

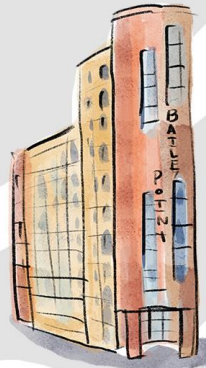
Lansdowne Design Code Development Management Session

Emily Cockle and Sophie Leon

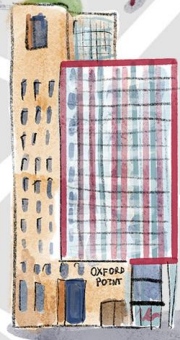
12 March 2024



Asda



Lansdowne Rd



Holdenhurst Rd



Old Fire Station



The Chocolate Box



Livingstone Academy



Christchurch Rd

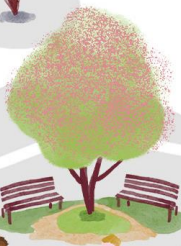


The Bournemouth & Poole College

← Bournemouth Town Centre

Bath Rd

Meyrick Rd



Place Based Objectives



- Better placemaking outcomes for Bournemouth's Central Business District. To achieve flair, local identity and individuality in design, rather than general, sterile code compliant structures.
- A high-quality, well-integrated and coordinated built environment.
- Achieving a comfortable sense of enclosure, whilst accommodating demand for intensification and higher buildings.
- Improving the overall environmental quality.
- A cohesive approach to designing the public realm.
- Encouraging investor confidence to support the area's transformation e.g. Masterplan.
- Delivering the full potential of Lansdowne as it transitions to higher densities i.e. challenging relationships with its heritage assets and not stifling design/heights, so as not to embalm the area.

Opportunities in Assessing Planning Applications



- Proposed contribution to supporting place-based objectives.
- Articulation of proposed heights and their relationship to other buildings, where exceptions to height provisions will not be considered.
- Specific design features e.g. fully recessed balconies that can be used year-round.
- Proposed locations for tree planting and green space provision.
- Approach to waste management and the coordination with other uses and access.
- Allowance for legitimate variances on less significant matters e.g. materials.
- A 'compliance scale' measurement system to see a schemes' percentage compliance with the code. Code will be a material consideration, so weight apportioned to it in balance, depending on the percentage. To allow for common sense variance, rather than any rigid scoring.
- Can provide more certainty about what we want to secure in development terms.

Influencing The Built Form through the Development Management Process



- Directing the tallest buildings, up to 30 storey, to a gateway cluster.
- Ensuring that tall buildings have a clearly defined base, middle, shoulder and crown.
- Creating a human scale at street level, as with a 'shoulder height' around 6 to 8 storeys, with taller elements stepping back.
- Ensuring adequate separation distances.
- Creating continuous 'active frontages' with a consistent building line.

- 01 Lansdowne Junction
- 02 Madeira Junction
- 03 Station Junction
- 04 St Swithun's Junction

Key:

- Public realm enhancement
- Green space
- Conservation areas
- Listed buildings
- Locally listed buildings
- Design code movement network
- Service lanes
- Other movement network
- Green pedestrian and cycle links
- Pedestrian and cycle links
- Primary frontage
- Potential secondary frontage
- Retail and related uses
- Typical street sections
- Typical street sections (for public space)
- HUB Proposed location for Mobility hub
- BUS Bus station
- ✳ 'Gateway' tall buildings
- ✳ Marker buildings†
- P Potential parking provision
- 20 Speed limit
- Structured tree planting (schematic)
- Building line / street width
- Area subject to future detailed masterplan



† Marker buildings are buildings designed to define a prominent corner or terminate a vista, not necessarily tall.

Testing Prior to Adoption

TALL BUILDINGS

STREET / ACTIVE FRONTAGES

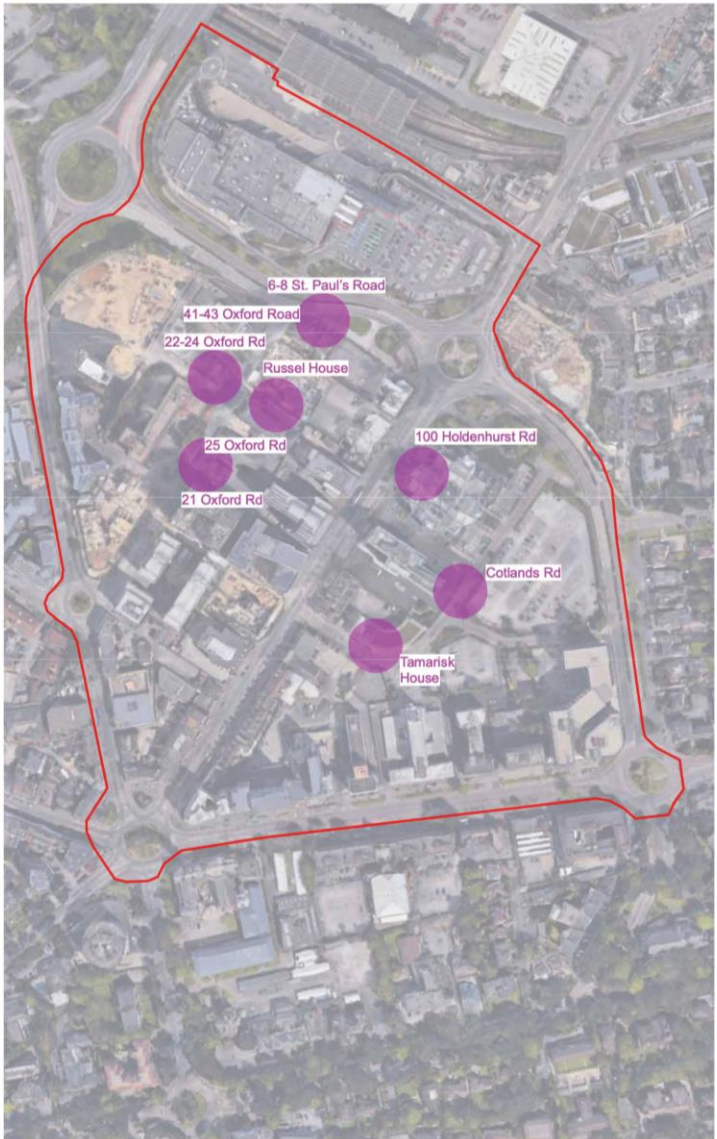
- STEPPED BUILDING DESIGN

Large plot

MATERIALITY

- HISTORIC V CONTEMPORARY
- BUILDING FABRIC / PATTERNS
- URBAN REALM

Background (visually lightest)
Midground (visually lighter)
Foreground (visually heavier)



100 HOLDENHURST ROAD

COTLANDS ROAD

22 - 24 OXFORD ROAD

BUILDING RELATIONSHIPS

- CONTEXT WITH ADJACENT

ANALYSIS OF STREET PATTERNS

- PEDESTRIAN ROUTES
- INTERFACE WITH VEHICLES
- SERVICING AND DELIVERY

FUTURE PROOFING

- LONG TERM STRATEGY
- NET ZERO

OUTCOME

- VERIFY DESIGN CODE
- MEET REQUIREMENTS
- PROVIDE ECONOMICAL INVESTMENT RETURN

Challenges in Implementation



- Applicants may present a justification to 'go higher' than the design code promotes. More challenging if scheme doesn't conform, causing delays to delivery, and requires strong negotiation/arbitration skills.
- Applicants defaulting to the maximum height could produce a flat skyline, lacking interest and articulation.
- Viability of new commercial development is presently very challenging.
- Management and location of building refuse disposal, in terms of approach, access and attractiveness.
- Internal bin stores and cycle storage, in areas of a building where more active uses are more beneficial. Underground bin stores can make a place appear very modern and dynamic.
- Fully projected balconies and other design features which are unattractive from a human scale.
- Services located in the footpath being a barrier to providing tree lined roads.
- Adoption of the final design code is dependent on the outcome of any further negotiation with critical stakeholders e.g. the Highways Authority.
- Cost/effectiveness. Code could add another level of policy assessment. Would this override the design/servicing policies in the area? Code not to be viewed in hindering the process, which delays or adds another level of assessment which puts pressure on already limited resources/ volume of work/ risk to planning guarantee.