

Supplementary Papers for Eastern BCP Planning Committee

Date: Friday, 5 June 2026



6. Schedule of Planning Applications

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.

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EASTERN BCP PLANNING COMMITTEE – 5 JUNE 2026

ADDENDUM SHEET

6a

Address Theme Park Merritown Lane Christchurch BH23 6BA

Application number P/25/00993/FUL

Update to Planning History Section of the Officer report

In the section of the report dealing with the Planning History reference to an enforcement notice having been served following the refusal of the application for airport parking was omitted. This Notice was served on the 27th February 2025 and it required cessation of the airport parking. However, the applicant lodged an appeal against the Enforcement Notice in April 2025. This appeal has yet to be determined by the Planning Inspectorate and the use continues.

Additional information received since the agenda report was published:

1. The applicant has replaced the agent stated on the agenda report with a new Planning Agent – Mr Richard Henshaw.
2. Since publication of the agenda report the new planning agent appointed by the applicant has submitted detailed comments on the officer report along with a covering email dated 3rd June 2026, this is available to view online. The focus of the agent's response is on the provision of airport passenger parking and challenging the officer assessment. The key points from the agent's recent submission are summarised below and will be commented on in the officer presentation at the Committee:
 1. There are 'very special circumstances' which apply to the provision of airport parking on this site:
 - a) The proposal utilises an existing developed car park on Grey Belt land that makes only a limited contribution to Green Belt purposes.
 - b) Bournemouth Airport benefits from an established planning strategy permitting growth to 3 million passengers per annum.
 - c) Passenger growth is now materialising through significant airline investment and route expansion.

- d) Additional passenger growth creates a corresponding and evidenced need for parking provision.
- e) The proposal provides infrastructure necessary to support the operation of a strategically important regional airport.
- f) The proposal supports employment growth, tourism and wider economic activity.
- g) The proposal assists in delivering consumer benefits through increased competition, greater choice and affordable parking provision.
- h) The proposal reduces reliance on more distant airports and improves accessibility for residents across Dorset and the South Coast.
- i) The proposal makes productive use of an existing developed site without substantial physical encroachment into the countryside.
- j) The harm to openness is limited when compared with the historic use of the site and the established parking function already present.

2. That the officer conclusion that there is no demonstrated need for this parking is challenged. The Agent refers to the growth in the number of passengers using the airport and its further expansion plans. The agent also states that there has been a 44% increase in bookings this year for parking at the application site when compared with the same time last year, which he considers further demonstrates the need for additional parking. The agent also states the need for further parking is required given the airport is poorly served by public transport. The agent also challenges the representations from the airport, pointing out that whilst they have permission to expand parking for many years this has not been brought forward.

3. There is no evidence of available, deliverable and operationally suitable alternative sites capable of accommodating the level of parking required to support approved airport growth.

4. The airport passenger parking on the application site provides competition to the airport parking and as such is good for consumers.

5. That the airport parking element of the application compared with the other proposed uses will not result in increased traffic as compared to the current lawful use of the land as a Theme Park.

6. In respect of the Council's concerns over pedestrian movements between the site and airport the applicant is willing enter into a Section 106 agreement to provide a new pedestrian lit path access through the site with a signalised pedestrian crossing on the B3073 Parley Lane.

7. As well as providing the pedestrian crossing the applicant is also willing to maintain a pick-up and drop-off service for users of the airport passenger parking.

8. Based on the committee report the applicant is willing to accept the need to provide Biodiversity Net Gain and confirm this can be achieved through a S.106 agreement

3. Further to the above and in a separate email sent to Councillor Phipps, the new agent has confirmed that the applicant has said they would be willing to include within any section 106 agreement payment of the contribution towards the provision of a crossing at Herne village as required by policy seven of the Hurn neighbourhood plan. However, this is not necessary to address the highlighting concerns relating to the proposed developments and as such cannot be linked to this application.

Recommendation: Refuse

6b

Address 426-432 Holdenhurst Road, Bournemouth, BH8 9AA

Application number 7-2024-29061-A

Update to report

Introduction of paragraph 105. **Community Infrastructure Levy** - The proposed development would be liable for a CIL charge.

Update to meeting date

Revised to 5th June 2026

Update to Condition 2 – Decision Grant Section of the Officer report

Two errors were made in reference to drawings – these have now been updated to reflect the drawings that have been uploaded – these are: -

- **Elevations dwg no. 9745/203 Rev E 26/02/26**
- **Indicative Street Scene & Images dwg no. 9745/204 Rev D 13/11/25**

Additional information received since the agenda report was published:

Nine objections have been received since the report was published. One has already been made previously by the Chair of the Neighbourhood Forum. All have been reviewed and the officer concludes that no new issues have been raised than that already considered.

Recommendation: Approve

6c

Address Car Park Rear Of 629 To 623 Christchurch Road, Hawkwood Road, Bournemouth, BH1 4AP

Application Number P/25/03310/CONDR

Additional Condition 30:

Unless otherwise agreed by the Local Planning Authority, development shall not commence until parts A-C have been complied with. The risk assessments shall be undertaken by competent and suitably qualified persons to assess the nature and extent of contamination at the site in accordance with 'Land Contamination Risk Management' published by the Environment Agency.

A Preliminary Contamination Risk Assessment (Phase I)

- a) A Preliminary Contamination Risk Assessment (Phase I) shall be submitted in writing to the Local Planning Authority for written approval. The Phase I shall be produced in accordance with 'Land Contamination Risk Management' published by the Environment Agency. The report shall develop a preliminary Conceptual Site Model (CSM) and include a comprehensive risk assessment of the risks from contamination to all receptors such as human health, controlled waters, the built environment and sensitive ecology from the site condition in consideration of the proposed development. If the risk assessment identifies any unacceptable risks, further assessment comprising intrusive investigations will be required.

B Site Investigation

- a) If a Phase I has established potentially unacceptable risks to sensitive receptors from the site condition, then a detailed intrusive investigation (Phase II) in accordance with 'Land Contamination Risk Management' published by the Environment Agency shall be undertaken. A Phase II report will be submitted and approved in writing by the Planning Authority prior to development works commencing. The Phase II report will comprise an assessment of the risks from contamination to all receptors such as human health, controlled waters, the built environment and sensitive ecology from the site condition in the context of the proposed development. The report shall be prepared by a suitably qualified and competent person and shall include :
 - i. A detailed site investigation comprising an assessment of soil, groundwater and ground gases / vapours to establish the extent, scale and nature of contamination on the Site (irrespective of whether this contamination originates on the Site).
 - ii. An updated Conceptual Site Model (CSM) shall be included showing all potential pollutant linkages and an assessment of the potential risks to human health (Site end-users and construction workers), the built environment, controlled waters and sensitive ecology.

If the Phase II report identifies any unacceptable risks, a remediation strategy will be required

C Remediation Scheme

- a) Remediation will be required if the Phase II establishes the presence of a significant pollutant linkage. If required, a remediation strategy / plan will be submitted to and approved in writing by the Planning Authority prior to development works commencing. The report shall be prepared by a suitably qualified and competent person and the works thereafter will be carried out in full accordance with the remediation strategy / plan. No development works (other than investigative works) shall commence on-Site until such a time as a detailed remediation scheme for the development site has been submitted to and approved in writing by the Planning Authority.
- b) If required, the approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed in writing by the Planning Authority. The Planning Authority shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.
- c) Following completion of remediation works and prior to first occupation, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be submitted to and approved in writing by the Planning Authority.

D Reporting of Unexpected Contamination

- a) The presence of any previously unencountered contamination that becomes evident during the development of the Site shall be reported to the Planning Authority in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by the Planning Authority, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by the Planning Authority prior to re-commencement works in the affected area. The approved details shall be implemented as approved.
- b) Following completion of the above remediation works a Verification Report must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

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