiversity should be accompanied by a Biodiversity Appraisal which demonstrates how these features are to be protected and how adverse impacts are to be mitigated or as a last resort, compensated.

Green infrastructure & biodiversity



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Key

	Neighbourhood Plan Area		Special Protection Area (SPA)		Stepping Stones
	RAMSAR site		Local Nature Reserve		400m Heathland Buffer
	Sites of Special Scientific Interest (SSSI)		Primary Wildlife Corridor		Priority Habitat- Lowland Heathland
	Special Areas of Conservation (SAC)		Secondary Wildlife Corridor		Priority Habitat- Deciduous Woodland

Allotments

3.2.7 Allotments are important for recreation, food production and community cohesion as well as forming an important part of Broadstone's network of open spaces (Figure 3.2). Broadstone's allotments enjoy statutory protection. The demand for allotments exceeds supply, and, with little opportunity to provide additional sites, the waiting-list is best managed by the subdivision of plots as set out in the Borough of Poole's Allotment Policy.

Maintenance and Management of Green Spaces

3.2.8 Broadstone Neighbourhood Forum recognises that the maintenance or improvement of public spaces cannot be left entirely to the statutory authorities. It therefore wishes to encourage partnership working involving residents, local organisations and groups, with a view to establishing green space and woodland management teams. Relevant groups could include a local orienteering club, sports clubs or scouts and guides. A recent (2015) example is the establishment of the Crossways Wood partnership between residents of Moor Road and Lower Golf Links Road, Broadstone Scout Group, and the Borough of Poole.

3.2.9 Broadstone in Bloom is a long standing voluntary organisation that has contributed significantly to the appearance of The Broadway and given pleasure to so many. It started in the early 1990's as a partnership between the Borough of Poole, a small group of volunteers, a local councillor and a cable company (NTL) which provided the initial funding to kick start the initiative. The Neighbourhood Forum, through the Neighbourhood Plan will encourage local organisations, developers and the Borough of Poole to work in partnership to maintain and improve Broadstone's green infrastructure.

3.1.10 Where relevant, development could assist with the management of Broadstone's green infrastructure by supporting partnerships between local community groups, the Borough of Poole and other organisations. The Forum will engage in this endeavour directly.



Allotments

3.3 Securing High Quality Design and Sustainability

3.3.1 In addition to the management and protection of green spaces (Policies BP 1 and BP 2) and enhancing biodiversity (Policy BP 3) it is important to consider climate change issues, especially Broadstone's high levels of energy consumption (Appendix 3) and surface run-off flood risk (Appendix 3).

3.3.2 Broadstone's high energy consumption levels can be attributed, in part, to the socio-economic make-up of the population. 40% of all households in Broadstone are classed as Group D, high-income professionals (Section 1.3.17). This has led to extremely high levels of car ownership and a high volume of relatively short journeys. Not only does this result in high fuel use but it adds to environmental pollution through increased noise levels, gas emissions and traffic congestion. Increased housing density is likely to exacerbate these problems. While these issues cannot be addressed directly through planning policy the development of a master plan which promotes modal shifts in transport and improves public spaces in the central area could bring benefits.

3.3.3 Many of the older properties within Broadstone still retain original features. Windows are still single glazed, lofts are not fully lined and wall cavities have not been filled and so have relatively low standards of insulation. There is, therefore, still much that could be done to reduce heat-loss by using energy saving technology. The use of loft insulation, double glazing and solar panels are easy and effective solutions, but they cannot be managed retrospectively through planning policy. It is therefore the intention that Broadstone Neighbourhood Forum will actively engage with residents to promote Government-backed schemes for properties which currently lack adequate insulation or energy saving technology. In addition, it will encourage the local schools to promote sensible use of electrical goods.

3.3.4 It is important that proposals for new development consider energy efficiency measures and it is expected that, where appropriate, new development meet the highest levels of energy efficiency. Proposals which show a positive approach to energy efficiency, by adopting passive design principles, will be supported. Passive design uses natural sources of heating and cooling, such as the sun and cooling breezes. It is achieved by appropriately orientating your building on its site and carefully designing the building envelope (roof, walls, windows and floors of a home). Well-designed building envelopes minimise unwanted gain and loss through features such as:

- design for climate
- orientation
- shading
- passive solar heating
- passive cooling
- sealing your home
- insulation (and installation)
- thermal mass
- glazing
- skylights.

The resultant reduction in energy demand that can be achieved through orientation and an appropriate use of materials to maximise the use of solar insolation increases the sustainability of the development. Where possible, we would encourage renewable energy such as photo-voltaic cells, solar panels, ground or air source heat systems to meet a proportion of the future needs, in line with the requirements in the current Poole Local Plan, avoiding placement on front elevations of buildings within the Conservation Areas.

3.3.5 There is no coastal or river flood risk in Broadstone, but it has been established that more properties are at risk from surface run-off flooding in Broadstone than elsewhere in Poole (Appendix 3). As more extensions are built, and increased housing density materialises through development on windfall sites, the risk of flooding from surface run-off will increase still further. In addition, inappropriate hard surfacing for extra car parking spaces, especially in front gardens, also reduces the ground's infiltration capacity. It is important, therefore, that the risk from flash flooding is addressed.

3.3.6 It is expected the application of sustainable drainage systems or SuDS to drain away dirty and surface water run-off will be incorporated into new development proposals, where appropriate. Not only will this reduce the environmental impact of the development but it can also be highly cost-effective. Underlying the principle of SuDS is the modelling of the drainage system on the natural systems of collection, storage, and cleaning water before allowing it to be released slowly back into the environment. Conventional drainage systems can become overloaded as a result of development and so give rise to flooding (Appendix 3), pollution of the environment – with the resultant harm to wildlife – and contamination of groundwater. SuDS solutions should be easy to manage, use natural energy inputs and be environmentally, as well as aesthetically attractive. They could include green roofs, filter drains, bioretention basins, rain-gardens, or swales.

3.3.7 Grey water is gently used water from your bathroom sinks, showers, tubs, and washing machines and may contain traces of dirt, food, grease, hair, and certain household cleaning products. The recycling of greywater is environmentally beneficial and is to be encouraged. With proper treatment greywater can be used for laundry, toilet flushing, and to irrigate both food and non-food producing plants. The nutrients in the greywater (such as phosphorus and nitrogen) provide an excellent food source for these plants.

3.3.8 Several benefits accrue from grey water use. These include the reduction in need for fresh water, which can significantly reduce household bills, and the reduction in the amount of waste water entering sewers or on-site treatment systems. For the individual, this can mean lower household bills, and for the wider community, a reduced demand on public water supplies. A fall in demand for fresh water helps conserve ground water and maintain the water table.

3.3.9 Where hard standing is being proposed the use of permeable materials, such as gravel or permeable concrete, represents good practice as this aids infiltration and reduces surface run-off.

3.3.10 Well designed buildings are built to last, are safe, environmentally efficient and easy to care for. They fit in well with their surroundings and/or create a new landmark which adds identity and character to an area. Well-designed buildings improve the quality of life of the people who live and work in them.

3.3.11 Proposals for new developments will be expected to demonstrate how they encapsulate both high quality and sustainable design principles, including energy efficiencies and reduced risk from surface run-off and flash flooding. New developments proposing or adopting such practice would be supported (BP 4).

BP 4: Securing High Quality Design and Sustainability.

A. To be supported proposals for new development should demonstrate where appropriate, that it adheres to the following sustainable design principles:

- (i) Defensible design* to ensure:
- (a) The layout should demonstrate consideration of:
 - Residents' safety and amenities
 - Access to communal space for dwellings that do not have an individual amenity space
 - Unless it is demonstrated to be inappropriate where trees are to be lost
 - The provision for usable external amenity space** including landscaped gardens, patios, terraces or balconies
 - Where balconies are an integral part of the design they should be of a minimum size, generally not less than 1.5m depth in one usable length to accommodate chairs and a small table.
- (b) Demonstrate proposals will not result in adverse impact on residential amenity.

**Defensible design - create spaces which the occupiers of adjacent buildings can exercise effective supervision and control to encourage a sense of ownership of space.

**Amenity space does not include provision for car parking.

B. Proposals for new development within, or within the setting of, the Ridgeway and Broadstone Park and Tudor and Golf Links Road Conservation Areas must demonstrate how they preserve and enhance, or better reveal the significance of the Conservation Area.



The landmark Monkey Puzzle tree on The Broadway

3.4 Balancing the Housing Stock

3.4.1 The assessed need for housing, over the period 2013 to 2033, is between 729 - 779 dwellings. This is equivalent to building 37 to 40 new homes per year (Appendix 4).

3.4.2 It is unlikely this number of units can be achieved over the lifetime of the plan because Broadstone has significant environmental, social and economic constraints which will reduce the opportunities for additional dwellings.

3.4.3 Much of Broadstone falls within 400 metres of the neighbouring internationally protected heathlands (Fig 3.1). It is therefore subject to restrictions on additional residential development imposed by Natural England and managed by the Borough of Poole. A significant proportion of the plan area is also designated public green space. In total 72% of the plan area is protected from residential development (Appendix 3).

3.4.4 The remaining 28% consists of established residential areas together with the central business zone. Developments in Pine Springs, in the south-west of the Plan area, during the 1990s used the last available large-scale sites leaving no opportunities for further significant developments in the future. Within the village centre two relatively small brownfield sites have planning permission, though construction has only commenced on one of these. No new sites have come forward during the preparation of the Plan, though it is possible some will in the future.

3.4.5 "Broadstone is a densely populated, large ward representing a particularly desirable part of an already desirable housing market, and in common with many such locations, demand is always likely to outstrip supply. In other words, significant supply-side constraints, for example, an annual completion rate over the last 10 years averaging around 5 – 8 new dwellings per year, will continue to apply so that the neighbourhood is highly unlikely to be able to develop the number of housing units to meet all the need over the plan period" (Appendix 4).

3.4.6 It is not just a matter of building new dwellings, but rather, building the right type of dwelling. The greatest level of need is for smaller dwellings of 1 and 2 bed units, such as apartments and mews style housing, to meet the demand from young singles or newly married couples, as well as from older residents wishing to downsize from under-occupied larger detached properties. In addition, there will be continued demand for age-related sheltered accommodation and specialist care homes because of an above average (26-28%) concentration of elderly residents within Broadstone.

3.4.7 While there is a demand for affordable housing, it is at a relatively low level, consequently there is no pressing need to address this issue within plan policy. (Appendix 4).

3.4.8 Even though the number of families has decreased over the last twenty years, there is still a significant need for additional larger 3 and 4 bed properties to meet the demand from the inward migration of young professional families. A flexible and balanced housing stock is essential if a sustainable community with a balanced demographic is to be achieved. Without this there could be significant negative impacts upon the provision of health services, schools, shops and other desirable services. Careful monitoring will be required.

3.4.9 With limited space for new builds, continued development will increase housing density across the built area. Currently, densities vary between 7 and 30 units per hectare within the main residential areas and between 30 and 50 units per hectare within the inner zone. Projected estimates suggest densities in the residential areas could increase to 50 dwellings per hectare, while within the inner zone they could rise to 100 dwellings per hectare (Borough of Poole's emerging Local Plan). These figures are not high in comparison with inner city areas, but increases to, or above, these levels have the potential to reduce the quality of Broadstone's residential environment, and so possibly impact negatively upon residents' well-being.

3.4.10 Flexibility within the housing stock is essential in enabling a balance to be maintained but this cannot easily be achieved within the existing stock. All new housing, whether a single unit, apartment block or sheltered accommodation, has a significant role to play, especially in enabling elderly people to live independently in their own homes for as long as possible. Consequently, proposals that can demonstrate the adoption of Lifetime Homes Standards, or their equivalent, will be supported. While there is currently an over-provision of care home beds in Broadstone (see Appendix 4) the demand will continue to grow throughout the duration of the Plan, and beyond. New care homes or extensions to existing care homes will also be supported provided proposals are both sustainable and of good architectural design.

3.4.11 To manage increasing density, meet the demand for differing housing sites, and ensure any new development is appropriately located, that part of Broadstone that falls outside the protected areas has been divided into two distinct zones.

3.4.12 Firstly, an Inner Zone (Figure 3.4) which lies within 400 metres walking distance from the main commercial centre (The Broadway). It is characterised by two and three storey buildings with mixed commercial and residential use, and is predominantly Victorian in age. Some regeneration has already occurred but there is the potential for more, especially of older properties within large gardens. Some of these are within Broadstone's conservation areas. Increasing the height of some of the buildings, especially within The Broadway, is also an option. This Inner Zone offers the most sustainable location for the development of 1 and 2 bed dwellings.

3.4.13 The second, or Outer Zone, includes the remainder of the built area outside the 400 metres Inner Zone. It is characterised by 3 and 4 bed detached houses or 2 and 3 bed bungalows ranging in age from late Victorian to the present day. Many properties have been modified by extensions and some infill has taken place. Opportunity for redevelopment will depend upon windfall sites and it is recognised that to meet the demand for 3 and 4 bed properties development on such sites should be supported provided the overall character of the locality is not significantly adversely affected.

3.4.14 Policy BP 5 supports sustainable development and aims to balance the housing stock through spatial differentiation of unit sizes. Over the lifetime of the Plan, it is anticipated the number of 1 and 2 bed units will exceed the number of new 3 and 4 bed units thus addressing the issue of greatest need. This will also increase the potential for downsizing and the freeing up of larger properties.

BP 5: Balancing the Housing Stock.

New residential development will be supported, subject to the following criteria:

- (i) 1 and 2 bed dwellings in the Inner Zone as shown on Fig 3.4
- (ii) 3 bed dwellings and above in the Outer Zone
- (iii) Where proposals depart from the above criteria they should demonstrate how they would contribute to balancing the housing stock and meet site specific requirements.

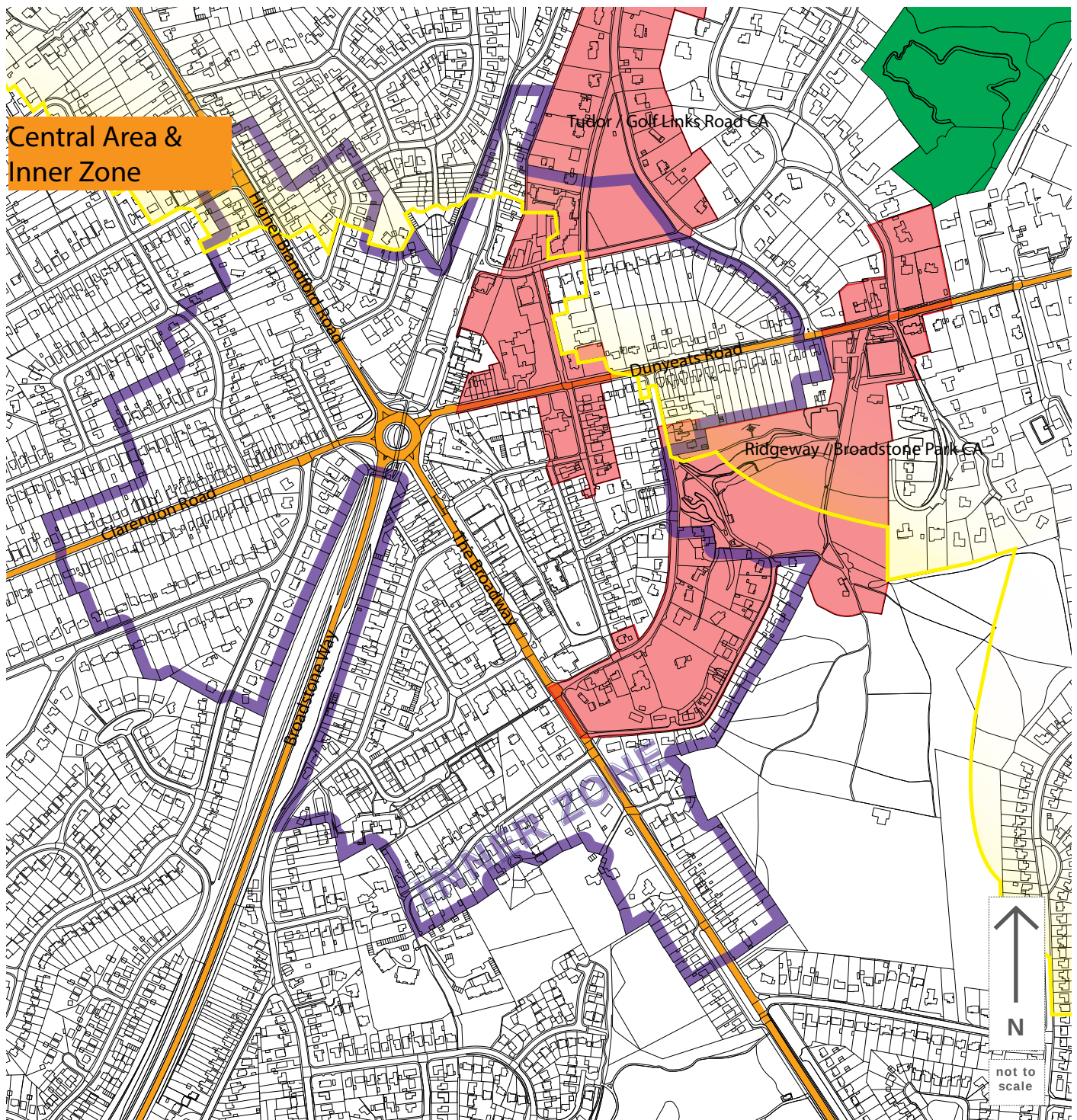


Fig. 3.4: The centre of Broadstone is defined as the Inner Zone - an area all within 400m/5 minute walk of The Broadway and Dunyeats Road shops.

Key

- | | | | |
|--|--|---|----------------------------|
|  | Main Roads |  | Conservation Area |
|  | Inner Zone - Properties within 5min Walk of Village Centre |  | Protected Dorset Heathland |
| | |  | 400m Heathland Buffer Zone |

3.5 Housing on the Fairview Estate

3.5.1 There will be some residents who either do not need specialist accommodation or do not wish to move into an apartment. They would rather, when downsizing, move into a 1 or 2 bed detached bungalow.

3.5.2 Broadstone has a significant number of bungalows with most concentrated within three areas: a) Fairview Estate, b) Ascot – Bognor - Cheam roads and c) Fontmell – Steepleton Roads. Of the three areas, the Fairview Estate is the only one that has seen no significant change in character through conversion into two storey chalet bungalows or houses. As a result, there is a special character to this area which should be protected. The Fairview Estate bungalows are relatively small (2 bedrooms) with low ridge heights and are located within easy walking distance of central Broadstone. These characteristics make them highly desirable properties for elderly residents wishing to downsize. As such, they widen the choice for those wanting to downsize, increase the potential release of larger family properties, and so contribute towards greater flexibility in the housing stock by retaining a viable pool of bungalows.

3.5.3 The aim of preserving the bungalows in this area should not preclude young families or residents with mobility issues occupying these homes who may, in the future, wish to extend their properties. However, to raise the ridge height through conversion or replacement of a property to create an additional storey could significantly impact upon the character, street scene and amenity of immediate neighbours. Hence this area has been identified as a Special Character Area.

BP 6: Housing on the Fairview Estate

To be supported proposals for conversion or replacement of single storey homes on the Fairview Estate, identified on Figure 3.5, must demonstrate how they retain the significance of single storey buildings in the streetscape, and do not adversely affect the amenity of adjacent occupiers.



Bungalows in the Fairview area

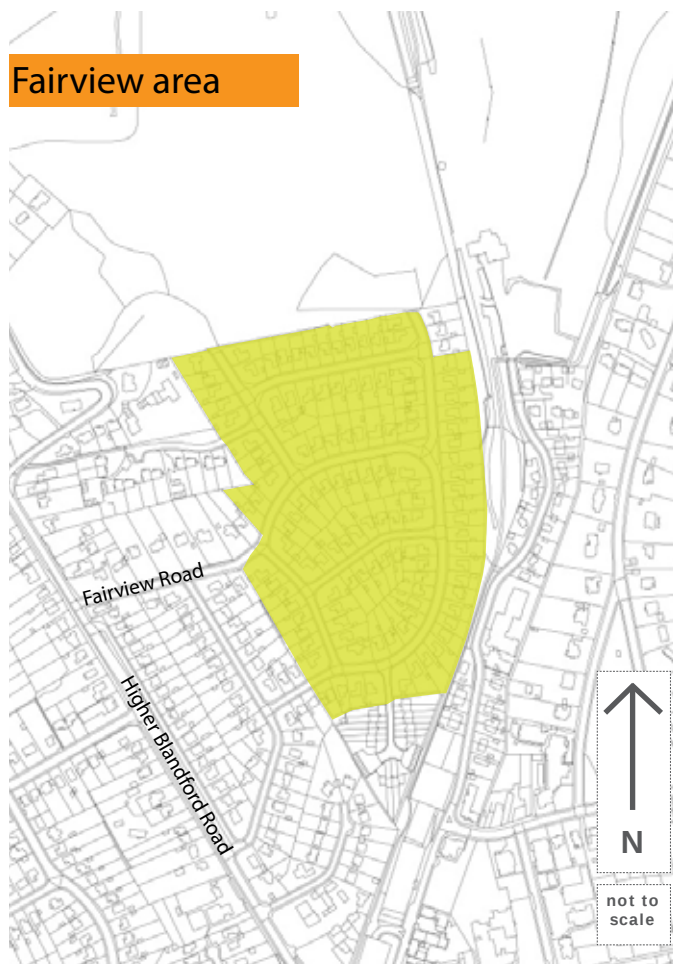


Fig. 3.5: The Fairview area, in green above, is a valuable asset for Broadstone as it provides modestly sized bungalows within walking distance of the amenities of the village centre.

3.6 Development Principles for the Central Shopping Area

3.6.1 The central shopping area of Broadstone (Fig.3.6) has a long history of development and change, with many early businesses operating from converted dwellings. Today, The Broadway comprises an eclectic mix, not only of architectural styles, but also of economic, social and cultural functions with shops on the ground floor, and offices and flats on the upper floors. This eclectic mix of architectural styles leaves much to be desired, though there are examples of good design, for example, an art deco building with patterned brick work and the recently completed Methodist Church. Opportunities for improvement exist.

3.6.2 There is little in the way of high quality pedestrian or public space. Pavements are generally uneven, and littered with obstacles, for example, advertising boards, large angular rubbish bins, and bollards. Cars dominate the centre because of free parking provision in the Toast Rack. The starkness of this built environment is softened to some extent by a series of rectangular planters and low walls containing flowers and shrubs. A short row of ornamental trees, one silver birch and a monkey puzzle tree add a little interest. It is expected that where a proposed development site includes an area of public realm, opportunities will be taken to make improvements especially if those improvements enable the public to gain greater enjoyment from this space. This could be achieved, for example, through better quality landscaping or the creation of more functional space.

3.6.3 Building heights within the central shopping area are predominantly two and three storeys (Figure 1.5) though a new four-storey building opposite the roundabout was granted planning permission in 2014 (Appendix 3). While this might be setting a precedent for future development, it is important that any new proposals for additional residential or employment space do not impact negatively on the character of the centre.

3.6.4 Adding additional floors to buildings within the primary shopping area of Broadstone could contribute positively to both the character of the centre and sustainable development. The provision of 1 and 2 bed flats would help meet the need for such housing and would also assist in the balancing of housing stock. Increasing the number of residents living in the central area is likely to increase footfall and so contribute to the



Silver Birch tree on The Broadway

economic vitality of the centre. Any additional business space increases employment opportunities within the centre and contributes to its economic vitality.

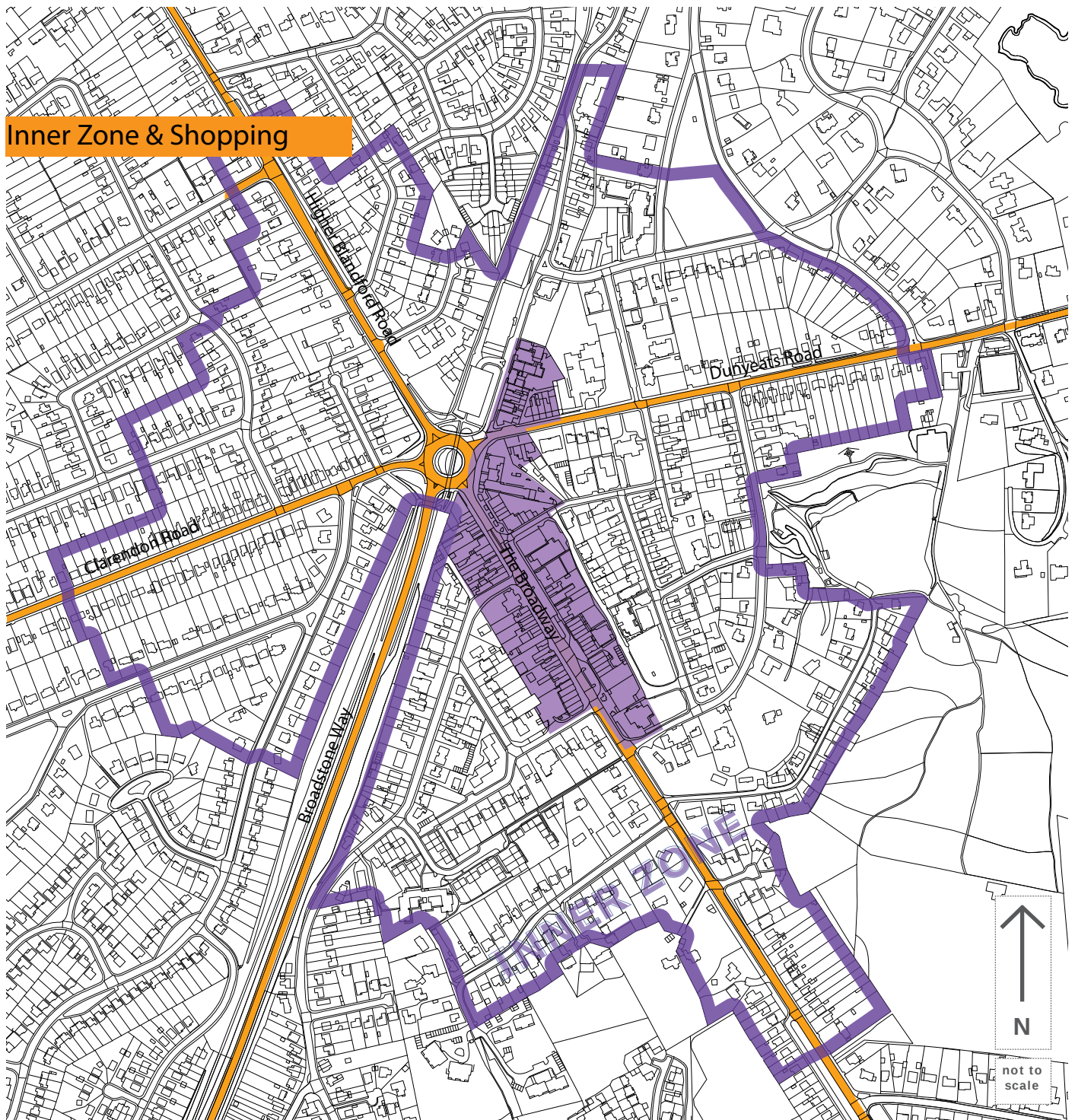
3.6.5 To gain approval, any new proposals for refurbishment or re-development within the central shopping area will be expected to be of high quality design, contribute positively to the character of the centre and so improve the overall appearance of The Broadway. By meeting the development principles set out in policy BP 7 there is a greater chance the vitality of the centre would be sustained if not improved.

BP 7: Development Principles for the Central Shopping Area.

To be supported development proposals in the Central Shopping Area shown in Figure 3.6 must adhere to the following principles:

- (i) Respect the scale, height, mass and grain of surrounding development, and harmonise with the architecture of the existing building where alterations or extensions are proposed
- (ii) Create distinctive, legible, well-designed frontages and features to ensure vitality to the shopping area is retained
- (iii) Where appropriate, does not prevent future comprehensive development of adjoining sites
- (iv) Does not exceed 4 storeys in height, except where it can be demonstrated that the proposal would contribute positively to the character of the village centre
- (v) Unless it is demonstrated that they are not feasible, improvements to the public realm should form part of the overall design scheme.

Inner Zone & Shopping



65

Fig. 3.6: The Central Shopping Area is that part of the Inner Zone where main town centre uses should be focussed.

Key

- Main Roads
- Central Shopping Area
- Inner Zone - 5min Walk of Village Centre

3.7 Well-designed Extensions

3.7.1 The number of planning applications for extensions has been increasing year on year as land for new family homes in Broadstone is in extremely short supply. Extensions and alterations allow families to grow without having to move to a larger property. One of the most popular forms of development in recent years has been the creation of an additional floor through the conversion of roof space. This process primarily affects bungalows, though some houses are also being extended in the same way.

3.7.2 Broadstone has a significant number of bungalows though most are concentrated within three main areas: a) Fairview Estate, b) Ascot – Bognor – Cheam roads and c) Fontmell – Steepleton Roads. In contrast to the Fairview Estate, the other two areas, especially where the properties are older, have seen an increase in roof space conversions. This is in part due to the inward migration of young families who are using the opportunity to 'grow the dwelling as the family grows'. This evolution of the local community in terms of changing tastes, family sizes, life-work balance and space requirements, demonstrates a living and dynamic neighbourhood full of aspirational and entrepreneurial spirit. Such change should be welcomed, yet it still needs to be managed because of potential harmful impacts upon the street scene and amenity value. It is therefore important that extensions are planned (BP 8) with significant regard to design, effect on the street scene, and the amenity of neighbours (e.g. avoiding overlooking or overshadowing).

3.7.3 The majority of housing in Broadstone is relatively low density and detached. As a result, there is a tendency for significant gaps to exist between properties. These enhance the street scene and can offer additional amenity value to the public in that they allow views through to the rear gardens, most of which contain mature shrubs and trees. The consequent feeling of spaciousness not only contributes to overall wellbeing but also adds to an area's distinctive character, and so is worth protecting. This is particularly the case for many areas developed pre-1960, for example, Upton Way, Corfe Way, High Park Road, Upper and Lower Golf Links Roads and the Ridgeway.

3.7.4 The most sensitive streets in Broadstone are within the two Conservation Areas where the design elements of any development are tightly controlled. Nevertheless, opportunities exist for the construction of extensions, as well as new flats or mews style developments, provided they meet the necessary design requirements and planning policies as set out in Broadstone's Conservation Areas: Character Appraisal and Management Plan (2014), Broadstone Neighbourhood Plan and the Borough of Poole's emerging Local Plan.

BP 8: Well-designed Extensions.

A. Extensions, including loft/roof space conversions, or alterations to existing buildings will be supported where they:

- (i) Complement the architecture of the existing building or group of buildings within the street scene
- (ii) Use materials that are sympathetic to and integrate with the existing building
- (iii) Reflect the prevailing pattern of development, scale and rhythm when viewed from the street retaining important gaps in between dwellings that currently exist
- (iv) Preserve neighbouring amenities including light, outlook and privacy.

B. Proposals for extensions or modifications to dwellings in either the Tudor Road Conservation Area or the Ridgeway and Broadstone Park Conservation Area must demonstrate how they enhance or better reveal the significance of the Conservation Area, and where there is less than substantial harm to the significance of the Conservation Area this should be weighed against the public benefits of the proposal.



Example conversion of roof space to provide additional accommodation

3.8 Encouraging Employment Opportunities in the Central Shopping Area

3.8.1 Broadstone is predominantly a residential area, a suburb of Poole, but there is also an important economic dimension with a range of retail outlets, professional services and business, albeit of a relatively low order. It currently functions as a district centre. Businesses are concentrated within the central shopping area which includes The Broadway. They mainly consist of retail units with some services, for example banks and estate agents, on the ground floor and offices above. There is an additional area of business activity fronting Moor Road.

3.8.2 The central shopping area (Figure 3.4) is usually very busy, especially during the mornings and around school closing time in the afternoons. Analysis of mobile phone data and visitor surveys show most people visit for less than 30 minutes and carry out a very limited number of activities, for example, visiting the post office, the doctors' surgeries, newsagent or library (Appendix 3).

3.8.3 Vacancy rates remain low though there has been a steady turnover which has resulted in a slight shift in the available offer. While the local economy appears to be relatively buoyant, to remain competitive and retain its vitality, the centre needs to attract visitors from an even wider catchment area as well as to encourage everyone to stay longer. To achieve these may require a radical change in the quality of the public realm, an improvement in the design quality of buildings, an upgrading of the commercial offer, including consideration of a night time economy, and a more coherent approach to the appearance of shop fronts and signs.

3.8.4 While improvements to shop fronts and signs is essentially cosmetic, upgrading the commercial offer is dependent upon the availability of quality space, the ability to attract new business and the provision of wider choice for the residents and visitors. Should proposals for new development in Broadstone's central shopping area be forthcoming, it is expected that the current levels of retail and service activity would be retained. However, it would be preferable if development proposals provided additional floor space for businesses and town centre activities, especially retail, leisure and office uses. Such proposals would be encouraged because of the increased employment opportunities they would bring.

3.8.5 There are potential issues associated with change of use proposals. The conversion of office space or dental surgery into residential use, for example, could result in the loss of employment opportunities. It would be necessary to balance the advantages gained from creating residential units against the loss of employment and the impact on the vitality of the primary centre. As a general principle, such proposals would not be permitted at ground floor level and would be restricted at upper floor level unless it could be demonstrated that proper marketing over an extended period had taken place.

3.8.6 These issues are addressed through Policy BP9 which supports improved employment opportunities in the central shopping area of Broadstone. It also helps maintain economic vitality and the range of choice for those visiting the central area.

BP 9: Encouraging Employment Opportunities in the Central Shopping Area.

To improve the vitality and vibrancy of the central shopping area shown in Figure 3.6, proposals for main town centre uses will be supported including retail, leisure and office uses in accordance with the following principles:

- (i) Proposals for additional floorspace, that generate additional employment opportunities, will be supported
- (ii) Proposals for change of use that will result in the loss of employment generating uses on upper floors will be resisted unless it can be demonstrated that full and proper marketing has been undertaken for a period of 12 months, unless otherwise agreed with the planning authority.

3.9 Protecting Community Facilities

3.9.1 The presence of a variety of community facilities, both in the central area and the Moor Road – Tudor Road commercial zone adds considerably to the sense of community that helps make Broadstone a special place in which to live. Many of the facilities are used for a variety of different functions by a variety of different groups, for example, pre-school, homework clubs, keep-fit classes, sport and social clubs, theatre and performing arts groups.

3.9.2 These all contribute positively to both the day-time and night-time economies which are also supported by the restaurants, two public houses and several fast-food outlets. However, not all the buildings add to the quality of the built environment.

3.9.3 Several of the buildings, for example, the War Memorial Hall, Community Centre and Royal British Legion are located within the Tudor Road Conservation Area but their character detracts from the overall quality of the environment. This is exacerbated by on-street parking and traffic congestion, especially during the school run. There is the potential for significant improvements to be made should development proposals come forward. Where appropriate and feasible, developers will be expected to include improvements which enhance both appearance and use of the particular facility irrespective of whether it is located within or outside a Conservation Area. These should not be at the expense of the community facilities, the loss of which would have a strong negative impact upon the whole community.

3.9.4 It is important that Broadstone's community facilities are protected because of the benefits they bring to both the local economy and the well-being of the residents. Consequently, any development proposals that involve the loss of community facilities, including sports provisions, will be resisted unless alternative accommodation is being offered. Should proposals involve a facility that is arguably surplus to requirement then the proposals must be able to demonstrate, through robust assessment or the results of marketing exercises that the facility is no longer required. This and the other issues are addressed in Policy BP10.



Tudor Road Complex



Broadstone Library

BP 10: Protecting Community Facilities.

A. Development proposals that will result in the loss, or part loss, of the following community and sports and recreational facilities (listed below) will not be supported unless it is demonstrated that the facility is either:

- (i) Unsuitable for its current use and
- (ii) Unviable/ no longer practical to retain, or
- (iii) Surplus to requirements

B. Where the current use is unsuitable and unviable, replacement provision of facilities of equivalent or greater community value should be secured by s.106 Agreement within the Broadstone Neighbourhood Area.

C. Where the current use is surplus to requirements, a robust and up to date audit and assessment of similar facilities should be provided which must have regard to the Borough of Poole Council's Built Facilities Assessment and/or Playing Pitch Assessment.

Leisure and Sports Facilities.

- The Junction Leisure Centre and Tennis Courts – Station Approach
- Cricket Pitch and Pavilion – Delph Woods
- Cricket Pitch and Pavilion – Charborough Road
- Football Pitches and Pavilion – Broadstone Recreation Ground and Plain Field Farm
- Bowls Club and Pavilion – Dunyeats Road
- Golf Club – Wentworth Drive

Churches and Church Halls.

- St.John's – Macaulay Road
- Methodist – The Broadway, Lower Blandford Road
- United Reformed – Higher Blandford Road
- Christadelphian – Higher Blandford Road
- Baptist – York Road

Other Halls.

- War Memorial Hall – Tudor Road
- Liberal Hall and Dance Studio – York Road

Youth Facilities.

- Scout Hall – Dunyeats Road
- Youth Centre – Moor Road

Formal Play Areas.

- Broadstone Park and Recreation Ground
- Lewesdon Drive

Miscellaneous.

- Broadstone Community Centre – Dunyeats Road
- Conservative Club – Tudor Road
- Royal British Legion – Tudor Road
- Broadstone Library – Story Lane
- Selby Close Common Room – Selby Close Sheltered Housing
- Broadstone Post Office

Schools and School Playing Fields.

- Broadstone First School – Tudor Road
- Springdale First School – Springdale Road
- Broadstone Middle School – Dunyeats Road
- Corfe Hills School – Higher Blandford Road

Doctors' Surgeries.

- The Hadleigh Practice – Kirkway
- The Harvey Practice – Kirkway



St Johns Church

SECTION 4:

Implementation & Monitoring

4.1 Supporting Poole Local Plan

4.1.1 The ultimate purpose of the Neighbourhood Plan is to ensure that the future development of Broadstone is not only sustainable but also contributes positively to the delivery of the vision set out in Section 2.3.1. As part of the statutory Development Plan for the Borough of Poole the Neighbourhood Plan will also support the strategic policies in the Poole Local Plan (Figure 4.1).

Poole's 7 Strategic Policies	BP1 Designating public open space	BP2 Protecting Lytchett Drive Local Green Space	BP3 Enhancing Biodiversity	BP4 Securing High Quality Design & Sustainability	BP5 Balancing the Housing	BP6 Housing on the Fairview Estate	BP7 Development Principles for the Central Shopping Area	BP8 Well-designed Extensions	BP9 Encouraging Employment Opportunities in the Central Shopping Area	BP10 Protecting Community Facilities
1. Transform & Revitalise Poole Town Centre*	—	—	—	—	—	—	—	—	—	—
2. Meeting All Housing Need					●	●	●	●		
3. Poole's Economy Remains Strong & Continues to Grow					●		●		●	
4. Enhance & Better Connect Poole's Network of Strong, Healthy & Active Communities	●	●	●	●	●	●	●	●	●	●
5. Enhancing the Outstanding Natural Setting and Built Environment of Poole	●	●	●	●			●	●		
6. Promoting Sustainable, Safe and Convenient Access**	●		●	●	●		●		●	
7. Protecting Poole from the Challenges of Climate Change	●			●				●		

* Not applicable as Broadstone is a district centre and not part of Poole Town Centre.

** The Masterplan will promote higher levels of accessibility and alternative forms of transport to the car.

Fig. 4.1: Relationship between Policies of Poole Local Plan and the Neighbourhood Plan.

4.1.2 It is therefore important that the Neighbourhood Plan policies are implemented efficiently and effectively. This is the role of the Local Planning Authority as the decision maker responsible for evaluating planning applications. However, the Neighbourhood Forum will be expected to contribute to that process working in partnership with key stakeholders to ensure any significant development proposals that come forward are consistent with the Neighbourhood Plan. It will also be a responsibility of the Forum to ensure that robust consultation with the local community is undertaken as part of the managed development of the plan area.

4.1.3 For the Neighbourhood Forum the most critical role is the monitoring of the Neighbourhood Plan policies to assess their performance or effectiveness. It is essential to determine whether the core objectives and overall aim of the Plan are being met. To be of any value the monitoring process needs to be based upon targets and indicators of achievement.

4.2.4 If, over the given time-period, it can be demonstrated delivery of the expected outcomes is falling significantly short of the set targets then it will be necessary to review the situation to discover why the issue has arisen and to make any changes to the policy or the delivery process. It is vital monitoring, and the responses to that monitoring, enable the Plan to be a constantly evolving document delivering the vision for Broadstone.

4.2.5 In addition, as part of the Development Plan for Poole, the Neighbourhood Forum will, in partnership with the Local Planning Authority, publish regular monitoring reports. These will provide up to date information on the delivery of the policies and the extent to which the targets have been met. These will be available to view on the Neighbourhood Forum's website: Broadstoneneighbourhood.uk

4.2 Monitoring

4.2.1 Indicators of achievement need to be readily identifiable, measurable and meaningful. They should show the desired direction of change anticipated from the implementation of a policy as well as reflecting the benefit expected.

4.2.2 While some policies may have a single outcome, as is the case with BP1, for example, most policies are likely to have more than one outcome. This could make monitoring too complex for it to have any real value, hence the decision to focus on no more than two key outcomes for each policy. These should be specific, measurable, achievable, realistic and deliverable within a set timescale (SMART).

4.2.3 The Monitoring Plan, set out in section 4.3, states the expected key outcome(s) for each policy, how the key outcome(s) will be delivered and by whom, what the indicators of achievement are and finally, what the monitoring targets are.

4.2 Monitoring Plan

NP Policy	Key Outcomes	Objectives	Delivery
BP1 Designating Public Open Spaces	To protect specific sites that are currently not designated as public open spaces	To identify and designate sites suitable for designation as public open spaces	Immediately on the adoption of the Neighbourhood Plan at Full Council following a successful referendum
BP2 Protecting Lytchett Drive Local Green Space	To give an informal open space long term protection for the benefit of the local community	Lytchett Drive informal open space is designated as a Local Green Space	Immediately on the adoption of the Neighbourhood Plan at Full Council following a successful referendum
BP3 Enhancing Biodiversity	Well-designed private amenity space that preserves significant landscape features, eg trees, retains connectivity of wildlife corridors and enhances biodiversity	To deliver developments that retain key natural environmental features such as wildlife corridors and the enhancement of biodiversity	Through the planning process as part of development management and where appropriate with applications accompanied by a biodiversity appraisal
BP4 Securing High Quality Design and Sustainability	New buildings incorporate energy efficient design features, utilise natural drainage features to reduce surface runoff flood risk, and include greywater recycling	To deliver developments that address the issues of energy and water usage and reduce surface runoff flood risk, ie that are addressing climate change	Through the planning process as part of development management
BP5 Balancing the Housing Stock	A wider variety of housing types sited in the most appropriate locations offering greater flexibility and choice with a safer environment and a qualitative improvement in urban design	Delivering high quality, distinctive, safe housing with greater choice and flexibility to meet the needs of all age groups	Through the planning process as part of development management
			Preparation of a Characterisation Study and Management plan for Broadstone
BP6 Housing on the Fairview Estate	Fairview Estate retains its character of small bungalows suitable for the elderly and with no changes to ridge heights	Retaining the character of the Fairview Estate as an area of small bungalows in a sustainable location suitable for the elderly	Through the planning process as part of development management

Responsibility	Indicators	Targets
Borough of Poole Council	The Neighbourhood Plan is 'made'	Decision is made at the first Full Council meeting following a successful referendum
Borough of Poole Council	The Neighbourhood Plan is 'made'	Decision is made at the first Full Council meeting following a successful referendum
Developers/Agents/ Local Planning Authority	% of applications fulfilling conditions a) and b) and where appropriate c) and d)	100% of applications approved meeting the relevant criteria
Developers/Agents/ Local Planning Authority	% of applications fulfilling all policy requirements a) to e)	100% of applications approved meeting all the policy criteria
Developers/Agents/ Local Planning Authority	Applications demonstrate appropriateness of locations and demonstrate due consideration given to defensible design	100% of applications demonstrate due consideration of criteria regarding location and defensible design
Broadstone Neighbourhood Forum	Publishing of Characterisation Study and Management Plan	Published by the end of 2018
Developers/Agents/ Local Planning Authority	% Applications for alterations/ extensions do not involve raising of ridge heights	100% of applications for alterations/ extensions approved on the Fairview Estate do not involve raising of ridge heights

Monitoring Plan continued

NP Policy	Key Outcomes	Objectives	Delivery
BP7 Development Principles for the Central Shopping Area	Qualitative improvement in the design and character of the primary shopping area with the potential for improved public realm	Delivering high quality and distinctive design which respects and improves upon existing design features to create a more attractive centre	Through the planning process as part of development management
BP8 Well-designed Extensions	Extensions which harmonise with the main building and respect the prevailing pattern of the street scene and amenity of neighbouring properties	Ensuring extensions are designed to a high standard and do not have a negative impact on the street scene or neighbouring amenity	Through the planning process as part of development management
BP9 Encouraging Employment Opportunities in the Central Shopping Area	Existence of a vibrant mixed use central area full of vitality and opportunity	Encouraging development of retail and business in the central area to create a safe and vibrant economic centre full of opportunity	Through the planning process as part of development management
BP10 Protecting Community Facilities	To maintain or improve existing community facilities for the social and economic well-being of the Broadstone community	All community facilities, including sports facilities are retained in existing buildings or locations, and if not, are provided with alternative new facilities	Through the planning process as part of development management
Masterplan	Broadstone has a safer, well connected and accessible central area full of vitality with high quality public realm that residents and visitors can enjoy	Improving connectivity for pedestrians and cyclists, reducing traffic congestion and pedestrian/ vehicle conflict yet maintaining parking provision	Partnership working to create an acceptable masterplan for Broadstone

Responsibility	Indicators	Targets
Developers/Agents/ Local Planning Authority	% Applications for development adopting all development principles	100% of applications approved adopting all development principles
Developers/Agents/ Local Planning Authority	% Applications that meet all the criteria and respect the overall character of the area as set out in the Character Study and Management Plan when published	100% of applications approved adopt the relevant criteria and respect the overall character of the area as set out in the Character Study and Management Plan when published
Developers/Agents/ Local Planning Authority	% Applications for additional floor space which maintain or increase employment opportunities	100% of applications approved for additional floor space either maintain or increase employment opportunities
	% Applications for change of use which demonstrate full and proper marketing has taken place for at least 12 months	100% of approved applications for change of use demonstrate full and proper marketing has been carried out over a minimum of 12 months
Developers/Agents/ Local Planning Authority	% Applications meeting all criteria set out in the policy	100% of approved applications meet all the criteria set out in the policy

Broadstone Neighbourhood Forum in partnership with Local Planning Authority, Local Highways and Transportation Authority, Broadstone Chamber of Trade, Private Developers, Broadstone Residents	The adoption by Borough of Poole Council of a Masterplan following widespread public consultation	Masterplan for Broadstone published by the end of 2019
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A steam train passing through Broadstone Station (photo provided by Mr Sansom)

Glossary of Terms

Amenity space	Private or public outdoor space with a range of uses
Broadstone	The Ward boundaries in 2015
Core Strategy	Poole Core Strategy 2009
Green corridor	A linear soft landscape (narrow or broad) often linking multiple landholdings
Good development	Development that is well-designed and supports the objectives of The Plan
Higher density	Generally, above the average densities found in Broadstone's residential areas (10-25 dwellings per hectare). Specifically, not greater than 50dph unless design quality and other benefits allow.
Parking management	Strategy tailored to relieve local car parking pressures by managing the space available
Masterplan	A framework for change that provides a conceptual layout to guide future growth or development over a specific area, produced with involvement from local people
Mosaic	Socio-economic categories as identified by Experian
Prime Transport Corridor	Prime transport corridors are significant roads of the highway network where opportunities exist to encourage modal shift to more sustainable modes of transport.
Private green spaces	Generally residential gardens or privately-managed green spaces
Public realm	All land and space between buildings which is publically available for everyone to see, use and enjoy, including streets, squares and parks
Stepping stones	Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.
Sustainable development	Making effective use of natural resources, Enhancing the environment, Promoting social cohesion and inclusion, and Strengthening economic prosperity
Wildlife corridor	A route for wildlife, often linking green spaces and typically through private gardens
The Broadway	From Broadstone Way roundabout to Ridgeway
The Village	Broadstone
Under-developed	Land that could be more intensively-developed in a sustainable manner
Village Centre	The commercial and community heart of Broadstone

