

Supplementary Papers for Eastern BCP Planning Committee

Date: Thursday, 22 January 2026



6. Schedule of Planning Applications

3 - 28

Please refer to the Planning Committee Addendum set out on the following pages for any further updates on the planning applications listed on the agenda.

Published: 21 January 2026

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EASTERN BCP PLANNING COMMITTEE – 22 JANUARY 2026

ADDENDUM SHEET

PLEASE NOTE that the Chair will propose an amendment to the running order at the meeting to take Agenda Item 6d BEFORE Agenda Item 6c:

6a

Address: Vitality Stadium, Kings Park Drive, Bournemouth, BH7 7AF

Application number: P/25/03733/FUL

Update:

1. Paragraph 218: add under heading of Transport - “payment for digital parking management system and barrier at leisure centre” and “Details and definition of Transport Working Group to be agreed” into list of requirements
2. Amendment to condition 4 to allow details of TRO implementation to be secured by S106 to allow for this to be implemented if the expansion application is not forthcoming.
3. Please see Enabling Works Parking Mitigation and lorry park plan received 20/01/2026 for further details as to what is proposed to offset car parking loss.
4. Please see additional plans that outline the planting proposals for BNG.

Recommendation: Approve

6b

Address: Westover Retail Park, Castle Lane West, Bournemouth BH9 3JS

Application number: P/25/02274/FUL

Update:

1. The Recommendation is amended to Defer the application from the agenda to resolve issues and clarify matters raised by both the applicant and an objector. Please note attached letter from the applicant in support of the application including the submission of additional information and a separate letter on behalf of Tesco objecting to the scheme.

6d

Address: The Beach House Cafe, Mudeford, BH6 4EN

Application number: P/25/04071/CONDR

Update:

1. Alter the timing of condition 2 –

Prior to the removal and/or reuse of shipping containers, or 6 months before the expiry of this permission (whichever comes first) a Demolition and Removal or Reuse Plan (“DRRP”) of the modified shipping containers (hereafter ‘the 4no. containers’) existing on site and depicted as A, B C and D on plan no. 201004/001; together with any means of fixation or utility connection also being removed; and details for the making good of the area beneath (hereafter ‘the approved scheme’), shall have been submitted for the written approval of the local planning authority.

2. Alter the timing of condition 4 -

Within two months of the date of this decision, revised details of cycle storage design and location are to be submitted to the Council for approval in writing. The cycle stores must be installed no later than 1st June 2026 or within two months of the discharge of condition request being agreed in writing by the Local Planning Authority (whichever comes first). The cycle parking shall be constructed utilising coated or stainless-steel cycle stands (or a similar theft-proof corrosion-proof material) to limit the effect of sea air corrosion. Thereafter, these provisions shall be retained and made available for these purposes while the café is open and for the lifetime of this temporary permission. Upon expiry of this consent in accordance with the requirements of condition nos. 1 and/or 2, the cycle parking shall also be removed from the site and the ground made good.

3. Alter the timing of condition 8 -

The approved Noise Management Plan shall be implemented in full prior to 1st May 2026 or within two months of the discharge of condition request being agreed in writing by the Local Planning Authority (whichever comes first) so that it is in place before the next summer season and shall be adhered to at all times thereafter.

Recommendation: Approve

6c

Address: The Beach House Cafe, Mudeford Sandbank, Bournemouth BH6 4EN

Application number: P/25/03404/FUL

Update:

1. Paragraph 39, should read as a bullet point continuing the list of objections.
There is no objection from the Environment Agency.
2. Paragraph 82 replace Environment Agency with Natural England.

3. Alter timing of Condition 4 -

A Litter Prevention and Control Plan (LPCP) shall be submitted to the Local Planning Authority within two months of the date of this permission and be implemented by 1st June 2026 or within two months of the discharge of condition request being agreed in writing by the Local Planning Authority (whichever comes first).

Recommendation: Approve

6e

Address: 65A Richmond Wood Road, Bournemouth, BH8 9DQ

Application number: P/25/03589/FUL

Update: No Update needed

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To BCP Highways and Planning
Cc AFCB Project Team
From Steer
Date 19 January 2026
Project Project Vitality Enabling Works

Project No. 24903301

Enabling Works Parking Assessment

1. This note has been prepared to address the temporary loss of car parking during the enabling works. It also considers the unlikely scenario whereby the enabling works are complete but that the Main works (the stadium expansion) does not progress. While this is considered to be a very unlikely situation at the request of BCP it has been considered further. It is of note that if the Main works do not commence, then there would not be an uplift in demand over the existing situation.

Timeline

2. As stated within the submitted Transport Statement, the enabling works can be delivered during the football season and occur independently of the stadium General Admission (GA) capacity expansion works. This is important from a construction sequencing perspective because the demolition of the South stand, and the creation of additional GA capacity cannot occur until the football season has finished (typically in May each year).
3. If approved the enabling works are proposed to commence at the earliest date – with the Committee date of 22nd January, it is anticipated that the enabling works could begin during the week commencing 9th February and end during the week commencing 17th August. The timeline of enabling works is summarised below:

Table 1: Timeline of Enabling Works

Event	Date Beginning	Date Ending
Start of Works / Phase A (8 weeks)	Week Commencing 9 th February	Week Commencing 30 th March
Phase B (12 weeks)	Week Commencing 6 th April	Week Commencing 22 nd June
Phase C (8 weeks) / End of Works	Week Commencing 22 nd June	Week Commencing 17 th August

4. As these works will be conducted during the remaining fixtures of the 2025/2026 season, the following home fixtures will be impacted:

Table 2: Home Fixtures (First Team) During Enabling Works

Visting Team	Date	Kick-Off Time
Sunderland	28 th February	12:30
Brentford	3 rd March	19:30
Manchester United	20 st March	20:00
Leeds United	25 th April	15:00
Crystal Palace	2 nd May	15:00
Manchester City	17 th May	15:00

5. Four of the remaining home fixtures would take place during Phase A and three during Phase B. While it is possible that the times and dates of these fixtures may change, there is currently only two fixtures which have a late kick-off. No other footballing or on pitch events are scheduled during this period.
6. The current programme for the 2026 / 2027 premier league season is for the season to start on the weekend of 2nd August 2026.
7. Parking loss associated with Phase A is limited to the South car park and is related to the works to deliver the amended pedestrian and cycle route.
8. In Phase B, additional parking is temporarily lost as a result of the new hoarding line, as well as there being some loss within the West car park associated with the hoarding line.
9. In Phase C, additional parking is lost as a result of the new fence line along the western boundary of the stadium.
10. Following the completion of the enabling works, some of the temporarily lost parking, is reinstated, i.e. adjacent to the fence line within the West car park, and where the welfare unit would be removed.

Car Parking Impact Mitigation

11. To address the loss of car parking during the 2025/2026 season, the following mitigation measures have been identified to address this loss of car parking.

Communication Strategy

12. Ahead of the works commencing, the AFC Bournemouth website will be updated and a dedicated webpage provided setting out the proposed works, duration and impact upon local parking.
13. This will set out how parking can be pre booked, as well as other parking locations (Avonbourne and the Sovereign Centre for example) as well as providing details in respect to arriving by other modes, i.e. local public transport services, bus routes, rail times, and walk and cycle infrastructure and routes. Local parking restrictions around the stadium will also be detailed – with information given on parking availability at associated car parks.
14. Targeted communications will be sent via email to ensure that people are aware of all options available for travel to the Vitality Stadium on match-days. These communications will be sent at an appropriate time prior to match-day to allow supporters to plan their journey.

Parking Management

15. In addition to the enhanced communications strategy, the Club has agreed to:
 - Put a system in place so that parking at the West and South car parks is 'pre booked only'. This will reduce the number of vehicles trying to enter the local road network. When there are no available parking spaces left, supporters will be directed to book a space at the Avonbourne Academy or Sovereign Centre. This ensures that supporters will know in advance whether there is car parking availability near the Stadium.
 - Provide a contribution to deliver a barrier at the Leisure Centre to stop spectators parking in that car park.
 - Manage the leisure centre car park in the interim situation before the barrier is installed (see additional information on stewards / marshalling).
 - Manage parking in the 'lorry park area' of the south car park to better utilise this space, minimising the net reduction in parking.

- Set out 'No stopping' cones around the junction of Kings Park Drive / Gloucester Road, and on Gloucester Road to antisocial parking at junctions .
- Instigate the delivery of a TRO (or Temporary TRO where necessary) to formalise the installation of double yellow lines on Gloucester Road (and other roads deemed necessary by BCP council in the immediate vicinity of the site). This would be put in place as soon as is reasonably practicable
- Start the process of delivering a Controlled Parking Zone (CPZ) around the ground in line with that agreed with BCP.
- Pay for an additional enforcement officer throughout the duration of the enabling works.
- Set up a Transport Working Group (TWG) – The terms of the TWG are set out later.

Additional Marshals / Stewards

16. Alongside the existing operations, the club will enter into an agreement to put in place additional signage, marshal and stewards. This will be agreed in writing with the Council but would include as a minimum:
 - Temporary yellow and black signs located at the following junctions to inform spectators about pre-booking and parking restrictions:
 - Holdenhurst Road / Kings Park Road
 - Christchurch Road / Gloucester Road
 - Ashley Road / Kings Park Road
 - Temporary yellow and black signs to notify no parking at leisure center for football related traffic.
 - Temporary enforcement through no stopping cones on Gloucester Road near the bridge and at the junction of Kings Park Drive / Gloucester Road.
 - Marshals to be located at the Kings Park Road / Holdenhurst Road roundabout and Gloucester Road / Christchurch Road junction to enforce signage and advise of other parking locations (Avonbourne School and Sovereign Centre).
 - Two marshals at Kings Park Drive / Gloucester Road roundabout – one to direct parking for those with a permit / booking and one to reject non-pre-booked vehicles (via car park).
 - Marshal at the Leisure Centre accesses managing entry for non football related traffic only and direct traffic away from the car park if not authorized to park.
 - Marshal / steward within South car park (lorry park area) to formalize parking and
 - Two Marshals / stewards within West car park to direct pre booked traffic and to reject any non-pre-booked vehicles.

Operational Management Model

17. AFC Bournemouth will manage Kings Park car parks in line with agreed operating standards, safety requirements and established matchday plans. The approach prioritises safety, accessibility, traffic flow, emergency access and compliance with BCP regulations.
18. In line with the current matchday traffic management, the above will be delivered by a Traffic Team consisting of:
 - Steward Supervisor (Control liaison)
 - CSAS-accredited Traffic Marshals (with power to direct traffic)
 - Car Park Stewards
19. Responsibilities include:
 - Placement and removal of TTRO signage and cones
 - Managing access, egress and space allocation in controlled car parks
 - Monitoring vehicle and pedestrian movement in Kings Park
 - Maintaining emergency access routes at all times

- Managing HVM barriers and access to West Car Park during controlled movements
 - Coordinating away coach arrivals and parking
20. Only CSAS staff are to work on the highway.
21. The clubs emergency & Council coordination operation integrates with:
- Operation Floodlight emergency response plan
 - BCP Urban Traffic Control match egress programme (signal priority system)
 - BCP Parking Enforcement Team
 - Police and emergency services access requirements
22. AFC Bournemouth car park management currently commences up to 6 hours before kick-off and continues until all vehicles have safely exited and signs are removed (typically up to 3 hours post-match). HVM barrier opening is authorised only by stadium control and is monitored to prevent unauthorised vehicle entry.
23. In terms of equipment & communications, AFCB provides and deploys:
- TTRO signage and cones
 - Traffic direction boards
 - Steward radio communication
 - Keys for access control where required
24. Direct liaison lines will remain in place between AFCB Control, BCP Parking and Dorset Police.

Transport Working Group

25. A Transport Working Group will be set up to enable opportunities for a joined-up approach to the match-day transport strategy improving collaboration between AFCB, BCP, and the relevant transport stakeholders, such as bus operators, Network Rail, SouthWestern Rail and other interested groups.
26. The Transport Working Group should include the following parties, to be considered as the core team within the Transport Working Group:
- AFCB (lead and responsible for the management and implementation of the match day travel management)
 - BCP Council
 - British Transport Police
 - SouthWestern Rail
 - National Rail
 - GoSouthCoast
27. In addition to the above core team, additional parties could be invited to participate within the Transport Working Group on a meeting-by-meeting basis, where appropriate. These parties could include, but are not limited to, the following:
- Beryl Bikes
 - Avonbourne School (for associated parking)
 - Sovereign Shopping Centre (for associated parking)
28. This groups remit would cover elements such as:
- Car park management
 - Ingress and egress to the stadium
 - Monitoring of illegal parking and the delivery of a CPZ
 - Monitoring of travel patterns feedback
 - Traffic management plans and setting TRO's

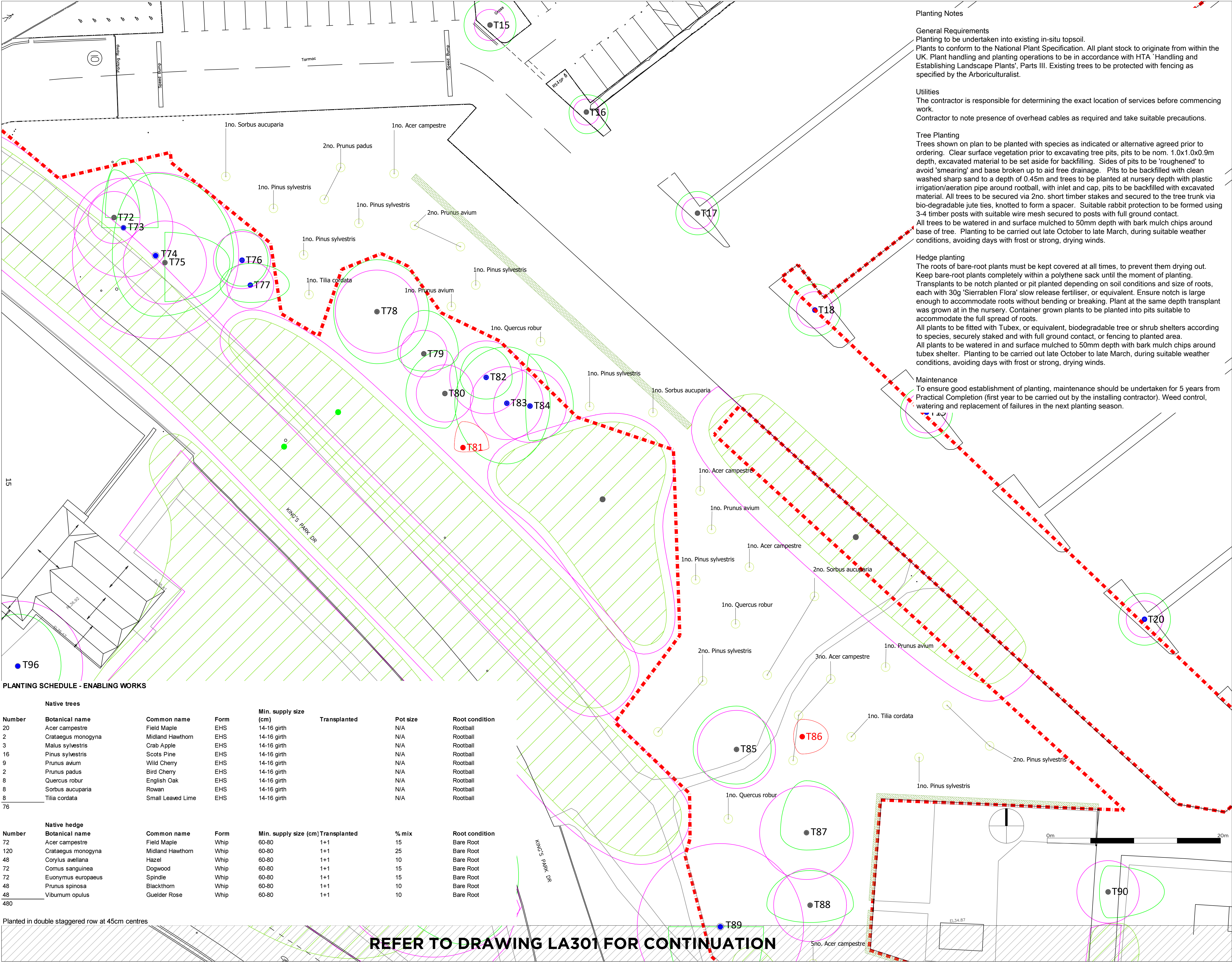
- Locations of barriers etc
 - Away coach management
 - Crowd management and management interfaces
 - Marketing and incentivising public transport and non car modes
 - Communication Plan, and dissemination of travel information including website, advertisements/articles, information to the local radio, text alerts (or use of other technology), etc.
 - Access to CCTV for traffic management
 - Interface with any footway or cycle improvements
 - Interface with rail station operations
 - Interface with highway authority around any proposed road works, road closures etc.
29. Following any consent associated with the enabling works, a consultation would be held with the relevant stakeholders identified above to ensure that the terms of reference for any working group are agreed at the outset. Notwithstanding this, it is anticipated that the TWG would initially meet as early as is practicable following permission being granted for the enabling works.
 30. As well as discussing the impacts of the enabling works on the remaining home fixtures of the 2025/2026 season, this initial meeting would set out observations and opportunities to address the impact of reduced car parking during the 2026/2027 season. The TWG would then meet ahead of the new season, at least once during the season, and again at the end of the season, to conclude on what has worked well.
 31. Going forward the TWG would likely follow a routing of:
 - Pre-season meeting to discuss any changes ahead of the new season and indicative schedules,
 - At least one meeting mid season, and
 - End-of-season meeting to review.
 32. Should additional meetings be necessary to discuss specific issues between these meetings, these should be arranged, with a least two weeks notice being given by either the club or BCP.
 33. It is assumed that while meetings would be separate to those attended by the Safety Advisory Group (SAG), that meetings would be coordinated to make best use of people's time. It is of note that the GAG already includes representatives of BCP, and regularly discuss parking and operational impacts around the ground.
 34. The TWG would be funded by the club for a period of time associated with the enabling works and until the main works commence. A proportionate fund for this period is to be determined between the club and BCP and secured through the S106.
 35. Following the granting of the main application the group would have access to a Sustainable Transport Fund (STF), which could be drawn down from to help implement any initiatives which may be identified by the TWG once the expansion of the stadium is complete. The terms of reference for the TWG associated with the main application and the STF would be initially funded through a ringfenced s106 contribution, associated with the main application, and following the outcome of the ongoing discussions with BCP in respect to that application.
 36. Following recommendations from the TWG, the responsibility for agreeing any draw down from the STF would be agreed between the club and BCP.
 37. The Transport Working Group and the Sustainable Transport Fund would be secured through the s106 agreement.

Post Enabling Works

38. While it is accepted that the enabling works application will result in a loss of car parking on-site, there is no uplift in supporters proposed. The Transport Assessment for the proposed stadium GA expansion, provided under a separate application, sets out further mitigation measures – such as a controlled parking zone, additional on-street parking restrictions and incentives to change travel behaviours.
39. It is proposed that Traffic Regulation Orders are not required for the enabling works as the measures outlined in this note will sufficiently address the reduction in car parking provision on-site. However, should the main works not begin within a reasonable period of time following the enabling works, the Club will review the implementation of a Traffic Regulation Order and a Controlled Parking Zone to ensure that any permanent loss of parking is suitably addressed.

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LEGEND

Enabling works site boundary

SOFTWORKS

Existing tree to be retained, refer to Bosky Trees drawings and information for details

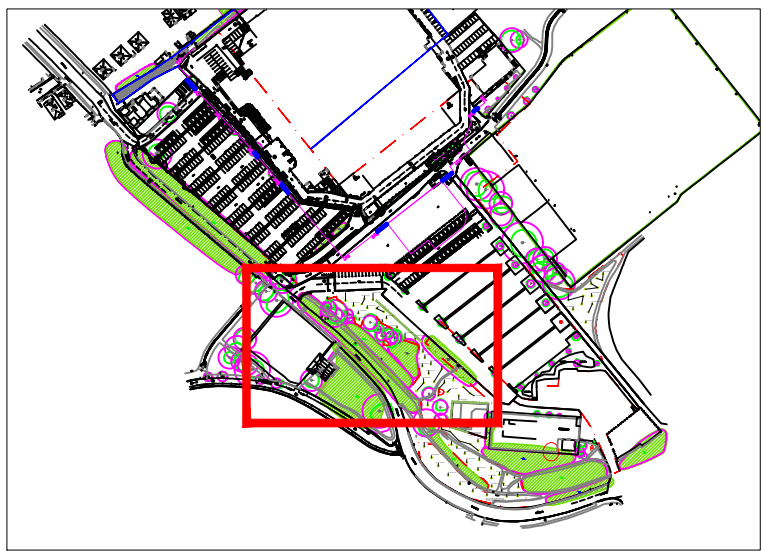
Root protection area to retained trees, refer to Bosky Trees drawing and information for details

Existing Tree Categories

- Category A Tree
- Category B Tree
- Category C Tree
- Category U Tree

Proposed tree, refer to schedule for details

Proposed native species hedge, refer to schedule for details. Total 220 lin/m



Location Plan - NTS

Rev.	Date	Note	By
G	07.01.26	Species and schedule updated	RA
F	08.12.25	Species updated	RA
E	20.11.25	Schedule updated	RA

AFC Bournemouth

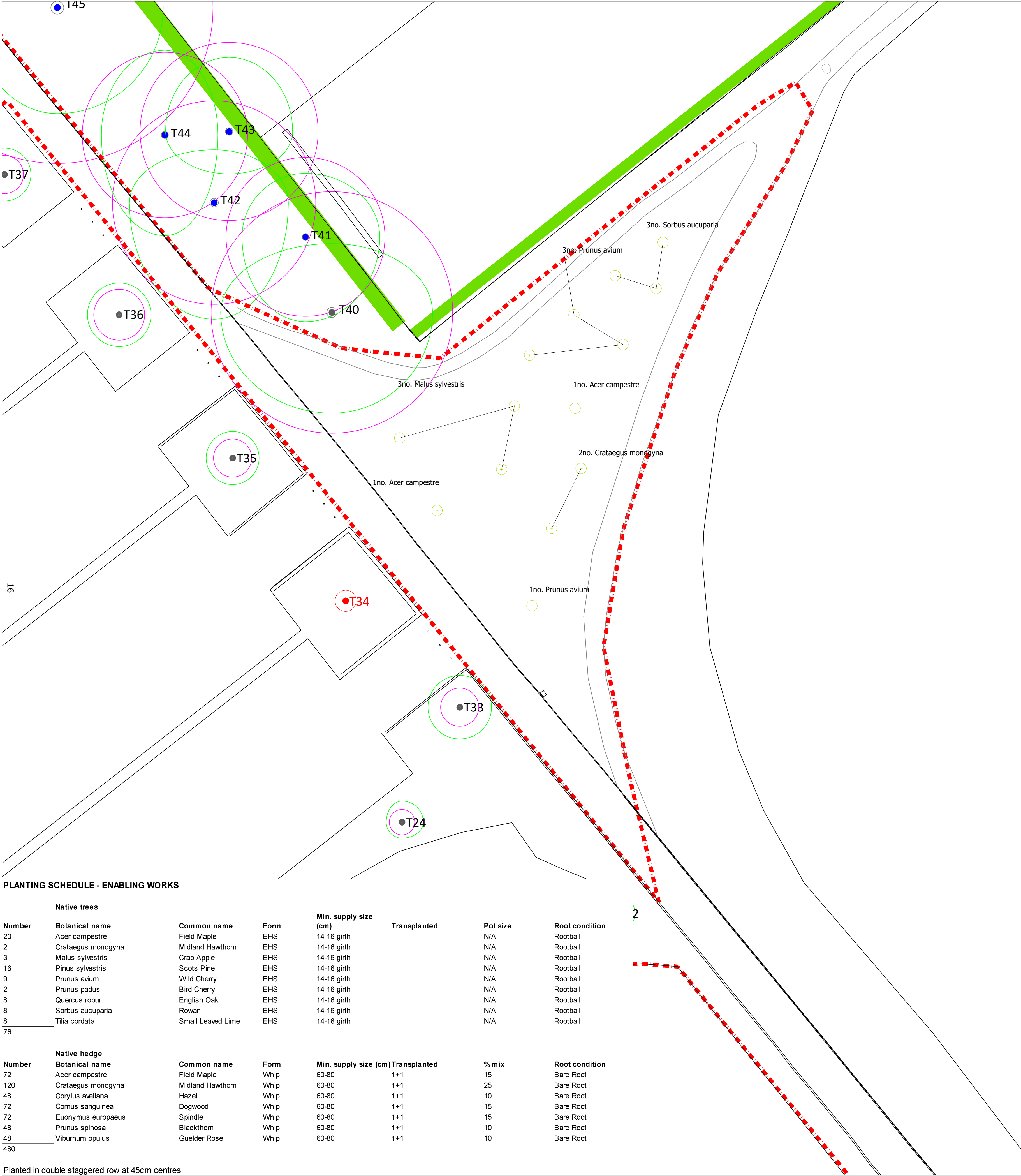
on behalf of
AFC Bournemouth

LA300 Enabling Works Planting Proposals - Sheet 1 of 3

Drawn by	Checked by	Scale
RA	RA	1:200@A1
Drawn on	Revision	Job
06.08.25	G	708720



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PLANTING SCHEDULE - ENABLING WORKS

Native trees							
Number	Botanical name	Common name	Form	Min. supply size (cm)	Transplanted	Pot size	Root condition
20	Acer campestre	Field Maple	EHS	14-16 girth		N/A	Rootball
2	Crataegus monogyna	Midland Hawthorn	EHS	14-16 girth		N/A	Rootball
3	Malus sylvestris	Crab Apple	EHS	14-16 girth		N/A	Rootball
16	Pinus sylvestris	Scots Pine	EHS	14-16 girth		N/A	Rootball
9	Prunus avium	Wild Cherry	EHS	14-16 girth		N/A	Rootball
2	Prunus padus	Bird Cherry	EHS	14-16 girth		N/A	Rootball
8	Quercus robur	English Oak	EHS	14-16 girth		N/A	Rootball
8	Sorbus aucuparia	Rowan	EHS	14-16 girth		N/A	Rootball
8	Tilia cordata	Small Leaved Lime	EHS	14-16 girth		N/A	Rootball
76							
Native hedge							
Number	Botanical name	Common name	Form	Min. supply size (cm)	Transplanted	% mix	Root condition
72	Acer campestre	Field Maple	Whip	60-80	1+1	15	Bare Root
120	Crataegus monogyna	Midland Hawthorn	Whip	60-80	1+1	25	Bare Root
48	Corylus avellana	Hazel	Whip	60-80	1+1	10	Bare Root
72	Cornus sanguinea	Dogwood	Whip	60-80	1+1	15	Bare Root
72	Euonymus europaeus	Spindle	Whip	60-80	1+1	15	Bare Root
48	Prunus spinosa	Blackthorn	Whip	60-80	1+1	10	Bare Root
48	Viburnum opulus	Guelder Rose	Whip	60-80	1+1	10	Bare Root
480							

Planted in double staggered row at 45cm centres

Planting Notes

General Requirements
Planting to be undertaken into existing in-situ topsoil.
Plants to conform to the National Plant Specification. All plant stock to originate from within the UK. Plant handling and planting operations to be in accordance with HTA 'Handling and Establishing Landscape Plants', Parts III. Existing trees to be protected with fencing as specified by the Arboriculturalist.

Utilities
The contractor is responsible for determining the exact location of services before commencing work.
Contractor to note presence of overhead cables as required and take suitable precautions.

Tree Planting
Trees shown on plan to be planted with species as indicated or alternative agreed prior to ordering. Clear surface vegetation prior to excavating tree pits, pits to be nom. 1.0x1.0x0.9m depth, excavated material to be set aside for backfilling. Sides of pits to be 'roughened' to avoid 'smearing' and base broken up to aid free drainage. Pits to be backfilled with clean washed sharp sand to a depth of 0.45m and trees to be planted at nursery depth with plastic irrigation/aeration pipe around rootball, with inlet and cap, pits to be backfilled with excavated material. All trees to be secured via 2no. short timber stakes and secured to the tree trunk via bio-degradable jute ties, knotted to form a spacer. Suitable rabbit protection to be formed using 3-4 timber posts with suitable wire mesh secured to posts with full ground contact. All trees to be watered in and surface mulched to 50mm depth with bark mulch chips around base of tree. Planting to be carried out late October to late March, during suitable weather conditions, avoiding days with frost or strong, drying winds.

Hedge planting
The roots of bare-root plants must be kept covered at all times, to prevent them drying out. Keep bare-root plants completely within a polythene sack until the moment of planting. Transplants to be notch planted or pit planted depending on soil conditions and size of roots, each with 30g 'Sierrablen Flora' slow release fertiliser, or equivalent. Ensure notch is large enough to accommodate roots without bending or breaking. Plant at the same depth transplant was grown at in the nursery. Container grown plants to be planted into pits suitable to accommodate the full spread of roots. All plants to be fitted with Tubex, or equivalent, biodegradable tree or shrub shelters according to species, securely staked and with full ground contact, or fencing to planted area. All plants to be watered in and surface mulched to 50mm depth with bark mulch chips around tubex shelter. Planting to be carried out late October to late March, during suitable weather conditions, avoiding days with frost or strong, drying winds.

Maintenance
To ensure good establishment of planting, maintenance should be undertaken for 5 years from Practical Completion (first year to be carried out by the installing contractor). Weed control, watering and replacement of failures in the next planting season.

LEGEND

Enabling works site boundary

SOFTWORKS

Existing tree to be retained, refer to Bosky Trees drawings and information for details

Root protection area to retained trees, refer to Bosky Trees drawing and information for details

Existing Tree Categories

Category A Tree

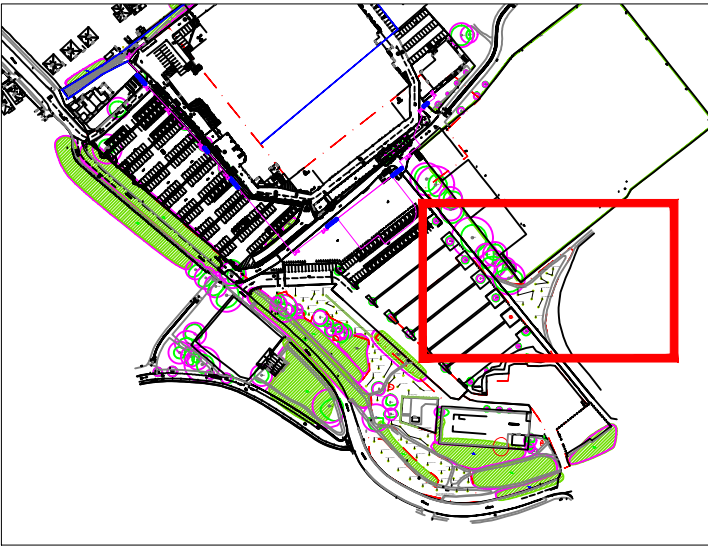
Category B Tree

Category C Tree

Category U Tree

Proposed tree, refer to schedule for details

Proposed native species hedge, refer to schedule for details. Total 220 lin/m



Location Plan - NTS

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AFC Bournemouth

on behalf of
AFC Bournemouth

LA302
Enabling Works Planting
Proposals - Sheet 3 of 3

Drawn by
RA

Checked by
RA

Scale
1:200@A1

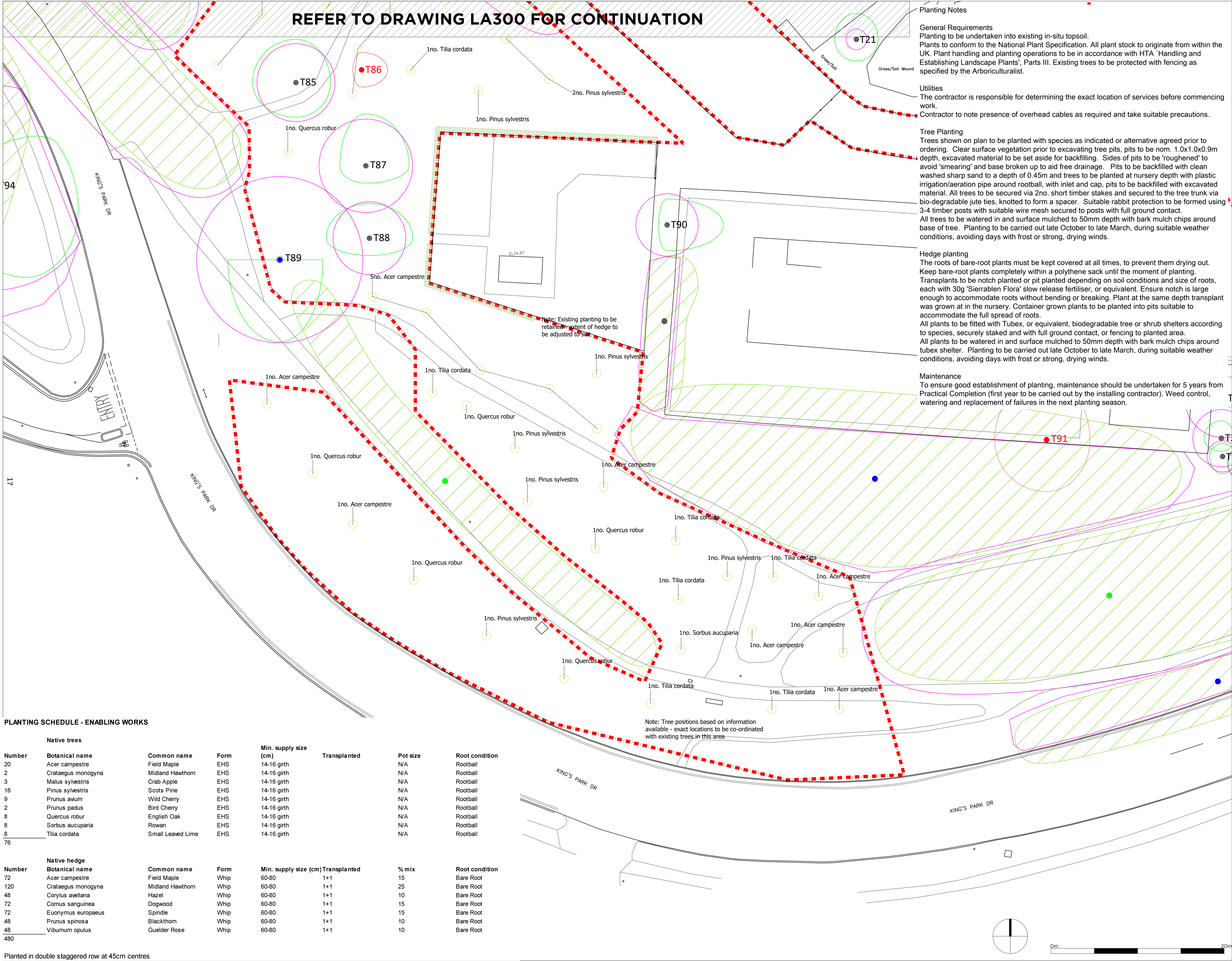
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Revision
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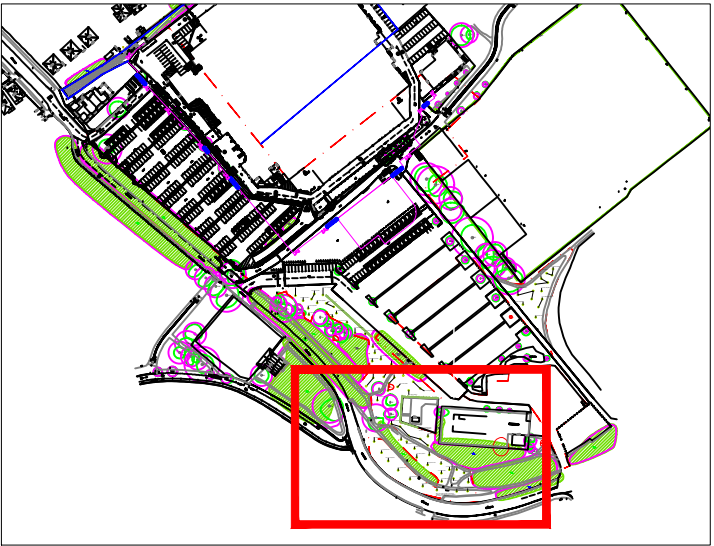
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8	Quercus robur	English Oak	EHS	14-16 girth		N/A	Rootball
8	Sorbus aucuparia	Rowan	EHS	14-16 girth		N/A	Rootball
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72	Euonymus europaeus	Spindle	Whip	60-80	1+1	15	Bare Root
48	Prunus spinosa	Blackthorn	Whip	60-80	1+1	10	Bare Root
48	Viburnum opulus	Gelder Rose	Whip	60-80	1+1	10	Bare Root
480							

Planted in double staggered row at 45cm centres

Rev.	Date	Note	By
G	07.01.26	Species and schedule updated	RA
F	08.12.25	Species updated	RA
E	20.11.25	Schedule updated	RA

AFC Bournemouth

on behalf of
AFC Bournemouth

LA301
Enabling Works Planting
Proposals - Sheet 2 of 3

Drawn by	Checked by	Scale
RA	RA	1:200@A1
Drawn on	Revision	Job
06.08.25	G	708720



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Brunel House
2 Fitzalan Road
Cardiff
CF24 0EB

chris.tookey@carneysweeney.co.uk

Our reference: CSC1099

16th January 2026

Mr Steve Davies
BCP Council
Planning Services
Town Hall Annexe
St Stephen's Road
Bournemouth
BH2 6EA

via email (steve.davies@bcpcouncil.gov.uk)

Dear Steve,

Lidl Great Britain Ltd
Proposed Foodstore at Westover Retail Park, Wimborne Road/Castle Lane West, Bournemouth
(Application Ref. P/25/02274/FUL)

I have now had an opportunity to read through your committee report and there are a couple of points where I believe you should provide clarification/correction to members. These are:

1. Section 13 (policy comments) – this says the withdrawn Local Plan policies hold no weight and that the proposal must be assessed under Chapter 11 of the NPPF. That is not correct. The Draft Plan had limited weight, and now none, but the application does not fall to be considered against the NPPF, but against your adopted development plan – guidance/policy in the NPPF is only a material consideration. It is a plan-led system and you have an adopted Core Strategy. Members need to be fully aware that they need to determine the application against the adopted Plan, unless material considerations indicate otherwise.
2. Section 19 (highway comments) – says the financial contributions required inc £20k for RTI at the bus stop. This is repeated in Sections 105 & 110 (transport issues), but the s106 heads of terms in the recommendation to approve refers to £10k for RTI.
3. Section 30 (Tesco objection) Tesco refer to a failure to consider cumulative impact with Lidl's proposed store at Ringwood Road. At Sections 47-52 you refers to Lichfields having provided advice on cumulative impact, but they were looking at a Lidl on Westover Retail Park and the Aldi application at Wallisdown. Tesco's objection relates to impact with Ringwood Road and that is not referred to. I suggest you make clear that Tesco have raised the issue of cumulative impact with the Lidl application on Ringwood Road, but that that was considered during a previous Lidl application on Ringwood Road when Nexus advised the Council that cumulative impact with that application and the previous application on Westover Retail Park was not an issue as the two stores would serve different catchment areas.
4. Section 72 (drainage) says there is limited opportunity for infiltration so we will drain to the mains, with a tank to attenuate the flow. Also says the drainage officer has asked for more site investigation to establish the optimum arrangement and that a condition has been added to allow for this. It would be more accurate to say that the submitted drainage design incorporates infiltration from the tank into the ground, and that this will be adopted unless a planned geo-environmental assessment shows that infiltration is not viable, in which case the tank will empty into the mains.

As well as the above four points, I am also concerned that there are a number of references to the non-viability of a mixed scheme including housing not being evidenced. This is in the end of your policy officer's comments in Section 13; in your urban designers comments (Section 15) where he says amendments are required to address issues related to, *inter alia*, mixed use development; and in your Section 53 where you refer to no viability assessment having been sought for a mixed scheme. I appreciate that you are recommending approval to members, but given members refused the first application for the spurious reason of making inefficient use of the site, it's possible some may seize on this point about no evidence being provided to show a mixed scheme is not viable. In fact there is no policy requirement for Lidl to have to show that an alternative mixed scheme is viable or not, as this idea of an alternative development is not a material consideration. Members should be told that advice from Kings Counsel has been sought that says that members desire to see an alternative scheme on the site is irrelevant.

Notwithstanding the above, while we have said in the past that incorporating some housing on the site is not a viable proposition, to assist you a little further with that, and hopefully ram it home to the committee, Lidl's architects have produced the enclosed three drawings showing how housing could potentially be incorporated on the site alongside the store, and what the impact would be on the viability of the retail operation and the amenity of the surrounding area:

- **Option One (drawing ref. XX-ZZ-D-A-91001-P01)** – this would provide 11 semi-detached houses along the Wimborne Road boundary. However, the number of parking spaces to serve the store would have to be reduced to 25 spaces, which would then be insufficient to comply with your current parking standards. The parking for store customers would be totally inadequate, which would: a) impact on the store's attractiveness and ability to compete with existing stores in Bournemouth; and b) would also impact on the adjoining highways as cars would have to queue to enter the site at peak times, with those customers who cannot find a space in the car park possibly then choosing to park on the street along Wimborne Road, Moordwon Close or Lawford Road.
- **Option Two (drawing ref. XX-00-D-A-01002-P01)** – this shows 9 apartments at first floor level above the store. In order to provide close to the 40 apartments sought in your now withdrawn Draft BCP Local Plan this would require four floors above the store. Given one of the concerns expressed by Councillor Salmon is the impact on adjoining residents, in particular No. 7 Lawford Road, incorporating any housing, whether one additional storey or four, above the store would seriously impact on neighbouring residents. It is also the case that under your parking standards 9 apartments would require 9 parking spaces, which would reduce the store's parking to only 55 spaces; if four floors of apartments (ie 36 dwellings) were to be provided then that would require 36 residents parking spaces, which would reduce the customer parking down to 28, which as with Option One would impact on the adjoining highways from shoppers queuing to get into the site and parking on the surrounding streets.
- **Option Three (drawing ref. XX-00-D-A-01031-P02)** – this shows 7 apartments in a block above the car park at the northern end of the site. If we assume only three floors of apartments that would be only 21 dwellings, which is roughly half of what your Draft Local Plan was seeking, but that alone would mean a very high building fronting onto the Wimborne Road/Castle West junction, and would also remove most of the landscaping that is currently proposed there. Each floor of 7 apartments would require 8 parking spaces (one of the apartments being a 3-bed dwelling), so three floors of 21 apartments would require 24 parking spaces which would then leave the store with only 31 spaces for customers. Again, this would be a significant reduction to a store car park that has already been squeezed to accommodate, *inter alia*, the dedication of the strip of land to highways, and would be likely to impact on the adjoining highways from queuing and on-street parking.

You have also referenced Lidl developments in London that incorporate residential uses. However, as we have said before the environment in London is completely different to what it is in Bournemouth, with the much larger population densities within a 5-minute walk allowing Lidl to be more creative/flexible on constrained sites and provide smaller car parks. Even then, it usually results in a compromised store. In Bournemouth shrinking the customer parking down to the level needed to accommodate residential uses is simply not viable.



I think that it would be helpful to members if this letter were to be included as a later background paper with a supplementary agenda. I think this demonstrates what we have long said, that a mixed development for a store and housing is not a viable proposition. Members should also note that we have produced these drawings as a gesture of good faith, but in fact there is no policy justification for them to refuse permission for the application a second time on the basis of not making 'efficient use' of the site by including housing. The site is not identified for housing in the development plan, and advice from Kings Counsel is clear that the Council's wish for an alternative development is not a material consideration.

Kind regards.

Yours sincerely

[Redacted signature]

CHRISTOPHER TOOKEY
Director
CarneySweeney

[Redacted contact information]

cc Oliver Roberts – Lidl Great Britain

Encs





OVERALL	
— SITE AREA (Approx.):	6750 m²
BUILDING AREAS - LIDL	
Ancillary Area	255 m²
Sales Area	1175 m²
Warehouse Area	413 m²
GROSS INTERNAL AREA (TOTAL)	1843 m²
PARKING - LIDL	
Disabled	5
Parent & Child	6
Standard	14
TOTAL	25
Residential Parking (Passive EVC infrastructure to 20% of overall provision)	9
Cargo Bicycles	2
Short Stay Bicycles	22
Staff Bicycles	5
TOTAL: 29	29
For more details on surface treatment please refer to drawing XX-ZZ-D-A-91003	
 Tarmac (Vehicles)	 Tarmac (Pedestrians)
 Block paving, stretcher bond	 Concrete cast in-situ
 Soft landscaping	 Tactile paving
 Castle Lane Improvement Land	 Gravel

Store Specification

BESPOKE

Drawing Purpose

PLANNING

This drawing has been prepared for the sole purpose of forming part of a planning application, and should not be used for any other purpose.

SPACE

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T: +44 (0)844 800 6660
www.spaceworks.co.uk

Project				
Westover Retail Park				
Drawing Title				
Proposed Site Plan				
Project No.	Drawing No.	Status	Rev.	Scale at A1
09028	XX-ZZ-D-A-91001	S3	P01	As indicated
File Reference: 09028-SPACE-XX-ZZ-D-A-91001-S3-P01				

Proposed Site Plan
1:200

\\calder\projects\09028\09028\Building Model\01 - Work in Progress\Main Plan\09028-SPACE-XX-ZZ-D-A-91001-S3-P01_A01.dwg (AutoCAD)

Option 1 – Mixed Use Development: Residential Apartments Above Retail

First Floor – Residential

4 × 1-bed, 2-person apartments (approx. 50 m² each)

5 × 2-bed, 4-person apartments (approx. 70 m² each)

Total: 9 apartments per floor

Dual-aspect layout with covered walkways providing access to each apartment

Each apartment includes a minimum of 5 m² external amenity space for 1-2 person dwellings, plus 1 m² per additional occupant in accordance with BCP guidance.

Access:
Two residential entrances — one from Lawford Road and one from the rear car park.

Refuse Storage

For every 9 apartments:

4 × 1100 L Eurobins (2 × general waste, 2 × recycling)

2 × 140 L food waste bins

The above requires approximately 10-12 m² of dedicated floor area per 9 apartments, allowing for manoeuvring, access and maintenance.

Car Parking

Subject to confirmation of site location within BCP Parking Zone.

Worst-case (Zone D):
According to Table 9 of the BCP Parking Standards SPD, both 1-2 Habitable Room (HR) and 3 HR units require 1 space per dwelling.

4 × 2-bed (3 HR) → 4 spaces

5 × 1-bed (1-2 HR) → 5 spaces
Total = 9 parking spaces

Accessible and EV charging provision to be included in accordance with SPD guidance.

Cycle Parking

Subject to zoning confirmation.

Under the BCP Parking Standards SPD:

1 secure, covered cycle space per dwelling (residents)

1 visitor cycle space per 5 dwellings

Provision required for:

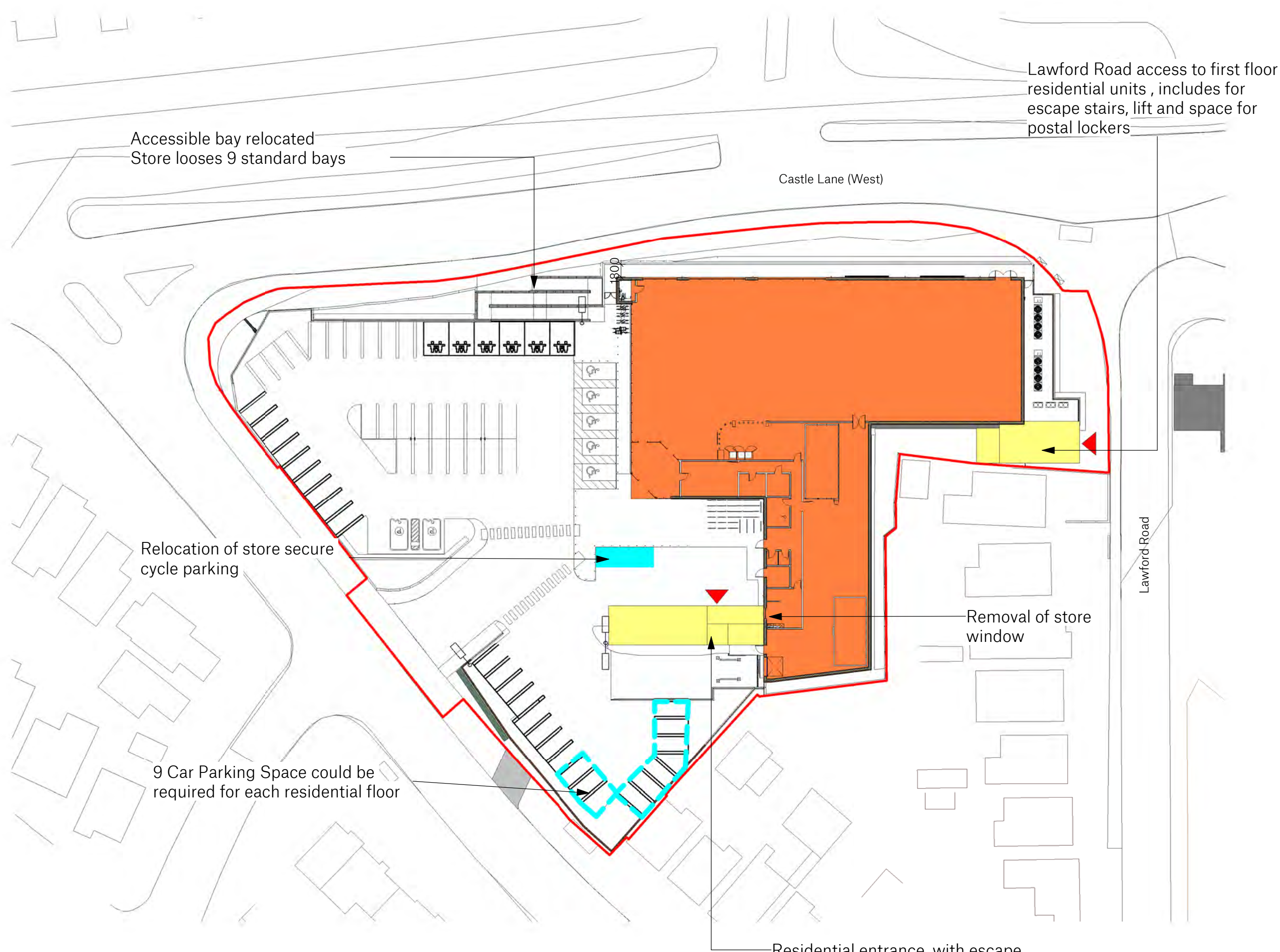
9 long-stay resident spaces (within secure, covered store)

2 short-stay visitor spaces (near building entrance)

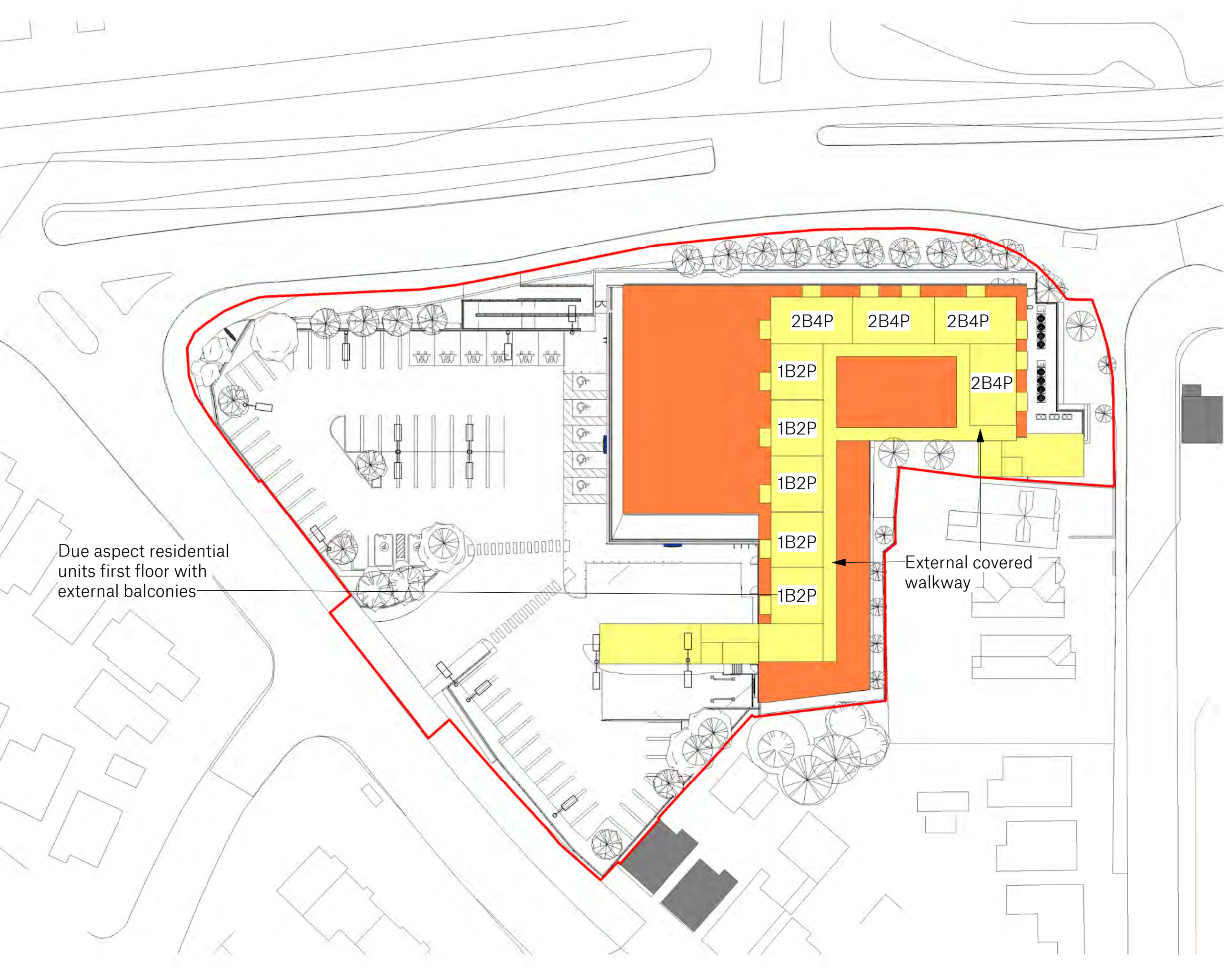
To be provided as:

5 Sheffield stands within a communal covered store

1 Sheffield stand externally for visitors



Ground Floor Plan
1:500



First Floor Plan
1:500



ISO - View

Please Note
Unless stated, no consideration has been given to levels, underground utilities, and/or any other PCI at this stage.
Site boundary shown indicatively only, subject to receipt of further information.

Store Specification
Bespoke - Mixed Use
Drawing Purpose
FEASIBILITY
This drawing has been prepared for the sole purpose of forming part of a feasibility study, and should not be used for any other purpose.



SPACE

Spaceworks, Benton Park Road, Newcastle upon Tyne, NE7 7LX
T: +44 (0)844 800 6660
www.spaceworksbeta.co.uk

Project Lidl Westover Retail Park				
Drawing Title Mixed Use Feasibility - Option 2				
Project No. 09028	Drawing No. XX-00-D-A-01001	Status S3	Rev. P01	Scale at A1 1:500
File Reference: 09028-SPACE-XX-00-D-A-01001-S3-P01				

Option 3 – Mixed Use Development: Residential Apartments Above Retail

First Floor – Residential

2 × 1-bed, 2-person apartments (approx. 50 m² each)

1 × 2-bed, 3-person apartments (approx. 61 m² each)

3 × 2-bed, 4-person apartments (approx. 70 m² each)

1 × 3-bed, 5-person apartments (approx. 86m² each)

Total: 7 apartments per floor

Dual-aspect layout with covered walkways providing access to each apartment and shared courtyard

Each apartment includes a minimum of 5 m² external amenity space for 1-2 person dwellings, plus 1 m² per additional occupant in accordance with BCP guidance.

Access:
Three residential entrances — one from Castle Lane (West) and one from the rear car park and one off Wimbourne Road.

Refuse Storage

For every 7 apartments:

2 × 1100 L Eurobins (general waste & recycling)

2 × 140 L food waste bins

The above requires approximately 10-12 m² of dedicated floor area per 7 apartments, allowing for manoeuvring, access and maintenance.

Car Parking

Subject to confirmation of site location within BCP Parking Zone.

Worst-case (Zone D):
According to Table 9 of the BCP Parking Standards SPD, both 1-2 Habitable Room (HR) and 3 HR units require 1 space per dwelling. Dwellings with 4 or more HR (typically 3-bed units) may require 2 spaces.

2 × 1-bed (1-2 HR) → 2 spaces
1 × 2-bed (3 HR) → 1 space
3 × 2-bed (3 HR) → 3 spaces
1 × 3-bed (4-5 HR) → 2 spaces

Total = 8 resident parking spaces

Accessible and EV charging provision to be included in accordance with SPD guidance (minimum 20% active and remainder passive infrastructure).

Cycle Parking

Subject to zoning confirmation.

Under the BCP Parking Standards SPD:

1 secure, covered cycle space per dwelling (residents)

1 visitor cycle space per 5 dwellings

Provision required for:

7 long-stay resident spaces (within secure, covered store)

2 short-stay visitor spaces (near building entrance)

To be provided as:

4 Sheffield stands within a communal covered store approx 9m²

1 Sheffield stand externally for visitors

Please Note
Unless stated, no consideration has been given to levels, underground utilities, and/or any other PCI at this stage.
Site boundary shown indicatively only, subject to receipt of further information.

Store Specification
Bespoke - Mixed Use

Drawing Purpose
FEASIBILITY
This drawing has been prepared for the sole purpose of forming part of a feasibility study, and should not be used for any other purpose.

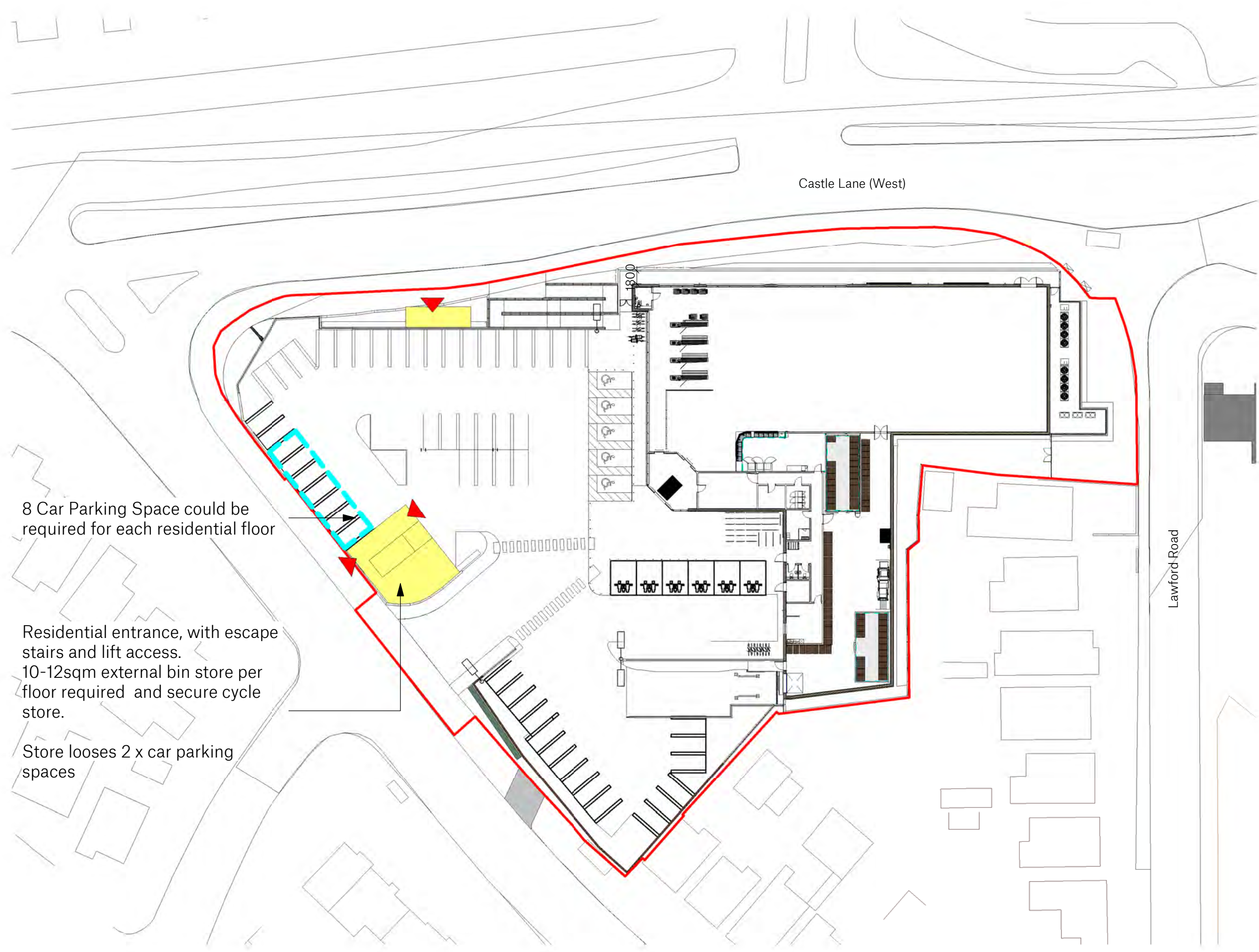


SPACE

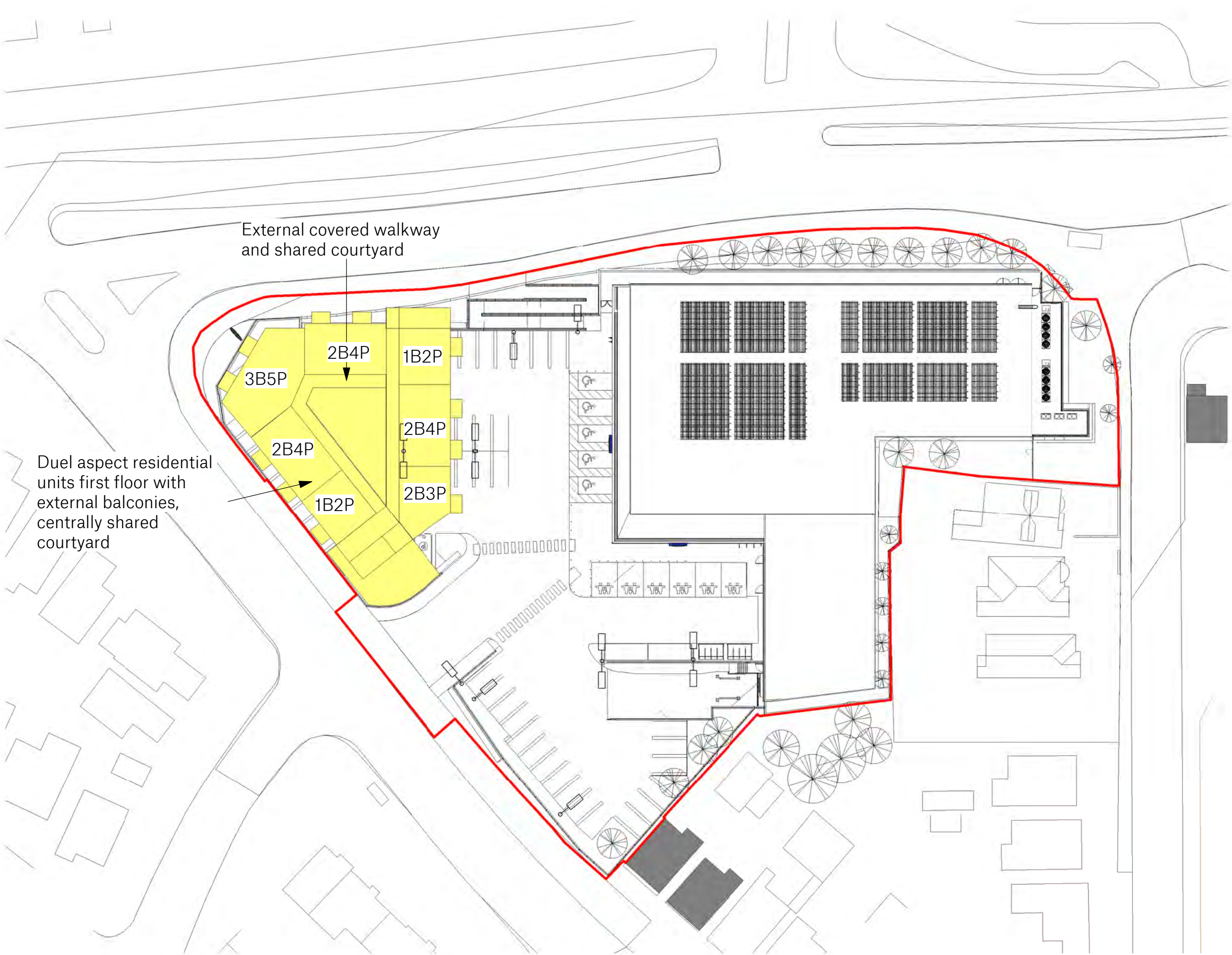
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Project Lidl Westover Retail Park				
Drawing Title Mixed Use Feasibility - Option Three				
Project No. 09028	Drawing No. XX-00-D-A-01031	Status S3	Rev. P02	Scale at A1 1: 500
File Reference: 09028-SPACE-XX-00-D-A-01031-S3-P02				

This drawing is Copyright. Check all dimensions on site. Inform originator of any discrepancies. Work is figure dimensions only. Do not scale.



Ground Floor Plan
1: 500
24
Total store car parking bays = 55



First Floor Plan
1: 500



ISO - View

Our Ref: 2995/MR/LT202601XX

19 January 2026

Wendy Lane
Director of Planning and Transport
BCP Council
Civic Centre
Bourne Avenue
Bournemouth
BH2 6DY

MRPP
MARTIN ROBESON
PLANNING PRACTICE

Town Planning Consultants
Development Advocacy

21 BUCKINGHAM STREET
LONDON WC2N 6EF
TELEPHONE: 020 7930 0007
FACSIMILE: 020 7930 4049

Via Email: wendy.lane@bcpcouncil.gov.uk

Dear Wendy,

ITEM 6b PLANNING COMMITTEE THURSDAY 22nd JANUARY 2026
PROPOSED OUT OF CENTRE FOODSTORE (LIDL), WESTOVER RETAIL PARK,
CASTLE LANE WEST, BOURNEMOUTH, BH9 3JS. REFERENCE: P/25/02224/FUL

As you are aware, we act on behalf of Tesco Stores Limited in respect of the above application. We have previously made representations dated 26th November 2025 and to the earlier application which the Council refused in January 2025.

The January 2025 application was refused contrary to the recommendation set out by Officers. The Local Planning Authority resolved to refuse the application including for the reason that *"The scheme would fail to make efficient use of land by not bringing forward a mixed use scheme and is therefore contrary to Paragraph 11 and Chapter 11 of the National Planning Policy Framework"*.

The previous decision relying upon Chapter 11 of the NPPF was therefore a situation where members came to a different position compared with their officer. The relevant part of Chapter 11 supported the LPA's decision. In making that decision it must remain a highly important matter for the LPA to continue to have regard to only twelve months later. This was not a decision that has since been before the Secretary of State or the Courts where the approach taken by the LPA on this issue, was found to be deficient. It is not therefore for Officers to depart from the recent position of the LPA, unless there were truly convincing reasons for doing so. Neither the applicant nor Officers have adequately demonstrated that this is the case.

In coming to its decision in January 2025, the LPA referred to the relevant NPPF references because it fully supported its decision. The applicant did not appeal the decision nor did it seek to assert through a challenge in the Courts that the decision making was unreasonable or fundamentally flawed.

At that time there was an emerging Local Plan that promoted mixed use development on the site. However, and importantly, the resolution to refuse permission does not refer to that emerging policy including in the context of the proposal failing to make

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efficient use of the land. Thus, contrary to the Officer's Report, the withdrawal of the emerging Local Plan makes no difference to the matter as seen by the LPA in January 2025. It had little weight then and was not relied upon.

There can therefore be no proper approach for the officer to now reject the previously resolved position of the LPA being the position that should be held by the LPA and its development management employees on this matter. There has been no change of development plan policy or national guidance that would justify such a rejection of the LPA's position.

Separately we note that the LPA's Planning Policy Officer has maintained the same stance to rely upon the NPPF's policy and decision-making approach to "*making effective use of land*". Paragraph 11 of the NPPF advocates that "...*granting permission unless...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination*". Although footnote 9 refers to a particular paragraph of Chapter 11, this does not remove or exclude the appropriateness of having regard to relevant policy to "*make effective use of land*" in decision-making on other applications. It is relevant to note that the text used in Chapter 11, for example, at paragraphs 124 and 125, refers to 'decisions' in a general sense and of 'development', rather than planning applications when referring to the application of decision-making to promote effective use of land to meet the need for homes.

The applicant's Counsel's Opinion (dated 24th September 2025) seeks to rely upon some case law that has its origins, in part, prior to both the publication of the NPPF and perhaps more particularly the inclusion of material in it requiring decisions to make effective use of land (now in its Chapter 11). And even the judgments relied upon in that Opinion refer to alternative sites being "*normally irrelevant*" rather than rejecting them *in toto*.

Whilst the Officer's report refers to the opinion, the advice given not only misses the point in terms of what the LPA's resolved position is but argues that "*the lack of clear firm policies requiring a residential use on this site ... suggest a refusal on this ground would not be justified*". This fails to appreciate that the Council's resolved position did not rely upon a policy basis other than from the NPPF. It should also be noted that the Officer recognises that "*The opportunity for a scheme that includes housing would certainly help the Council with its housing targets*" (paragraph 52). But it then seems incoherent for the Officer to assert that whilst "*The provision of housing on the site would be beneficial given the policy position this is not considered to be an overriding requirement*". In this context, the policy position should fundamentally relate to the NPPF's paragraph 11 and Chapter 11 as advocated by members in their Resolution a year ago.

It is therefore our considered position that the opinion submitted on behalf of the applicant does not justify the LPA rejecting the application of Chapter 11 of the NPPF to the proposal and thus digressing from its previously resolved position.

If, however, the LPA wishes to place some weight on the applicant's Opinion, it might be prudent for the Council to defer consideration of the application in order for it to obtain its own legal advice.

Finally, we note that the applicant has not taken up Officer's suggestion to demonstrate that residential development over their retail scheme is not viable here. Deferral could also then permit such an assessment to be provided.

Yours sincerely,

Martin Robeson

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