



THE WATERFRONT

BOURNEMOUTH

JULY 2010

DRAFT PLANNING BRIEF



## 1.0 Introduction

The Waterfront Building sits on one of the most important sites in Bournemouth. It dominates the eastern edge of Pier Approach, which is the gateway to Bournemouth's award winning beaches, and monopolises the view for both pedestrians and motorists as they move towards the seafront from Bath Hill.

The importance of the site was fully recognised in a development brief that was issued by the Council in 1995. This identified it as "one of the best leisure opportunities presently available on the South Coast". This development brief was successful in attracting a developer for the site and led to the construction of the exiting building.

When Bournemouth Borough Council granted outline planning consent for the construction of the Waterfront Building in 1996, the height was constrained by the requirements of the development brief, which sought to preserve the views of Poole Bay and the Purbecks as seen from Bath Hill.

However, by the time the Council considered the reserved matters, the height of the building had increased to meet the technical requirements of the 3-D IMAX cinema, which was to be the anchor attraction. There were reservations about the height and loss of view expressed at the time, and these were weighed against the expected benefits from the scheme.

This aspect was specifically addressed in the report of the Director of Development Services to the Planning Committee on 17<sup>th</sup>

February 1997. Paragraph 4.5 acknowledged that although the views would be lost in the lower section of Bath Road, "views across the top of the new building from the upper part of Bath Road should remain".

Detailed planning permission was duly granted in March 1997 in the expectation that the Council was approving the construction of a world-class leisure attraction that would be popular with both residents and visitors.

Unfortunately, the development was beset by problems from the start and it was only when the building approached completion in 1999, that the full impact of the bulk of the building became apparent.

A further series of delays and complications outside the control of the Council meant that the main attraction, the IMAX cinema, did not open until March 2002. It then traded unprofitably until its closure in March 2005. The projection equipment was subsequently removed and the cinema has remained vacant and un-used from that date.

The loss of the anchor tenant had a serious knock-on effect for other traders within the scheme and in January 2010, only 3 businesses were still trading with various degrees of profitability.

The building fell out of favour with the public from the outset. The bulk and appearance of the building had fallen short of expectations. There was a history of delays and poor trading performance, and with the failure of the IMAX local people became increasingly critical of

this development. This became very evident in December 2005 when the Channel Four programme, "Demolition" rated the Waterfront the worst building in England.

In January 2010, Bournemouth Borough Council, which is the freehold owner of the site, took the decision to grasp the initiative and at the Council meeting of 19<sup>th</sup> January 2010, resolved to:

- i Proceed with the purchase of the Head Leasehold interest in the Waterfront Building.
- ii Secure the site for redevelopment purposes to facilitate the improvement of Pier Approach by opening up the vista leading to the seafront and creating sea views from Bath Road.
- iii Redevelop the site to enable the provision of a viable visitor attraction incorporating appropriate arts provision as part of a comprehensive redevelopment scheme.
- iv Pursue a Compulsory Purchase Order for the purchase of any subsidiary interests in the site.

The Council has now concluded the purchase of the Head Lease of the building and has successfully negotiated the surrender of a number of the subleases in the building. A Compulsory Purchase Order is being sought for the subleases of the IMAX cinema and Unit

5, both of which are leased to Sheridan Group companies, the original IMAX operator.

This draft Planning Brief details the Council's proposals for the future use and development of the 'Waterfront Building' (as defined in Figure 1).

The development is promoted under powers contained within Section 226 of the Town and Country Planning Act 1990 (as amended). These powers are positive planning powers to acquire land where the authority thinks the acquisition will facilitate the carrying out of development, re-development or improvement of land required for a purpose which it is necessary to achieve for the proper planning of the area.

The purpose of this Planning brief is to provide guidance to developers on how they can meet the Council's aspirations for this site, thereby providing a stepping-stone between the requirements of a planning application and the provisions of the adopted development plan and emerging Local development Framework. Once adopted by Cabinet, the Brief will act as a material

consideration in the determination of any future planning application relating to the site.

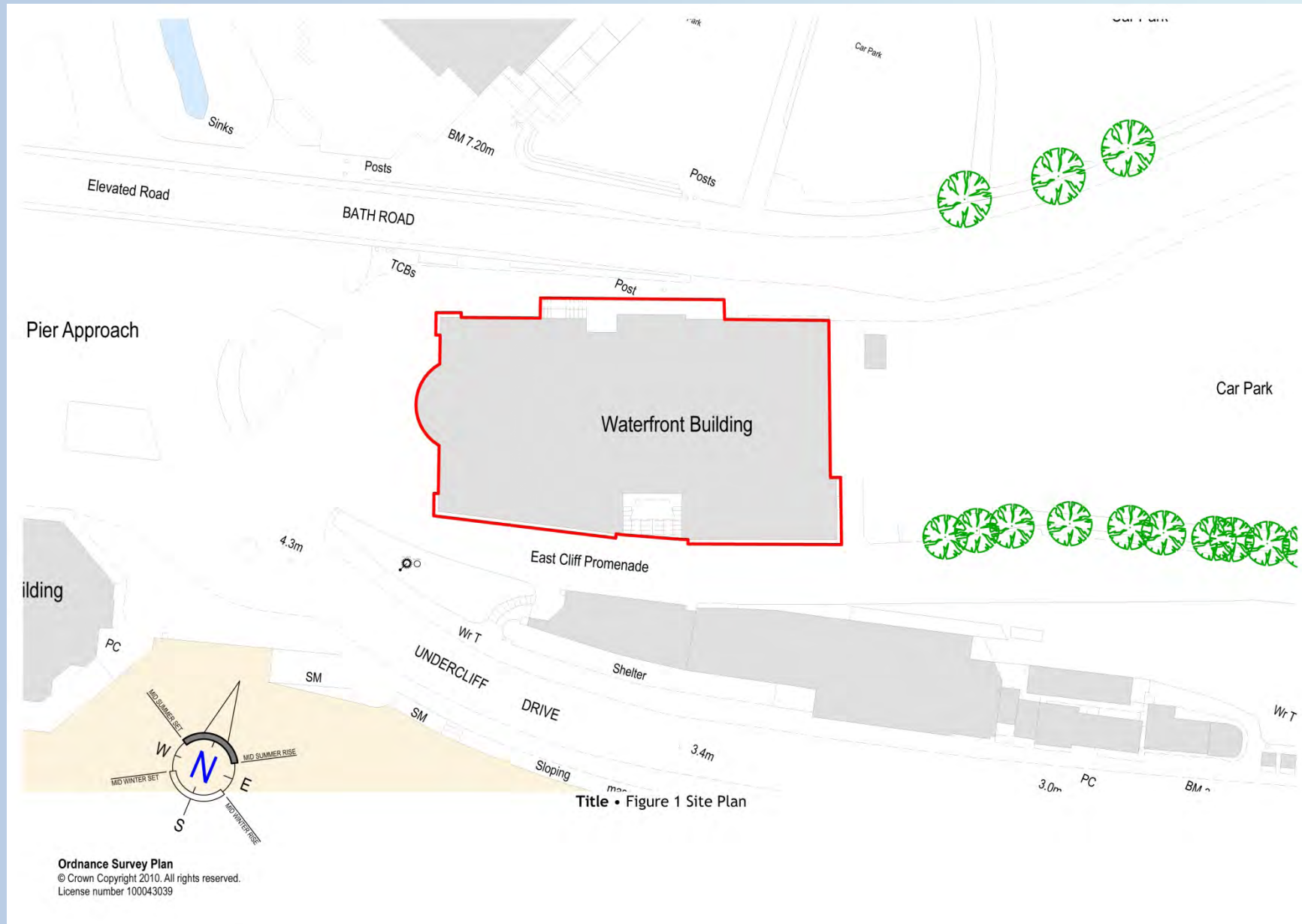
## 1.1 Objectives

The framework for development on the site incorporates the aims and objectives of Bournemouth Borough Council as set out in the adopted district-wide Local Plan (2002) and the Bournemouth Town Centre Area Action Plan (Consultation Document 2010). In particular developers should have regard to the aspirations of those documents that related to the Pier Approach and Waterfront site.

Developers will be expected to demonstrate how their proposals address the issues covered in this brief, together with the wider policy framework at a national, regional and local level as well as considering other relevant planning guidance published by both the Council and external bodies. Having regard to the above, the aims of the Brief are to:

- Establish a form and type of development that is in accordance with Council policies and objectives

- Ensure quality in development and the efficient use of land
- Encourage an imaginative and innovative approach to design that secures environmental enhancements through high quality architecture
- Ensure that new development positively addresses all sides of the development
- Address issues of energy efficiency and sustainability
- Encourage commercially viable uses that are appropriate to the seafront location, address the vagaries of the English climate, and are popular with both local people and visitors
- Ensure acceptable access, and traffic generation
- Provide clear guidance for prospective developers





## 2.0 Area Analysis

### 2.1 Site Information

The site is approximately 0.22 hectares (0.55 acres) and is occupied by the Waterfront complex. It fronts onto the public square known as 'Pier Approach'. The general location plan is shown on Figure 2.

### 2.2 Local Context

#### Location and Accessibility

The site is located at the meeting point of the Lower Gardens and the under cliff and over cliff promenades. The main coastal road passes the site to the north with access to main car parks on Bath Hill, which is adjacent; the Pavilion, which is opposite; and the Bournemouth International Centre (BIC) multi storey car park which is further to the west.



Figure 2

It is within easy walking distance of premier shopping and leisure facilities in the town centre and is within the core hotel district.

The nearby town centre has the main public transport links to the general conurbation which includes Poole and Christchurch.

#### Character and Context

Pier Approach consists of a group of independent buildings of varying architectural character. The pier building dates from the 1980's and contains a ground floor amusement arcade and first floor restaurant. Its design is reminiscent of traditional pier architecture. The end of pier theatre suggests a nautical theme and was constructed in the 1960s.

To the west are the Oceanarium building, the 'Hot Rocks' restaurant, which are low rise leisure facilities built in the 1990s, and the Bournemouth International Centre, which is the dominant presence and was constructed in the 1980s. This is primarily a brick building of horizontal emphasis which is set into the West Cliff escarpment.



Figure 3a the Oceanarium



Figure 3b Hot Rocks



Figure 3c Bournemouth International Centre

To the north of the site are Grade II\* Listed Lower Gardens and the Pavilion, a Grade II Listed structure dating from the late 1920s, in a beaux arts composition in stripped classical style externally with Grecian & Egyptian influences internally.



Figure 3d Lower Gardens



Figure 3e The Pavilion

Planning permission has been granted for the Bournemouth Pavilions and Garden Project, a leisure complex including a casino and leisure/restaurant use over a 400 space underground car park between the Pavilion and the Waterfront Building site.

Westover Road to the north east is a premier shopping and leisure street with views towards the Waterfront Building through the Lower Gardens and seafront.



Figure 3f Westover Road

To the east of the site is a public pay and display car park for 163 cars and beyond that is the Royal Bath Hotel, a Grade II listed building in a stucco finished classical style with Barry-Italianate to the road side elevation, all finished in white render. This building sits within the southern boundary of the East Cliff Conservation Area



Figure 3g Pay & Display car park





Figure 3h The Royal Bath Hotel

The south side of the site is immediately adjacent to the over cliff path and below that are further seafront buildings dating mainly from the inter war period.



Figure 3j Undercliff Drive buildings

Pier Approach square is a paved open space which is used for various leisure activities on a seasonal basis. An existing and desirable characteristic of the location is soft landscaping which imparts a 'Riviera' like impression. However the obvious detractor from the setting is the concrete flyover which is close to the north entrance of the Waterfront building this is intrusive both visually and audibly.

In summary, there is no clear architectural style or form that characterises the seafront in the vicinity of the site. Each building has its own particular character. The considerable area of open hard and soft landscaped space between them assists their visual integration.

This means that there are no barriers to the delivery of an excellent design - it is largely a blank canvas, unconstrained by what is there at present.



Figure 3k Pier Approach



Figure 3l Pier Approach

## 2.3 The Existing Waterfront Building

The facades of the existing Waterfront building vary in appeal, with the best aspect being viewed from the sea front. The rear of the building, facing Bath Road South Car Park, and the road frontage are largely featureless flank walls with little or no architectural merit and block the view across Poole Bay towards the Purbeck Hills.

Figure 4 illustrates that the existing building obscures the view at all viewpoints from Bath Hill. This gets progressively worse as the viewer travels down the hill to a point where the sea view is almost entirely obscured.

Figure 5 shows the existing structure in plan, section and elevation.

Figure 6 shows various photographic views of the building.

The following points should be noted in relation to the building in its current form. They may assist, guide or limit the approach to development on the site.

### Building Design:

- A significant proportion of the building is below ground level
- The lower floors of the building are in reinforced concrete whilst the upper parts are steel frame

- The ancillary services are in the basement
- The air conditioning plant is in the roof void/well
- The only terraced area is to the south on the top floor
- The Imax cinema occupies 3 floors at the east end of the building
- The wave form roof is best viewed from a distance at 90° to the sea which is from the end of the pier. Therefore, much of this particular feature is lost to most viewers who would tend to come upon the building by car or by emerging below the flyover or through the trees on Westover Road
- The entire structure is air conditioned with little natural ventilation and few sustainable 'green' credentials
- There is virtually no soft landscaping in or around the building as it is set in brick, tarmac or concrete surface on all sides
- There has been little attention given to making the building attractive at night
- Poor external signage in respect of activities available within the building

### Building Access:

- There are three main entrances - by steps to the north and south and directly into the building from Pier Approach
- The north and south entrances were primarily for the Imax cinema. The west entrance was for the remaining leisure facilities accessed by scenic lift and stair
- There is no direct access from the main Bath Hill South car park
- There is a footpath that skirts the north side of the building linking Bath Hill with the over cliff promenade which is outside the Council's ownership
- The building has no general internal circulation route being mainly back to back uses with independent entrances. This can be confusing to visitors and thus detracts from the purpose of the building







Figure 4a



Figure 4c



Figure 4e



Figure 4b



Figure 4d



Figure 4f



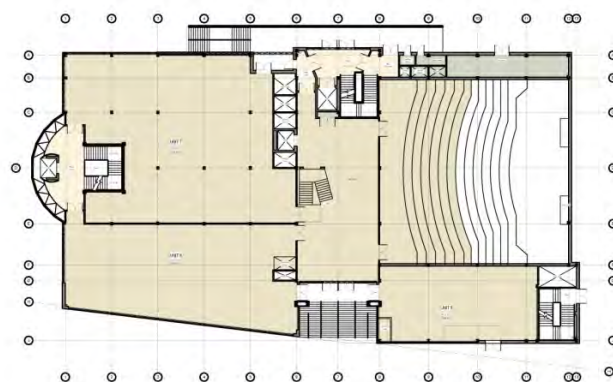
**Figure 5b** Existing Lower Ground Floor Plan



**Figure 5d** Existing Top Floor Plan



**Figure 5a** Existing Basement Plan



**Figure 5c** Existing Upper Ground Floor Plan

Title • Figure 5 Existing Plans



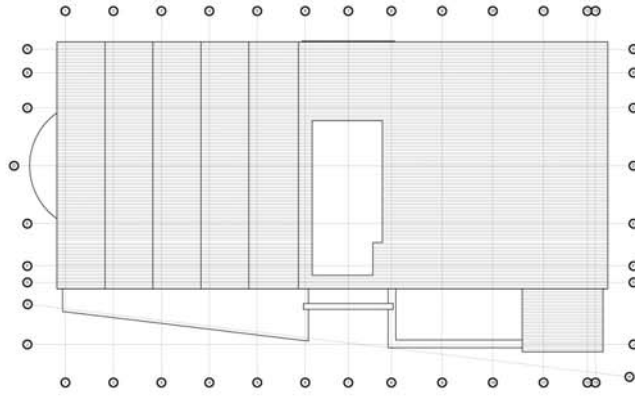


Figure 5f Existing Roofscape

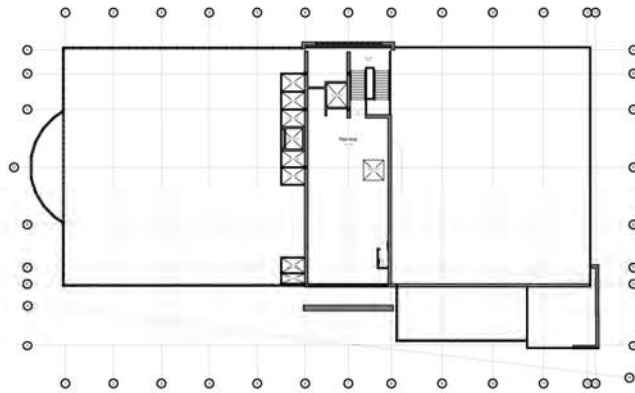


Figure 5e Existing Plant Area Plan

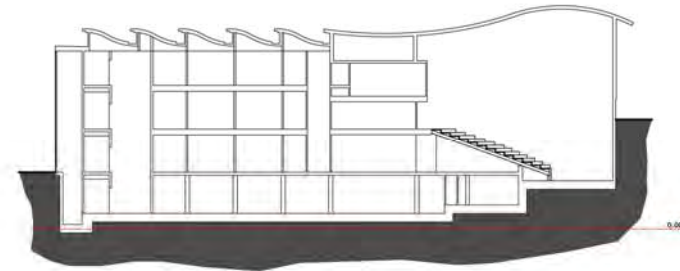
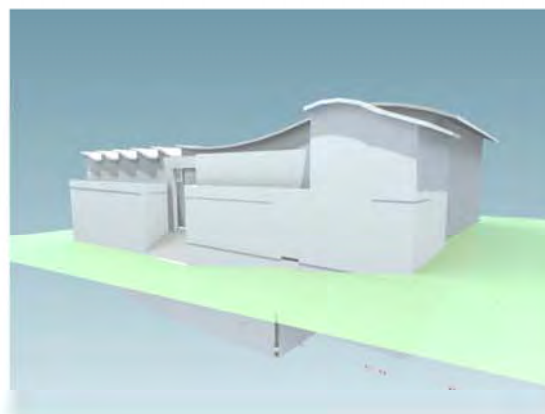
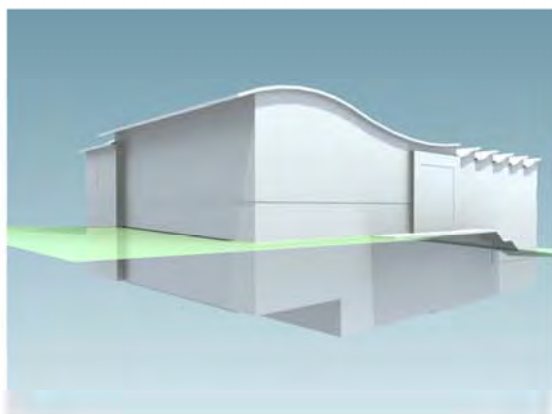
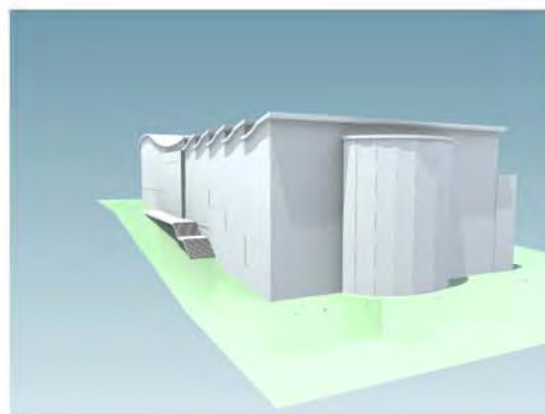
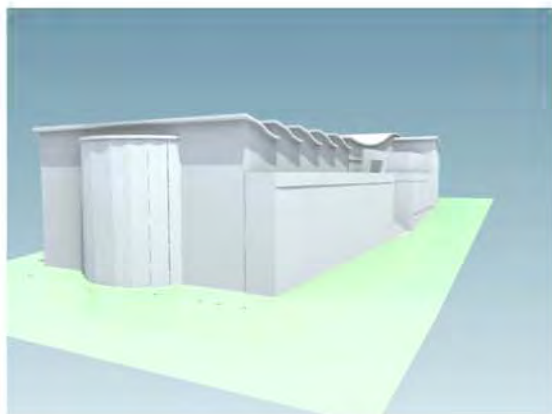


Figure 5g Existing Section

Title • Figure 5 Existing Plans & Section



Title • Figure 5 Existing Visual Elevations



Figure 6a View from Pier



Figure 6b View from Pier Approach



Figure 6c View from Overcliff Drive



Figure 6d View from Bath Hill Road

Title • Figure 6 Views



## 2.4 Site Assessment

### Strengths

- Sea and garden views
- Centre of both pedestrian and vehicular routes.
- Centre of Poole bay with locally grouped leisure attractions.
- Centre of the core hotel/conference area.
- Good visitor numbers in the vicinity

### Weaknesses

- Existing building obscures the view of the sea at all viewpoints from Bath Hill, getting progressively worse as the viewer travels down the road
- Passing traffic at high level
- Little natural light to the interior, particularly in the basement area
- Multiple entrances resulting in unwelcoming and confusing access to the building
- Poor external signage in relation to access and commercial activities in the building

- Limited outside viewing areas
- Uninviting appearance with angular hard lines and surfaces
- Existing roof design means that this area is unusable.
- Poor public perception of the existing building

### Opportunities

- Improve views towards the sea, pier approach and Lower Gardens
- Introduce natural light to the interior
- Open up views from Bath Hill to the sea/Purbecks
- Make the building more inviting to visitors.
- Make the building more transparent and attractive at night
- Soften appearance and introduce landscaping
- A re-designed roof could open-up a large area for public access/ arts/ planting/ commercial uses

- Dramatically improved perception due to the new development of this site
- Improve sustainability

### Threats

- New uses could conflict with adjacent or local activities and impact their viability
- The long term viability of proposed leisure uses
- Potential mismatch between public expectations and commercial deliverability
- Commercial considerations could compromise building design and fail to make the most of the opportunities identified
- The extent and complexity of the construction period will cause disruption and loss of trade to adjacent areas
- A selection of uses which are not commercially viable
- A large box which is simply lower and does not address the opportunities identified

## 2.5 Planning and Commercial History

- 1986: public baths at Pier Approach demolished. Site temporarily used as public car park.
- July 1995: development brief prepared and approved by Council - (Council meeting 25<sup>th</sup> July).
- November 1995: Council chooses to proceed with the IMAX scheme. (Joint Policy & Resources [Land & Development] Sub-Committee and Leisure & Tourism Committee meeting 7<sup>th</sup> November).
- 15 April 1996: Council grants outline planning permission for scheme containing IMAX, restaurants and bars. Application No: 7/96/0342L.
- 11 March 1997: detailed planning consent granted. Application No: 7/97/3432M.
- 1998: Sheridan starts on site end of with proposed completion and trading of the IMAX from June 1999.
- September 1999: other attractions in the building open.
- November 1999: work on cinema stops.
- 2000: seats installed but no projector.
- 2001: NILGOSC sacks Sheridan over the delays but fails to secure another operator and brings Sheridan back in.
- March 2002: IMAX opens, nearly three years late.
- 2003: IMAX closes four days a week out of season.
- March 2005: IMAX closes.
- December 2009: only three businesses still trading from the building.
- January 2010: Council buys the Head Lease from the previous owners, NILGOSC (the Northern Ireland Local Government Officers Superannuation Committee).

### 3.0 Policy Context

#### 3.1 National Planning Policy

National planning policy is identified within Planning Policy Guidance Notes (PPG's) and Planning Policy Statements (PPS's). Local Authorities must take this policy guidance into account when preparing development plans and consider them when determining planning applications.

Relevant National policy guidance are:

**PPS1:** Delivering Sustainable Development (2005)

**PPS1:** Planning and Climate Change - Supplement to Planning Policy Statement 1 (2007)

**PPS4:** Planning for Sustainable Economic Growth (2009) and accompanying Practice Guide: Planning for Town Centres (2009)

**PPG13:** Transport (2001)

**PPG14:** Development on Unstable Land (1990)

**PPS15:** Planning for the Historical Environment (2010)

A Good Practice Guide on Planning for Tourism (2006)

**PPS25:** Development and Flood Risk (2010)

**PPS25:** Development and Coastal Change - Supplement to Planning Policy Statement 25 (2010)

#### 3.2 Regional Planning Policy

Following the May 2010 General Election, a letter from the Secretary of State for Communities and Local Government Rt Hon Eric Pickles MP dated 27<sup>th</sup> May 2010 announces the Government's intention to abolish Regional Strategies and return decisions on housing supply and planning to local councils.

He advises Local Planning Authorities and the Planning Inspectorate to have regard to the forthcoming abolition of when considering current planning matters.

Until the changes to the planning system and policy direction emerge Bournemouth Borough Council will progress the development plan in accordance with the regulatory processes that are currently in place, concentrating on local planning policy.



### 3.3 Local Planning Policy

The following policies apply locally and should be considered where appropriate. This list is not exhaustive.

Policy:

3.25	Cliffs & Chines
3.28	Flood risk
4.2	Setting of listed buildings
4.4	Conservation Areas
4.19	Townscape
4.20	Access for Disabled People
4.24	Public Art
4.25	Landscaping
4.26	Criminal Behaviour

5.1	Employment
5.12-5.13	Energy efficiency and Conservation
7.1	Town Centre Tourism Area
7.3-7.4	Tourism Facilities
7.10	Sport & Recreation Facilities
8.1	Distributor Routes
8.13	Highway Contributions
8.14	Highway Improvements
8.22	Public Car Parking Spaces
8.23	Car Parking
8.37	Cycle Facilities
8.39-8.40	Facilities for Mobility

Planning Policy Guidance Note: Sustainable Urban Drainage Systems (2003)

Supplementary Planning Guidance: SE Dorset Transport Contributions Scheme (2009)

[www.bournemouth.gov.uk/Residents/Planning\\_Development/Planning\\_Policy/Local\\_PLanning/SED\\_TransContrib\\_SPG.asp](http://www.bournemouth.gov.uk/Residents/Planning_Development/Planning_Policy/Local_PLanning/SED_TransContrib_SPG.asp)

The Bournemouth District Wide Local Plan document can be viewed at the Town Hall or on the Councils website

[www.bournemouth.gov.uk/Residents/Planning\\_Development/Planning\\_Policy/Local\\_PLanning/default.asp](http://www.bournemouth.gov.uk/Residents/Planning_Development/Planning_Policy/Local_PLanning/default.asp)

In addition there are other publications for consideration noted in Appendix A.

## 4.0 Development Principles

### 4.1 Uses

The Council wishes to promote the redevelopment of the site to enable the provision of a viable, all-weather visitor attraction incorporating appropriate arts provision as part of a comprehensive redevelopment scheme.

The use should optimise the opportunity presented by the seafront location, whilst complementing existing visitor attractions in the area.

Public consultation, conducted in March 2010, has identified the following preferred uses and mix of these uses would be the most popular amongst Bournemouth residents and visitors:

- Water Park
- Tropical Gardens
- Interactive arts, museum & entertainment
- Performing arts space

Variations on the above themes and/or new uses may also be acceptable but the developer would need to demonstrate that they are able to offer meaningful all weather leisure activities that will be popular with residents and visitors.

The Council recognised that commercial viability is essential to any submission and that leisure uses will need to be supported by commercial elements within the development.

The lower floor below ground is considered suitable for more commercial uses if it could be demonstrated that this was necessary in order to subsidise leisure uses/visitor attractions elsewhere in the development.

It is recognised that certain uses have particular specialist construction features which may be costly to alter should market conditions vary. A realistic degree of flexibility is therefore to be welcomed in the concept for the building.

### 4.2 Height

It will be noted from the above information that the height of the building is of serious concern.

For this reason a level of 18.00m above sea level (or ordnance datum - AOD) has been set as the maximum height for the main part of the building. This results in a building ranging in height from around 5.0m adjacent to the Bath Road South car park to 11.3m approx at Pier Approach. These heights translate to a reduction in height of 6.4 m to the eaves and 8.5m to the ridge when measured at the highest point.

It is recognised that this is limiting architecturally, so additional height may be acceptable towards the front (west) part of the building while taking into consideration the need to keep the westerly view of the sea and Purbeck hills. Any additional height in excess of the 18.00m AOD will need to be fully justified as part of the scheme.

Thought should be given to making best use of the roof space and the employment of landscaping to soften the general appearance is to be welcomed.

Vantage points commanding views can be exploited to communicate a sense of activity to the surrounding area.

The use of elevated features to publicise the position and use of the building may be considered provided that they do not significantly obscure the view.

### 4.3 Structural Alterations

This reduction in height can be achieved either by altering of the existing building or by its complete removal and replacement with a new building superstructure. This will largely be dictated by commercial considerations. Financial justification for the chosen option will be required.

### 4.4 Design

Any future development proposal should seek to encompass and practice excellent standards in design and detailing, making a significant and positive contribution to the town, seafront and locality.

Given that the site has strong visual frontages to all sides there is an opportunity to create a building of high architectural quality, offering an appropriate architectural statement suitable for the location and uses. Comments on proposals will be sought from Commission for Architecture and the Built Environment (CABE) and the South West Design Panel.

Their comments and guidance will help influence the final design.

Reference should be made to the consideration of this site in the emerging Town Centre Area Action Plan as it falls within the bounds and scope of this document.

Given that there are clear limitations on the height and footprint of the building careful thought will need to be given to the design of the walls and roof in order to counteract any tendency towards the apparent massiveness and angularity that is characteristic of the present building.

The depth of the plan also invites creativity in introducing natural air and daylight to the interior along with the creation of spaces with character and proportion.

The proximity of the building to pedestrian areas means that achieving an acceptable scale is important.

Subject to the choice of activities, transparency during the day and at night is encouraged so that visitors can view activities within and be attracted in.

A simple and legible entrance and circulation system with as few corridors as possible should be a goal.

A comprehensive landscaping scheme should be included both upon and within the building and linking with existing public spaces. High quality landscaping appropriate to the location will have visual benefits such as

softening the impact of the development, it can also filter pollution, form parts of a sustainable urban drainage system and act as a security measure.

Should roof terraces be introduced careful thought needs to be given to gaining access from both the east and west ends.

The exposed location should inform design decision on the details of construction, with particular emphasis on the envelope. Entrances should be protected for winter access.

The interface between the ground and the walls will need to be sensitively and attractively handled.

The materials used should be of the highest quality and respond to the exposed seafront location. Any refurbishment should bring existing facilities up to new standards.

The servicing of the activities within the building will need to take place with the least disruption to the public, be visually unobtrusive and be well contained within the building.

The layout should seek to promote a positive psycho-social environment.

#### 4.5 Access and Car Parking

The Council's parking standards concerning can be found in Appendix 4 of the Local Plan. The existing building enjoys planning consent for D2 (leisure) and A3/A4 (restaurants and bars). Developers will need to undertake a

full traffic impact assessment to assess any changes in trips generated and servicing arrangement between the new use and the existing (assuming operation at normal capacity). This will establish, in consultation with the Local Highway Authority, what mitigation works might be required.

#### 4.6 Sustainability

To contribute towards the Council's sustainability objectives, developers will be encouraged to improve the environmental performance of buildings by ensuring that high standards of insulation are applied, recycled materials are used throughout and that renewable energy sources are incorporated.

The Council has a Sustainable Construction Policy and any project on Council owned land must be BREEAM (Building Research Establishment Environmental Assessment Method) assessed and achieve a 'very good' rating as a minimum standard, 'excellent' is preferred.

Environmental issues such as solar gain and heat loss should be integrated into design decisions so that comfort and running costs are fully taken into account at an early stage. Consideration on rainwater and grey water recycling, assisting the incorporation of SUDS principles within the development and providing some level of contingency during times of water shortage. Reference to the Environment Agency 'Conserving Water in Buildings' should be made. The aim to reduce a reliance of the building on outside services and reduce its carbon footprint.



## 5.0 Planning Application Requirements

### 5.1 Information Required with Design Submission

- 1:500 scale site plan
- 1:200 scale floor plans with proposed uses clearly indicated
- 1:200 scale roof plan
- 1:200 scale elevations
- 1:200 scale long section
- 1:200 scale cross section
- Sketches from viewpoints A, B, C and D (Figure 7)
- A design statement describing the concept
- A description of the proposed uses

### 5.2 Pre-Application Advice

The Local Planning Authority would expect developers to have early discussions about their proposals for the site, including proposed consultation and information required to support a planning application before a formal application is submitted.

It would be the Local Planning Authority's desire to deal with any planning applications within the statutory period, but this will only

be achieved if the planning application is complete and properly supported, when it is submitted. The Local Planning Authority would normally require a full detailed planning application rather than an outline planning application given that this brief provides the guiding principles for any future development proposal.

Depending on the nature of the proposal the Local Planning Authority may require the submission of a Design Statement, Retail Assessment, Transport Assessment, Travel Plan and Environmental Impact Assessment

### 5.3 Community Involvement

Any community involvement undertaken prior to submission of a planning application should comply with the Council's adopted Statement of Community Involvement 2006. It is advisable to discuss the issue of community involvement with the Local Planning Authority as part of the pre application process.

### 5.4 Planning Agreement

The Local Planning Authority anticipates there will be the need to enter into a planning agreement with the developer of the development site. It will incorporate requirements where work and facilities are needed, on or off site, as a direct result of the proposed development. In considering appropriate planning obligations, the Local Planning Authority will be guided by the advice contained in Circular 05/2005, as well as our in house supplementary planning guidance.

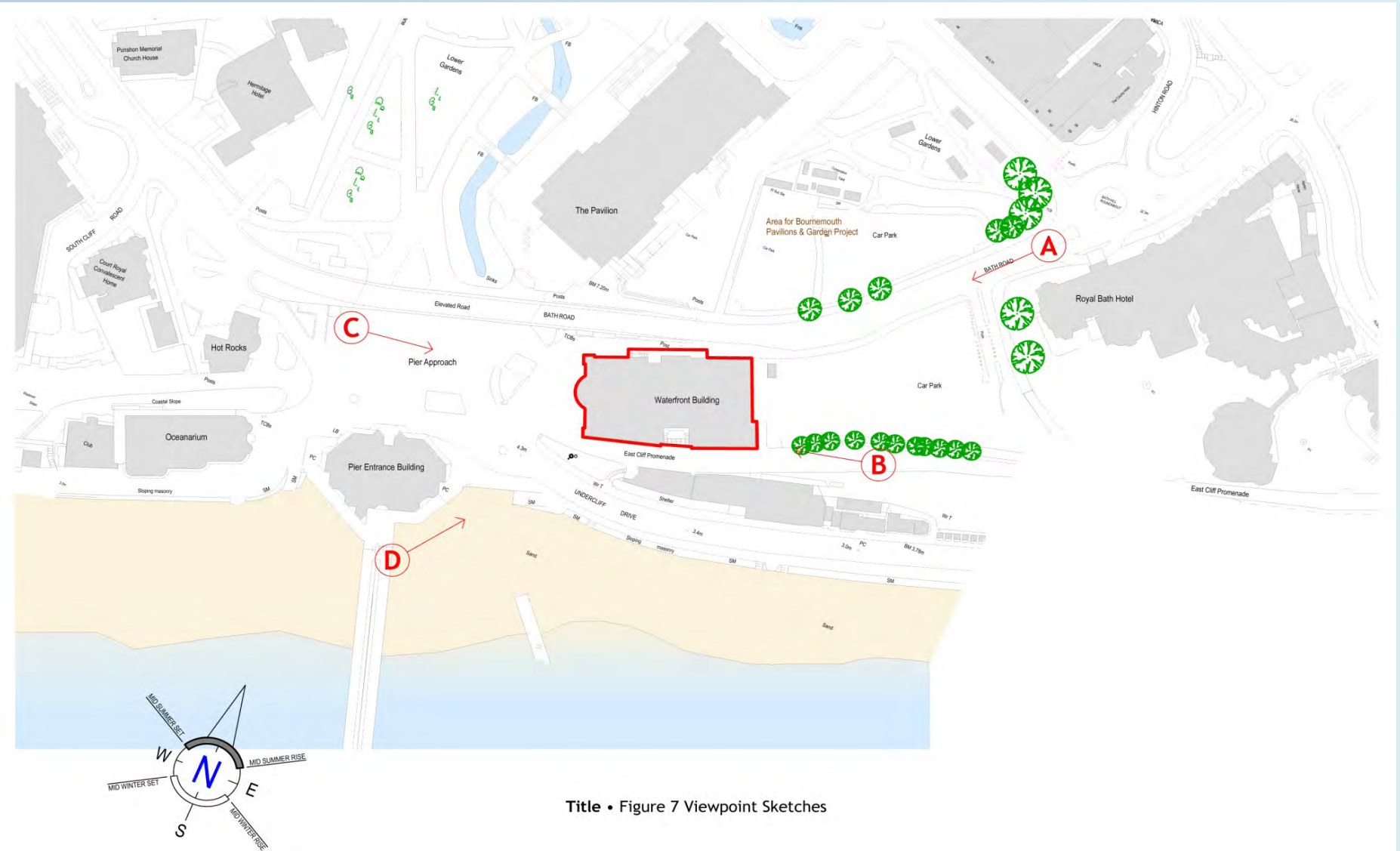
The Local Planning Authority would expect to work with the developer to agree a draft Section 106 Legal Agreement prior to the submission of a planning application.

The following headings indicate areas where works or financial contributions may be required:

- Transport provisions and improvements
- Public realm improvements
- Crime and safety initiatives

Assuming that the development incorporates interactive arts, museum or performing arts space then there will be no requirement to make further contributions towards public art.

This is not an exhaustive list and there could be other issues, which emerge from the detailed proposal, which will need to be incorporated into the agreement.



Title • Figure 7 Viewpoint Sketches

Ordnance Survey Plan  
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## 6.0 Consultation

The Council is undertaking public consultation on this document between 1<sup>st</sup> July 2010 and 4<sup>th</sup> August 2010.

Copies of The Waterfront: Draft Planning Brief feedback forms are available from:

1. The Town Hall Annexe and your local library;
2. Online via our website [www.bournemouth.gov.uk/waterfront](http://www.bournemouth.gov.uk/waterfront)
3. Or requested from the Council's Consultation and Engagement Team on (01202) 454787

Closing date for responses:

Wednesday 4<sup>th</sup> August 2010



## APPENDIX A - REFERENCES

Better Places to Live: By Design - CABE/DTLR

[www.cabe.org.uk](http://www.cabe.org.uk)

[www.odpm.gov.uk](http://www.odpm.gov.uk)

Bournemouth Borough Council Leisure Strategy

[www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)

Bournemouth District Wide Local Plan - adopted February 2002

[www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)

Bournemouth, Poole and Christchurch Local Transport Plan 2, 2006-2011

[www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)

Bournemouth Town Centre Vision

<http://www.bournemouth.gov.uk/towncentre/vision/>

Bournemouth Vision 2026

Sustainable Community Strategy 2007-2011

[www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)

Planning guidance Note - Sustainable Urban Drainage - adopted November 2003

[www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)

Poole, Bournemouth and Christchurch Cycle Map 2009/2010

[www.bournemouth.gov.uk](http://www.bournemouth.gov.uk)

PPS1 - Creating Sustainable Communities

[www.odpm.gov.uk](http://www.odpm.gov.uk)

PPS6 - Planning for Economic Growth

[www.odpm.gov.uk](http://www.odpm.gov.uk)

PPG13 - Transport

[www.odpm.gov.uk](http://www.odpm.gov.uk)

PPG14 - Development on Unstable Land

[www.odpm.gov.uk](http://www.odpm.gov.uk)

PPS25 - Development & Flood Risk

[www.odpm.gov.uk](http://www.odpm.gov.uk)

Safer Places: The Planning System and Crime Prevention ODPM/Home Office

[www.odpm.gov.uk](http://www.odpm.gov.uk)

[www.homeoffice.gov.uk](http://www.homeoffice.gov.uk)

Secured by Design - the Association of Chief Police Officers for England, Wales and Northern Ireland (ACPO)

[www.securedbydesign.com](http://www.securedbydesign.com)

Urban Design Compendium - English Partnerships / The Housing Corporation

[www.englishpartnerships.co.uk](http://www.englishpartnerships.co.uk)