

Notice of Eastern BCP Planning Committee

Date: Thursday, 28 August 2025 at 10.00 am

Venue: HMS Phoebe, BCP Civic Centre, Bournemouth BH2 6DY



Membership:

Chair:

Cllr P Hilliard

Vice Chair:

Cllr M Le Poidevin

Cllr J Clements
Cllr D A Flagg
Cllr M Gillett

Cllr G Martin
Cllr Dr F Rice
Cllr J Salmon

Cllr T Slade
Cllr M Tarling
Cllr L Williams

All Members of the Eastern BCP Planning Committee are summoned to attend this meeting to consider the items of business set out on the agenda below.

The press and public are welcome to view the live stream of this meeting at the following link:

<https://democracy.bcpCouncil.gov.uk/ieListDocuments.aspx?MIId=6127>

If you would like any further information on the items to be considered at the meeting please contact: Jill Holyoake on 01202 127564 or email democratic.services@bcpCouncil.gov.uk

Press enquiries should be directed to the Press Office: Tel: 01202 118686 or email press.office@bcpCouncil.gov.uk

This notice and all the papers mentioned within it are available at democracy.bcpCouncil.gov.uk

GRAHAM FARRANT
CHIEF EXECUTIVE

19 August 2025

**DEBATE
NOT HATE**



Available online and
on the Mod.gov app



Maintaining and promoting high standards of conduct

Declaring interests at meetings

Familiarise yourself with the Councillor Code of Conduct which can be found in Part 6 of the Council's Constitution.

Before the meeting, read the agenda and reports to see if the matters to be discussed at the meeting concern your interests



What are the principles of bias and pre-determination and how do they affect my participation in the meeting?

Bias and predetermination are common law concepts. If they affect you, your participation in the meeting may call into question the decision arrived at on the item.

Bias Test

In all the circumstances, would it lead a fair minded and informed observer to conclude that there was a real possibility or a real danger that the decision maker was biased?

Predetermination Test

At the time of making the decision, did the decision maker have a closed mind?

If a councillor appears to be biased or to have predetermined their decision, they must NOT participate in the meeting.

For more information or advice please contact the Monitoring Officer
(janie.berry@bcpcouncil.gov.uk)

Selflessness

Councillors should act solely in terms of the public interest

Integrity

Councillors must avoid placing themselves under any obligation to people or organisations that might try inappropriately to influence them in their work. They should not act or take decisions in order to gain financial or other material benefits for themselves, their family, or their friends. They must declare and resolve any interests and relationships

Objectivity

Councillors must act and take decisions impartially, fairly and on merit, using the best evidence and without discrimination or bias

Accountability

Councillors are accountable to the public for their decisions and actions and must submit themselves to the scrutiny necessary to ensure this

Openness

Councillors should act and take decisions in an open and transparent manner. Information should not be withheld from the public unless there are clear and lawful reasons for so doing

Honesty & Integrity

Councillors should act with honesty and integrity and should not place themselves in situations where their honesty and integrity may be questioned

Leadership

Councillors should exhibit these principles in their own behaviour. They should actively promote and robustly support the principles and be willing to challenge poor behaviour wherever it occurs

AGENDA

Items to be considered while the meeting is open to the public

1. Apologies

To receive any apologies for absence from Members.

2. Substitute Members

To receive information on any changes in the membership of the Committee.

Note – When a member of a Committee is unable to attend a meeting of a Committee or Sub-Committee, the relevant Political Group Leader (or their nominated representative) may, by notice to the Monitoring Officer (or their nominated representative) prior to the meeting, appoint a substitute member from within the same Political Group. The contact details on the front of this agenda should be used for notifications.

3. Declarations of Interests

Councillors are requested to declare any interests on items included in this agenda. Please refer to the workflow on the preceding page for guidance.

Declarations received will be reported at the meeting.

4. Confirmation of Minutes

7 - 8

To confirm and sign as a correct record the minutes of the meeting held on 31 July 2025.

5. Public Issues

9 - 16

To receive any requests to speak on planning applications which the Planning Committee is considering at this meeting.

The deadline for the submission of requests to speak is 10.00am on Wednesday 27 August 2025 [10.00am of the working day before the meeting]. Requests should be submitted to Democratic Services using the contact details on the front of this agenda.

Further information about how public speaking is managed at meetings is contained in the Planning Committee Protocol for Public Speaking and Statements, a copy of which is included with this agenda sheet and is also published on the website on the following page:

<https://democracy.bcpccouncil.gov.uk/mgCommitteeDetails.aspx?ID=614>

Summary of speaking arrangements as follows:

Speaking at Planning Committee (in person or virtually):

- There will be a maximum combined time of five minutes to speak in objection and up to two persons may speak within the five minutes.

- There will be a further maximum combined time of five minutes to speak in support and up to two persons may speak within the five minutes.
- No speaker may speak for more than half this time (two and a half minutes) UNLESS there are no other requests to speak received by the deadline OR it is with the agreement of the other speaker.

Anyone who has registered to speak by the deadline may, as an alternative to speaking/for use in default, submit a written statement to be read out on their behalf. This must be provided to Democratic Services by 10.00am of the working day before the meeting, must not exceed 450 words and will be treated as amounting to two and a half minutes of speaking time.

Please refer to the full Protocol document for further guidance.

Note: The public speaking procedure is separate from and is not intended to replicate or replace the procedure for submitting a written representation on a planning application to the Planning Offices during the consultation period.

ITEMS OF BUSINESS

6. Schedule of Planning Applications

To consider the planning applications as listed below.

See planning application reports circulated with the agenda, as updated by the agenda addendum sheet to be published one working day before the meeting.

Councillors are requested where possible to submit any technical questions on planning applications to the Case Officer at least 48 hours before the meeting to ensure this information can be provided at the meeting.

The running order in which planning applications will be considered will be as listed on this agenda sheet.

The Chair retains discretion to propose an amendment to the running order at the meeting if it is considered expedient to do so.

Members will appreciate that the copy drawings attached to planning application reports are reduced from the applicants' original and detail, in some cases, may be difficult to read. To search for planning applications, please use the following link:

<https://www.bcpCouncil.gov.uk/planning-and-building-control/search-and-comment-on-planning-applications>

Councillors are advised that if they wish to refer to specific drawings or plans which are not included in these papers, they should contact the Case Officer at least 48 hours before the meeting to ensure that these can be made available.

To view Local Plans, again, the following link will take you to the main webpage where you can click on a tile to view the local plan for that area. The link is:

<https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Current-Local-Plan.aspx>

- | | | |
|----|--|-----------|
| a) | <p>Bournemouth Airport Terminal Building, Christchurch BH23 6SE</p> <p>Commons ward</p> <p>8/24/0441/FUL</p> <p>Extension to passenger terminal buildings, provision of reconfigured transport interchange, landscaping and associated works (phased)</p> | 17 - 76 |
| b) | <p>Bistro on Beach site, Southbourne Promenade, Bournemouth BH6 4BE - P/25/01453/CONDR</p> <p>East Southbourne and Tuckton ward</p> <p>P/25/01453/CONDR</p> <p>Retention of all temporary structures and use for beach dining and bar purposes agreed on planning application 7-2023-1696-L to be extended until 31 October 2027 (from October 2026) (Variation of Condition 2 to read on or before 31 October 2027 the use of the land as a temporary beach dining and bar area including decking and supporting structures shall cease.</p> | 77 - 102 |
| c) | <p>Bistro on Beach site, Southbourne Promenade, Bournemouth BH6 4BE - P/25/01581/FUL</p> <p>East Southbourne and Tuckton ward</p> <p>P/25/01581/FUL</p> <p>Erection of a sauna with associated changing rooms and upper floor seating/changing area with associated works including installation of replacement public toilet facilities and relocation of bin store.</p> | 103 - 126 |

ITEMS FOR INFORMATION

- | | | |
|----|--|-----------|
| 7. | <p>Appeal report</p> <p>This report updates members of the planning committee on the Local Planning Authority's appeal performance over the stated period and is for information purposes only.</p> | 127 - 142 |
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No other items of business can be considered unless the Chair decides the matter is urgent for reasons that must be specified and recorded in the Minutes.

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BOURNEMOUTH, CHRISTCHURCH AND POOLE COUNCIL
EASTERN BCP PLANNING COMMITTEE

Minutes of the Meeting held on 31 July 2025 at 10.00 am

Present:-

Cllr P Hilliard – Chairman

Cllr M Le Poidevin – Vice-Chairman

Present: Cllr J Clements, Cllr D A Flagg, Cllr M Gillett, Cllr G Martin,
Cllr Dr F Rice, Cllr J Salmon, Cllr T Slade, Cllr L Williams and
Cllr B Nanovo

Also in attendance: Cllr G Farquhar

27. Apologies

Apologies were received from Cllr M Tarling

28. Substitute Members

Cllr B Nanavo substituted for Cllr Tarling

29. Declarations of Interests

Cllr G Martin declared for transparency that the location of the application was in their ward.

30. Confirmation of Minutes

The minutes of the meeting held on 3 July were agreed as a correct record.

31. Public Issues

Requests to speak on the planning application on the agenda are detailed below.

32. Schedule of Planning Applications

The Committee considered a Planning Application report, copies of which had been circulated and a copy of which appears as Appendix 'A' to these minutes in the Minute Book.

33. Boscombe Conservative Club, Haviland Road, Bournemouth BH1 4JW

Boscombe West ward

7-2024-8016-E

Outline application for demolition of the existing building and the erection of a 5 storey mixed-used building with 2 commercial units at ground floor, and 33 residential units with associated bin and cycle stores involving associated infrastructure with some matters reserved.

Public Representations

Objectors

- ❖ Ms Roisin Flynn

Applicant /Supporters

- ❖ Mr James Blake
- ❖ Mr Luke Dodd

Ward Councillor

- ❖ Cllr P Canavan by written statement
- ❖ Cllr G Farquhar – adjoining ward Councillor

Note: The request to speak from Ms Flynn was sent in time but not received by Democratic Services. The meeting was adjourned to ascertain the legitimacy of the request and consider the most appropriate action to resolve the situation. It was proposed by the Chair and agreed by all parties that the representation from Ms Flynn may be heard out of order and a short response from the applicant/Supporters was permitted, allowing equitable time for all parties.

RESOLVED to GRANT permission in accordance with the recommendation in the planning officers report and subject to the conditions as set out in the report.

Voting: 10 in favour; 1 against

34. Appeals report

The Committee considered a report which outlined recent planning appeals, copies of which had been circulated and a copy of which appears as Appendix 'B' to these minutes in the Minute Book.

The meeting ended at 12.05 pm

CHAIRMAN

PLANNING COMMITTEE - PROTOCOL FOR SPEAKING / STATEMENTS AT PLANNING COMMITTEE

1. Introduction

- 1.1 The following protocol facilitates opportunities for applicant(s), objector(s) and supporter(s) to express their views on planning applications which are to be considered at a Planning Committee meeting. It does not therefore relate to any other item considered at Planning Committee in respect of which public speaking/questions shall only be permitted at the discretion of the Chair.
- 1.2 This protocol is separate from and is not intended to replicate or replace the procedure for submitting a written representation on a planning application to the Council during the consultation period.
- 1.3 **The email address for any person who wishes to register a request to speak and / or submit a statement for the purposes of this protocol or to correspond with Democratic Services on any aspect of this protocol is democratic.services@bcpcouncil.gov.uk**

2. Order of presentation of an application

- 2.1 The running order in which planning applications are heard will usually follow the order as appears on the agenda unless the Planning Committee otherwise determines.
- 2.2 In considering each application the Committee will normally take contributions in the following order:
 - a) presenting officer(s);
 - b) objector(s);
 - c) applicant(s) /supporter(s);
 - d) councillor who has called in an application (who is not a voting member of the Planning Committee in relation to that application) / ward councillor(s);
 - e) questions and discussion by voting members of the Planning Committee, which may include seeking points of clarification.

3. Guidance relating to the application of this protocol

- 3.1 The allocation of an opportunity to speak / provide a statement to be read out at Planning Committee under this protocol is not intended as a guarantee of a right to speak / have a statement read out.
- 3.2 The Chair has absolute discretion as to how this protocol shall be applied in respect of any individual application so far as it relates to the conduct of the

meeting and as provided for in this protocol including whether in any circumstance it should be waived, added to or otherwise modified. This discretion includes the opportunity to speak (or submit a statement), varying the speaking time allowed and the number of speakers. In the event of any uncertainty as to the interpretation or application of any part of this protocol a determination by the Chair will be conclusive.

- 3.3 A failure to make a request to speak / submit a statement in accordance with any one or more of the requirements of this protocol will normally result in the request / submission of the statement not being treated as validly made and therefore not accepted.

4. Electronic facilities relating to Planning Committee

- 4.1. All electronic broadcasting and recording of a Planning Committee meeting by the Council and the provision of an opportunity to speak remotely at such a meeting is dependent upon such matters being accessible, operational and useable during the meeting. As a consequence, a meeting other than a wholly virtual meeting may proceed, including consideration of all applications relating to it, even if it cannot be electronically broadcast, recorded and/or any person is unable to speak / be heard at the time when the opportunity to do so on an application is made available.

5. Attending in person at a Planning Committee meeting / wholly virtual meetings

- 5.1. Unless otherwise stated on the Council's website and/or the agenda Planning Committee will be held as a physical (in person) meeting. A Planning Committee meeting will only be held as a wholly virtual meeting during such time as a decision has been taken by BCP Council that committee meetings of the Council may be held in this way. In the event of there being a discretion as to whether a Planning Committee meeting shall be held as a wholly virtual meeting, then the Head of Planning in consultation with the Chair shall be able to determine whether such a discretion should be applied.

6. Provisions for speaking at Planning Committee (whether in person or remotely)

- 6.1. Any applicant, objector or supporter who wishes to speak at a Planning Committee meeting must register a request to speak in writing with Democratic Services at democratic.services@bcpcouncil.gov.uk by **10.00 am of the working day before the meeting.**
- 6.2. A person registering a request to speak must:
- a) make clear as to the application(s) on which they wish to speak and whether they support or oppose the application; and
 - b) provide contact details including a telephone number and/or email address at which they can be reached / advised that they have been given an opportunity to speak.

- 6.3. There will be a maximum combined time of **five** minutes allowed for any person(s) objecting to an application to speak. A further combined **five** minute maximum will also be allowed for any supporter(s). Up to **two** people may speak during each of these allotted times (the applicant(s) and any agent for the applicant(s) will each count as separate speakers in support). No speaker may speak for more than half this time (i.e. **two and a half minutes**) unless:
- a) there is no other speaker who has also been allotted to speak for the remainder of the five minutes allowed;
 - b) or the other allotted speaker fails to be present or is unable to be heard (in the case of remote speaking), at the Planning Committee meeting at the time when the opportunity to speak on the application is made available; or
 - c) the other allotted speaker expressly agrees to the speaker using more than half of the total speaking time allowed.
- 6.4. If more than two people seek to register a wish to speak for either side, an officer from Democratic Services may ask those seeking the opportunity to speak to appoint up to two representatives to address the Planning Committee. In the absence of agreement as to representatives, entitlement to speak will normally be allocated in accordance with the order when a request was received by Democratic Services. However, in the event of an applicant(s) and / or the agent of the applicant(s) wishing to speak in support of an application such person(s) will be given the option to elect to speak in preference to any other person registered to speak in support.
- 6.5. A person registered to speak may appoint a different person to speak on their behalf. The person registered to speak should normally notify Democratic Services of this appointment prior to the time that is made available to speak on the application.
- 6.6. A person may at any time withdraw their request to speak by notifying Democratic Services by email or in person on the day of that meeting. However, where such a withdrawal is made after the deadline date for receipt of requests then the available slot will not be made available for a new speaker. In cases where more than two requests to speak within the allocated five minutes were received by the deadline, Democratic Services will, where practicable, reallocate the slot in date receipt order.
- 6.7. During consideration of a planning application at a Planning Committee meeting, no question should be put or comment made to any councillor sitting on the Planning Committee by any applicant, objector or supporter whether as part of a speech or otherwise.

7. Questions to person speaking under this protocol

- 7.1. Questions will not normally be asked of any person who has been given the opportunity to speak for the purpose of this Protocol. However, the Chair at their absolute discretion may raise points of clarification.

8. Speaking as a ward councillor or other BCP councillor (whether in person or remotely)

- 8.1. Any ward councillor shall usually be afforded an opportunity to speak on an application at the Planning Committee meeting at which it is considered. Every ward councillor who is given the opportunity to speak will have up to **five** minutes each.
- 8.2. At the discretion of the Chair, any other councillor of BCP Council not sitting as a voting member of the Planning Committee may also be given the opportunity to speak on an application being considered at Planning Committee. Every such councillor will have up to **five** minutes each.
- 8.3. Any member of the Planning Committee who has exercised their call in powers to bring an application to the Planning Committee for decision should not vote on that item but subject to any requirements of the Member Code of Conduct, may have or, at the discretion of the Chair, be given the opportunity to speak in connection with it as a ward councillor or otherwise in accordance with the speaking provisions of this protocol. Such a member will usually be invited after speaking to move themselves from the area where voting members of the Planning Committee are sitting and may be requested to leave the room until consideration of that application has been concluded.

9. Speaking as a Parish or Town Council representative (whether in person or remotely)

- 9.1. A Parish or Town Council representative who wishes to speak as a representative of that Parish or Town Council must register as an objector or supporter and the same provisions for speaking as apply to any other objector or supporter applies to them. This applies even if that representative is also a councillor of BCP Council.

10. Content of speeches (whether in person or remotely) and use of supporting material

- 10.1. Speaking must be done in the form of an oral representation. This should only refer to planning related issues as these are the only matters the Planning Committee can consider when making decisions on planning applications. Speakers should normally direct their points to reinforcing or amplifying planning representations already made to the Council in writing in relation to the application being considered. Guidance on what constitutes planning considerations is included as part of this protocol. Speakers must take care to avoid saying anything that might be libellous, slanderous, otherwise abusive to

any person or group, including the applicant, any officer or councillor or might result in the disclosure of any personal information for which express consent has not been given.

- 10.2. A speaker who wishes to provide or rely on any photograph, illustration or other visual material when speaking (in person or remotely) must submit this to Democratic Services **by 12 noon two working days before the meeting**. All such material must be in an **electronic** format to be agreed by Democratic Services and will usually be displayed on the speaker's behalf by the presenting officer. The maximum number of slides to be displayed must not exceed **five**. Material provided after this time or in a format not agreed will not be accepted. The circulation or display of hard copies of such material at the Planning Committee meeting itself will normally not be allowed. In the interests of fairness, any material to be displayed must have already been submitted to and received by the Council as part of a representation/submission in relation to the application by the date of agenda publication for that Planning Committee meeting.
- 10.3. The ability to display material on screen is wholly dependent upon the availability and operation of suitable electronic equipment at the time of the Planning Committee meeting and cannot be guaranteed. Every person making a speech should therefore ensure that it is not dependent on such information being displayed.

11. Remote speaking at Planning Committee

- 11.1. In circumstances where the Council has put in place electronic facilities which enable a member of the public to be able to speak remotely to a Planning Committee meeting, a person may request the opportunity to speak remotely via those electronic facilities using their own equipment. In circumstances other than a wholly virtual meeting this would be as an alternative to attending the meeting in person. The provisions of this protocol relating to speaking at Planning Committee shall, unless the context otherwise necessitates, equally apply to remote speaking.
- 11.2. The opportunity to speak remotely is undertaken at a person's own risk on the understanding that should any technical issues affect their ability to participate remotely the meeting may still proceed to hear the item on which they wish to speak without their participation.
- 11.3. A person attending to speak remotely may at any time be required by the Chair or the Democratic Services Officer to leave any electronic facility that may be provided.

12. Non-attendance / inability to be heard at Planning Committee

- 12.1. It is solely the responsibility of a person who has been given an opportunity to speak on an application at a Planning Committee meeting (whether in person or remotely) to ensure that they are present for that meeting at the time when an opportunity to speak is made available to them.
- 12.2. A failure / inability by any person to attend and speak in person or remotely at a Planning Committee meeting at the time made available for that person to speak on an application will normally be deemed a withdrawal of their wish to

speaking on that application. This will not therefore usually be regarded as a reason of itself to defer or prevent an application from being heard.

- 12.3. This protocol includes provisions enabling the opportunity to provide a statement as an alternative to speaking in person / as a default option in the event of a person being unable to speak at the appropriate meeting time.

13. Submission of statement as an alternative to speaking / for use in default

- 13.1. A person (including a councillor of BCP Council) who has registered to speak, may submit a statement to be read out on their behalf as an alternative to speaking at a Planning Committee meeting (whether in person or remotely).
- 13.2. Further, any person speaking on an application at Planning Committee may, at their discretion, additionally submit a statement which can be read out as provided for in this protocol in the event of not being able to attend and speak in person or remotely at the time when an opportunity is made available for that person to speak on the application. The person should identify that this is the purpose of the statement.

14. Provisions relating to a statement

- 14.1 Any statement submitted for the purpose of this protocol:
- a) must not exceed **450** words in total unless the statement is provided by a ward councillor or any other councillor who is not voting on the application under consideration in which case the statement may consist of up to **900** words;
 - b) must have been received by Democratic Services by **10.00am of the working day before the meeting** by emailing democratic.services@bcpcouncil.gov.uk
 - c) when submitted by a member of the public (as opposed to a councillor of BCP Council), will be treated as amounting to **two and a half minutes** of the total time allotted for speaking notwithstanding how long it does in fact take to read out;
 - d) must not normally be modified once the deadline time and date for receipt of the statement by Democratic Services has passed unless such modification is requested by an officer from Democratic Services; and
 - e) will normally be read out aloud by an officer from Democratic Services having regard to the order of presentation identified in this protocol.
- 14.2 A person who has been given the right to speak and who has submitted a statement in accordance with this protocol may at any time withdraw that statement prior to it being read out by giving notice to Democratic Services. Where such withdrawal occurs after the deadline date for registering a request to speak has passed, then a further opportunity for a statement to be submitted will not be made available. If the statement that has been withdrawn was submitted as an alternative to speaking, then if the person

withdrawing the statement wishes instead to exercise their opportunity to speak in person they should notify Democratic Services on or before the time of withdrawing the statement.

15. Assessment of information / documentation / statement

- 15.1. BCP Council reserves the right to check any statement and any information / documentation (including any photograph, illustration or other visual material) provided to it for use at a Planning Committee meeting and to prevent the use of such information / documentation in whole or part, in particular, if it:
- a) is considered to contain information of a kind that might be libellous, slanderous, abusive to any party including an applicant or might result in the disclosure of any personal information for which express consent has not been given; and / or
 - b) is identified as having anything on it that is considered could be an electronic virus, malware or similar.
- 15.2 The Head of Planning in consultation with the Chair shall have the absolute discretion to determine whether any such statement / information / documentation should not be used / read out in whole or part. If circumstances reasonably permit, Democratic Services may seek to request a person modify such statement / information / documentation to address any issue identified.

16. Guidance on what amounts to a material planning consideration

- 16.1. As at the date of adoption of this protocol, the National Planning Portal provides the following guidance on material planning considerations:

“A material consideration is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. Material considerations can include (but are not limited to):

- *Overlooking/loss of privacy*
- *Loss of light or overshadowing*
- *Parking*
- *Highway safety*
- *Traffic*
- *Noise*
- *Effect on listed building and conservation area*
- *Layout and density of building*
- *Design, appearance and materials*
- *Government policy*
- *Disabled persons' access*
- *Proposals in the Development Plan*
- *Previous planning decisions (including appeal decisions)*
- *Nature conservation*

However, issues such as loss of view, or negative effect on the value of properties are not material considerations.”

https://www.planningportal.co.uk/faqs/faq/4/what_are_material_considerations#:~:text=A%20material%20consideration%20is%20a,Loss%20of%20light%20or%20overshadowing

Note

For the purpose of this protocol:

- (a) reference to the “Chair” means the Chair of Planning Committee and shall include the Vice Chair of Planning Committee if the Chair is at any time unavailable or absent and the person presiding at the meeting of a Planning Committee at any time that both the Chair and Vice Chair of Planning Committee are unavailable or absent;
- (b) reference to the Head of Planning includes any officer nominated by them for the purposes of this protocol and if at any time the Head of Planning is unavailable, absent or the post is vacant / ceases to exist, then the Development Management Manager or if also unavailable / absent or that post is vacant/no longer exists then the next most senior officer in the development management team (or any of them if more than one) who is first contactable;
- (c) reference to ‘ward councillor’ means a councillor in whose ward the application being considered at a meeting of Planning Committee is situated in whole or part and who is not a voting member of the Planning Committee in respect of the application being considered; and
- (d) a “wholly virtual meeting” is a Planning Committee meeting where no one including officers and councillors physically attend the meeting; however, a meeting will not be held as a “wholly virtual meeting” unless legislation permits

Adopted by the Planning Committee on 17.11.22 and updated on 20.7.23



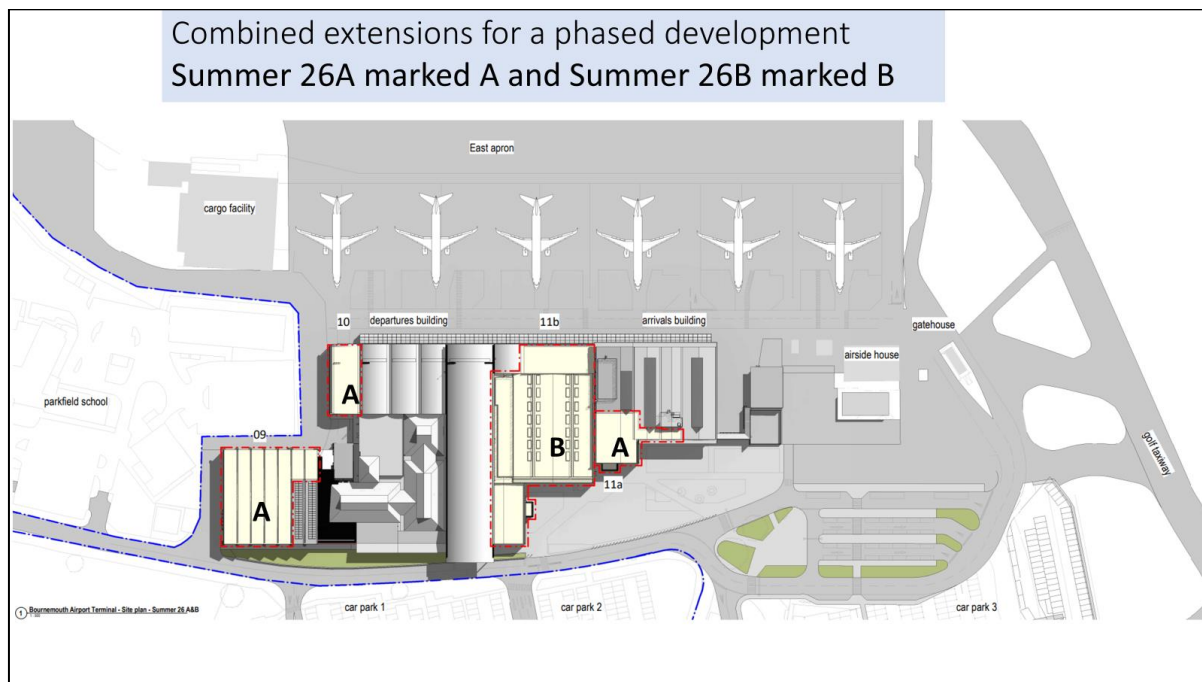
Planning Committee

Application Address	Bournemouth Airport Terminal Building Christchurch BH23 6SE
Proposal	Extension to passenger terminal buildings, provision of reconfigured transport interchange, landscaping and associated works (phased)
Application Number	8/24/0441/FUL
Applicant	Bournemouth International Airport Ltd
Agent	Planning Prospects Ltd
Ward and Ward Member(s)	Commons Cllr Margaret Phipps and Cllr Vanessa Ricketts
Report Status	Public
Meeting Date	28th August 2025
Summary of Recommendation	Grant in accordance with the details set out below for the reasons as set out in the report and subject to the satisfactory completion of the S106 Agreement.
Reason for Referral to Planning Committee	The Head of Planning considers it would affect the wider public interest
Case Officer	Clare McCarthy
Is the proposal EIA Development?	No. An EIA screening opinion was undertaken that confirmed the application is not subject to an Environmental Assessment – ref 8/24/0343/SCRN

Description of Proposal

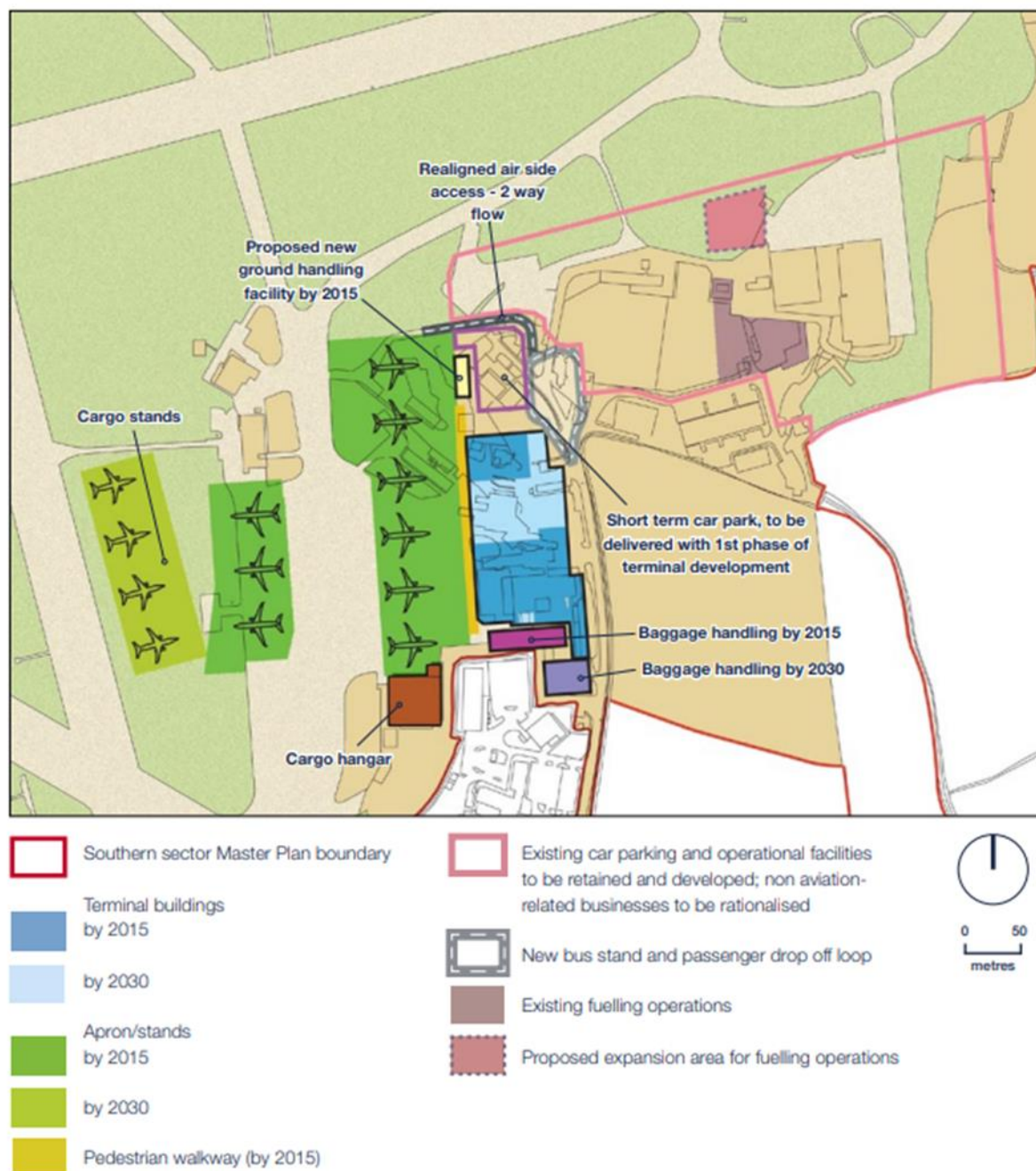
1. The proposed development includes expansion and infilling of the existing departures and arrivals buildings, joining them together so that a single terminal facility is provided, and comprises four extensions to the Terminal buildings to be delivered in two phase and a reconfigured transport interchange.
2. The first phase of extensions is labelled Summer 26A, and the second phase is labelled Summer 26B. There are three extensions which will be delivered as part of Summer 26A, which are a permanent baggage area attached to the south side of the departures building towards the front, and a small extension to the departures lounge towards the rear of the departures building on the

south side. Another extension is proposed to the front of the Arrivals Building. The fourth extension proposed as Summer 26B is an infill extension which would join the Departures and Arrivals buildings together to form one large Terminal building.



3. The four extensions proposed are required to consolidate and enhance the existing passenger terminal with more effective accommodation for passengers and will also generate a significant increase in airport staff.
4. Alongside the proposed extensions is the proposal for a replacement of the existing transport interchange with a reconfigured transport interchange, within brownfield land around the existing terminal buildings at Bournemouth International Airport, together with landscaping and associated works.
5. The proposed transport interchange is a significant logistical requirement for the functioning of Bournemouth Airport and is required to support growth in the passenger operations at the Airport which now exceed 1 million passengers a year and are permitted to grow up to 3 million passengers in the future by the 2007 permission. The 2007 Bournemouth Airport strategy in 2007 together with the Terminal permission had planned that the Terminal would increase facilities to accord with rising passenger numbers, and the transport interchange will be a crucial part of the functioning of the Terminal.
6. The four extensions to the terminal buildings and the transport interchange together are intended to provide a better range of facilities in terms of departures, arrivals, security, baggage handling and public and sustainable transport, so that the throughput of passengers already permitted to travel from Bournemouth are managed in a safe and smooth passage through the Airport.

7. The siting of the proposed infill extension to combine the Departures and Arrivals buildings together is shown in light blue in the Bournemouth Airport Strategy 2007 for a terminal extension by 2030, and in dark blue it shows the terminal buildings which were proposed before 2015 and exist on site now.



8. The proposed infill extension to the airport terminal falls within the envelope of the original masterplan, as does the projected baggage area south of the departures building and the front extension to the arrivals building and does not change or fall outside of the terms of the original S106 agreement in 2007 and subsequent variations in relation to growth of the terminal with increase in permitted passenger numbers.
9. For clarity, the restrictions secured by conditions and/or S106 remain in the base consent in 2007 and are not materially impacted by this proposal;

- agreement for compliance with operational restrictions for aircraft flight paths, landing and descents,
- departing noise, ground running, monitoring of aircraft taking off and landing, height and tracking,
- an annual airport consultative committee to deal with noise complaints.
- night-time operations to be controlled and night time noise budget,
- an hourly bus service to be provided for 12 hours per day,
- a green travel plan to be approved and maintained,
- highways works with payment for road junction,
- community fund payments rising as passenger numbers increase,
- public art,
- air quality with vegetation monitoring,
- carbon management action plan and carbon audit.

10. It is proposed that this planning application for the four Terminal extensions and associated transport facilities will generate a requirement for an increase of 233 staff. Transport measures for staff have not been taken into account in the 2007 permission and S106 agreement as varied in 2010 and 2015. Therefore, it is appropriate to require sustainable transport and other transport contributions related to the four extensions to the Terminal, to account for the rising in staff numbers at the Terminal building. To address the transport implications of this, the proposal includes a Transport Interchange that will be used by buses, taxis, and includes Beryl Bikes and stands for cycles. New footpath links are also proposed from car parks to the Terminal entrance and pedestrian crossing points at the Transport interchange. To mitigate for additional traffic, transport mitigation measures and controls are proposed to address provision for transport facilities for staff, including a red route for controlling traffic. This is to be secured by S106 agreement.

Description of Site and Surroundings

- 11.** The Airport is located north of the urban areas of Bournemouth and Christchurch and is situated on the northern side of Parley Lane. The terminal occupies the southeastern corner of the Airport.
- 12.** The Proposed Development relates to land to the south of the existing departures building, also between the departures and arrivals buildings, and the transport interchange north-east of the arrivals building. The land south of departures and between departures and arrivals comprises underutilised yard and compound areas. The land northeast of arrivals includes derelict buildings, areas of vehicle circulation, parking and landscaping.
- 13.** The Airfield including the runway and taxiways plus aircraft stands extends west and northwards from the Site. Business Parks (Aviation Business Park West and Aviation Business Park East) are located to the north of the Airfield. Land to the east of the Terminal area is taken up by large open surfaced car parks.

14. Parkfield School is located south of the terminal and adjoins the north side of Parley Lane. The school shares the same vehicular access off Hurn Court Lane as Bournemouth Airport. Parkfield School, together with playground and car park area are currently closed and remain empty.
15. Green Belt and open countryside lie to the south of Parley Lane and includes Hurn Quarry immediately to the south. The airport has been excluded from the Green Belt designation.
16. The village of Hurn is the closest residential settlement to the east of the Airport.

Relevant Planning History:

17. A screening opinion reference 8/24/0343/SCRN was undertaken prior to the determination of this planning application. On 4th March 2025 it was concluded that the Proposed Development at the Terminal area, in isolation, and as part of an inherently bigger development at the Airport would not give rise to significant environmental effects, was concluded that, it was not an EIA development under Schedule 1 or 2, and an Environmental Statement was not required.
18. A 900-space car park north and east of the Terminal building, also required a screening opinion ref: 8/24/0393/SCRN and on 4th March 2025 it was also concluded that an Environmental Statement was not required. It was then approved through Permitted Development consultation under Part 8 of the General Permitted Development Order 2015 as amended.
19. Under Part 8 of the General Permitted Development Order 2015 as amended, several other additions to the arrivals and departures buildings, were submitted, in conjunction with this application for extension of the Terminal and Transport interchange. Additionally other buildings for cabin crew and offices for airport staff, and hardstanding areas for aircraft stands were submitted. These have all been approved through Permitted Development consultation.
20. An application, reference 8/24/0469/FUL, for an extension of the Northern Fuel Farm, accessed from Matchams Lane, was approved under delegated powers on 20th February 2025. This is currently under construction.
21. An application reference 8/24/0630/FUL for a temporary canopy over the Departures baggage area was approved on 19th March 2025 and is now operational as part of the 2025 works until such time as the permanent baggage area proposed as part of this application can be constructed.
22. Application P/25/00114/FUL for an extension to the north of the Arrivals Building is still under consideration and is for a baggage reclaim facility.
23. The 2007 permission was granted subject to a S106 agreement, and a deed of variation subsequently ensured that its provisions were carried over into the 2010 permission for the Arrivals building which also formed part of the overall Terminal buildings and again in 2015. These S106 agreements remain as the relevant permission for control of aircraft. Passenger numbers are permitted by the 2007 permission to rise up to 3 million as the flights increase in accordance with the 2007 permission.

- 24.** This 2007 S106 Agreement and subsequent Deeds of variation also contain covenants related to aspects of noise, ground running, nighttime operation, a community fund and an hourly bus service for 12 hours, with payment triggers related to the passenger numbers, as passenger numbers rise from under a million passengers per year up to the 3 million passengers approved by the 2007 permission. Passenger numbers are not controlled or related to the terminal extension proposed. These covenants and the related conditions on the 2007 and 2010 applications remain in force in relation to the Terminal as it exists today and going forward.

Ref number	Description	Decision & date
8/24/0343/SC RN	EIA screening opinion	Not EIA development
8/24/0630/FUL	Temporary Canopy for outdoor baggage area	Granted 19/03/2025
6/24/0469/FUL	Northern Fuel Farm	Granted 20/02/2025
8/24/0378/PN DEM	Prior approval of demolition for MT building	Granted 15/07/2025
8/10/0045	International/Domestic Arrivals building to replace existing	Granted 28/05/2010
8/07/0065	Refurbishment and extension of existing passenger terminal facilities, construct new car parks, landscaping, access roads, signalised junction on Parley Lane, (Renewal of outline consent 8/00/0505)	Granted 31/08.2007
8/00/0505	Replacement passenger terminal and associated ancillary buildings, apron, coach and car parking, landscaping, access roads and signalised junction on Parley Lane	Granted 16/10/2000

Constraints

Adjacent to Green Belt

Adjacent to River Moors (SSSI)

Public Sector Equalities Duty

- 25.** In accordance with section 149 Equality Act 2010, in considering this proposal due regard has been had to the need to —

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Other relevant duties

- 26.** In accordance with regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 (as amended) (“the Habitat Regulations), for the purposes of this application, appropriate regard

has been had to the relevant Directives (as defined in the Habitats Regulations) in so far as they may be affected by the determination. In this instance an appropriate assessment has been provided.

27. With regard to sections 28G and 28I (where relevant) of the Wildlife and Countryside Act 1981, to the extent consistent with the proper exercise of the function of determining this application and that this application is likely to affect the flora, fauna or geological or physiographical features by reason of which a site is of special scientific interest, the duty to take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.
28. For the purposes of section 40 Natural Environment and Rural Communities Act 2006, in assessing this application, consideration has been given as to any appropriate action to further the “general biodiversity objective”.
29. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area.
30. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

Hurn Parish Council - Comments and requests for conditions

31. Increase in passenger numbers will result in a significant increase in vehicle movements, impacting people and horses/horse riders crossing the roads from the Hurn Bridge Equestrian Centre and Home Farm. Policy 7. of the adopted Hurn Neighbourhood plan – “*Creating safer roads and pedestrian / cycle routes*” states that developer contributions may be sought for these purposes where they are necessary, reasonable, and directly related to the proposal.
32. Considerable disruption and danger by parking at the access to Hurn Quarry opposite the airport entrance in Hurn Court Lane, despite double yellow lines. Any grant of permission should allow for red lining (no parking at any time), enforced by cameras, along the entrance to Hurn Court Lane opposite the Airport entrance, as well as along Parley Lane in that location.
33. The proposed expansion will result in a large increase in the quantity of effluent waste produced. Clarification is required as to how this increase in capacity will be treated.
34. Any grant of permission should be conditional on no increase in nitrates, phosphates or other pollutants reaching the water courses. The Moors River which runs alongside the Airport site is an SSSI and its protection must be ensured.

Environment Agency - No objection subject to conditions

35. Contaminated Land Phase 1 preliminary site investigation has been accepted, subject to a condition for further site investigation and remediation as necessary; and a condition for approval of the remediation strategy, to ensure that the development does not contribute to unacceptable levels of water pollution

36. The current use of the site presents a medium risk of contamination that could be mobilized by surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters, so it is recommended that a scheme of soakaways be approved to prevent risk of water pollution from contaminants.
37. A Construction Environment Management Plan is also proposed to incorporate pollution prevention and safeguarding measures, and it has been confirmed that there is no concern about mercury pollution from Aircraft Tyres.
38. A foul sewage feasibility assessment /scheme is also required by condition to ensure that adequate foul drainage systems are in place to support the approved development and future growth.
39. **BCP Local Lead Flood Authority** – No objection subject to conditions
40. The flood evacuation plan (FEP) provides an accurate assessment of the flood risk affecting the site.
41. A further simulation analysis is required to demonstrate that the proposed surcharges and exceedances can be safely provided. A proposed drainage layout is necessary, along with details of water quality provisions, maintenance and indicative exceedance routes for the event of drainage failure or storms exceeding the design criteria. This is essential for any major development to ensure a safe environment, and is also desirable to ensure good drainage performance on a high profile site.
42. The drainage strategy for the site has been provided in two parts, one serving the main buildings and the other serving the main car parking area. The submitted drainage information provided for the buildings has several issues relating to layout and capacity that could lead to surface water flooding issues. However, these issues may be resolved during detailed design with increased engagement between the designer and the LLFA. The drainage information submitted for the transport interchange area shows that a satisfactory drainage system can be provided that it meets local and national guidance.
43. Therefore, it is proposed a surface water drainage condition and a surface water management condition be imposed to allow the applicants to provide a necessary simulation analysis and revised drainage strategy for the buildings, to be discharged by condition following planning permission prior to commencement of any works on site.
44. **Bournemouth Airport Safeguarding** - No objection subject to informative notes
45. No objection subject to Airport safeguarding AoA advice notes for Aerodrome Safeguarding an Overview, Lighting near Aerodromes, Wildlife Hazards around Aerodromes and Cranes and other Construction Issues.
46. **BCP Environmental Health – Land Contamination** - No objection subject to conditions for Construction Environment Management Plan (CEMP) and Land Contamination
47. The required construction mitigation measures can be secured by way of planning conditions, for submission and implementation of an agreed Construction Environmental Management Plan to include construction dust mitigation measures.
48. Following a full review of Mabbetts and Campbell Reith assessment of the applicant's contaminated land reports, planning conditions relating to Site Investigation (parts a, and c (i and ii)), Remediation Scheme (parts a and b), Construction Environmental Management Plan,

Reporting of Unexpected Contamination and Waste Materials and Site-won Materials (parts a and b), should be provided and the phase 2 site investigation has been accepted.

49. BCP Environmental Health Air Quality and Dust - No objection subject to condition

50. A detailed, site-specific Dust Management Plan is required for submission and implementation, to demonstrate how it will mitigate dust impacts of construction.

BCP Environmental Health – Noise

51. Aircraft Noise from flight timetabling and route of flight paths has been demonstrated to relate to the 2007 Terminal planning permission and S106 agreement together with variations of S106 agreement in 2010 and 2015.
52. This application relates to extensions to the terminal buildings and modifications to other areas within the transport interchange. Accordingly, the scope of the noise assessment has been confined to operational noise arising from these buildings.
53. It is important to note that aircraft noise does not fall within the remit of this application. That matter was addressed under the original Terminal Application in 2007, which incorporated controls through a Section 106 agreement covering both flight-related noise and associated traffic impacts.
54. Having reviewed the submitted plans in conjunction with the Noise Impact Screening Assessment (Ref: GM12546, Report No. 4, Version 2.0, dated June 24), the Environmental Health Officer raises no objection to this application and does not recommend the imposition of any noise-related conditions.

55. Natural England - No Comment received.

56. Comments from Natural England were not required following an EIA Screening opinion and Habitats Regulations Assessment, which was undertaken by a consultant Ecologist on behalf of BCP Council, which confirmed that the application fell below the threshold for requiring an Environmental Impact Assessment or an Appropriate Assessment under the Habitats Regulations.

57. BCP Ecology Officer - No objection subject to condition

58. The Ecology Officer has requested a condition for a Construction Environment Management Plan (CEMP) to align with the Environment Agency's proposed condition.

59. BCP Biodiversity Net Gain Officer - No Objection subject to BNG condition and informative note, and a S106 agreement for payment of HMMP Monitoring contribution

60. The BCP Biodiversity Officer and BNG Planning Policy Officer requested provision of a Habitat Hierarchy and a supplementary condition assessment and baseline statement and an uplift of the target condition of the onsite post development trees.
61. The applicant's Ecologist provided the information required. The BCP BNG Policy Officer confirmed that the Habitat Hierarchy information was satisfied and also the information regarding the compensation part of the biodiversity gain hierarchy has been addressed.
62. There is no objection to the proposed Biodiversity Net Gain subject to a Habitat Management and Monitoring Plan (HMMP) condition to be included on the decision notice with the HMMP Monitoring fee, to be paid through the S106 agreement, and an informative note proposed.

BCP Tree and Landscape Officer – No objection subject to conditions

63. The submitted Tree Report and Tree Protection Plan ref: 12625-T-03 highlight what measures will be taken to safeguard the more significant trees (T1 to T5). The trees identified in G1, are not seen as a material constraint on the proposal, due to their size.
64. The removal of the kerbing within the root protection area (RPA) of Oaks (T1 to T5), should be carried under supervision by the applicant's Arboricultural Consultants. Also, a pre-commencement site meeting should take place before any grounds begin on site, to ensure that the recommended tree protection fencing is in place.
65. **BCP Economic Development** - No objection
66. Support the following:
- Proposed development with an increase of jobs within the area. installation of a new bus stop
 - Increase in bus services to the airport for both passengers and staff at the airport and surrounding business parks
 - Sustainable travel and those without access to cars.
 - Opportunity for marketing Bournemouth, Christchurch and Poole overseas at airports connected by flights to Bournemouth International Airport.
67. **BCP Highways Officer** – No objection subject to conditions and S106 contributions
68. Access - Overall, pedestrian movement is improved and greater connections within the site including crossing areas.
69. Bus Operation - Require changes to bus service though S106 agreement
70. Transport/Passenger Interchange – is an improvement to the existing provision subject to a condition.
71. Cycle Parking - No objection subject to a condition requiring the cycle parking to be provided within the passenger/transport interchange.
72. Shared Cycle and Scooter Hire – Beryl – No objection subject to a 'Beryl Parklet' to be installed within the transport interchange.
73. Travel Demand Model - calculated the uplift in parking spaces required to deal with the increased number of flights, passengers and staff. The increased number of staff vehicles travelling to the airport would not cause a significant impact on the network.
74. Active Travel Fund - agreed to be used to provide incentives to travel sustainably which could be monitored in the travel plan secured by S106 agreement.
75. Transport assessment - concludes that road junctions are not at capacity, so increase in traffic from this application will not cause a significant impact on existing junctions.
76. Traffic Regulation Order – required for camera enforcement equipment to be installed to deter vehicles from unauthorised stopping on red lines through S106 agreement.
77. **BCP Urban Design Officer** - No objection
78. Given the existing context and the layout and heights proposed, no concerns regarding the scale and bulk. The proposed scale aligns with the scale and overall appearance of the existing terminal buildings, making it a reasonable addition to the terminal complex.
79. It is positive that the proposals have been designed in a similar style to the existing terminal buildings, which would give the terminal some coherence.

- 80.** The design incorporates diverse elements, such as a curtain wall system with clear glazing, which helps to reduce the dominance of the large expanses of metal composite cladding while providing natural light and a contemporary look to the building.
- 81.** The retention of the existing main entrance to the departure building as the focal point is welcomed since it provides clarity for pedestrians, which is important for legibility and wayfinding
- 82.** The proposed road layout appears to have been carefully designed to create a safe and convenient environment for users, including the passenger public transport interchange area and accessible facility throughout. Likewise, the proposed pavement surfacing materials and colours complement this approach.
- 83.** The re-arrangement of the frontage and the introduction of an extended forecourt with a new landscaped area and additional planting is welcome

Representations

- 84.** A Site notice was posted on a streetlight, at the junction of Parley Lane and Hurn Court Lane, on 16th April 2025 following the submission of amended plans.
- 85.** There have been two letters in support of the application:
- Much needed boost to the local economy
- 86.** There have been 25 representations from 18 different addresses objecting to the proposal on the following grounds:
- climate change due to flight numbers
 - air pollution
 - number of flights
 - operating hours of flights
 - late night flights
 - angle of descent of flights
 - noise pollution
 - tinnitus and mental health effects from noise
 - disturbance to nature below flight paths
 - disturbance and stress to humans and animals
 - route changes for aircraft
 - lack of consultation of Noise Action Plan
 - application not adequately publicised nor consultation by the airport
 - Access only available by private transport
 - No public transport and no pedestrian access
 - Non airport generated carbon emissions

Key Issue(s)

- 87.** The key issues involved with this proposal are:
- The principle of sustainable development
 - Design and amenity
 - Access and Transport

- Air quality, Dust and Noise
- Contaminated land Sustainable Energy
- Flooding, surface water run-off and pollution
- Consideration of representations
- HRA Appropriate Assessment and mitigation
- Biodiversity Net Gain
- Planning Balance

88. These issues will be considered along with other matters relevant to this proposal below.

Policy context

89. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the Christchurch and East Dorset Local Plan Part 1 - Core Strategy, adopted in April 2014 and also the Hurn Neighbourhood Plan Adopted 10 December 2024.

90. National Planning Policy Framework ("NPPF" / "Framework")

91. Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 – “Plans and decisions should apply a presumption in favour of sustainable development.”

92. Christchurch and East Dorset Local Plan Part 1 -Core Strategy

93. Policies of particular relevance in this case:

BA1 - Vision for Bournemouth Airport - Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections.

BA2 - Strategy for the Operational Airport - Associated infrastructure will be developed to support the operational airport to include facilities for general aviation.

KS1 - Presumption in favour of sustainable development

KS10 - Strategic Transport Improvements Blackwater Junction and Hurn roundabout completed.

KS11 - Transport and Development - provision of new and improvement of existing public transport, pedestrian and cycle routes, travel plans to promote sustainable travel patterns such as park and change, car sharing and car clubs; and implementation of works to the highway

KS12 - Parking Provision for vehicle and cycle parking to be provided as part of development schemes.

ME1 - Safeguarding biodiversity and geodiversity

ME2 - Protection of the Dorset Heathlands

ME3 - Sustainable Development Standards for New Development

ME4- Renewable Energy Provision for Residential and Non-residential Developments

ME6 - Flood Management, Mitigation and Defence

ENV21 - Landscaping in New Development

HE2 - Design of New Development

HE3 - Landscape Quality

Hurn Neighbourhood Plan

94. Policy 7 - Creating safer roads and pedestrian / cycle routes –

“Measures to improve road safety, including the crossing points identified on Map 7 of the Neighbourhood Plan, will be supported where they are designed in a manner appropriate to the rural character of the area, and will be a priority for locally determined expenditure arising from developments.”

Planning Assessment

95. Presumption in favour of sustainable development

96. At the heart of the NPPF is the presumption in favour of sustainable development. NPPF paragraph 11 states that in the case of decision making, the presumption in favour of sustainable development means that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless policies in the Framework that protect areas of assets of particular importance provide a clear reason for refusing the development proposals or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

97. Section 38(6) Compulsory Purchase Act 2004 remains UpToDate for this planning application because the plan period is 2014 -2028 and it includes specific policies that are most important for determining applications at Bournemouth Airport and is consistent with the policies of the National Planning Policy Framework 2024.

98. The most important policies in the Christchurch and East Dorset Local Plan Part 1 Core Strategy related to the airport are BA1 and BA2. These policies remain relevant and UpToDate and consistent with the policies of the National Planning Policy Framework.

99. Policies BA1 and BA2 are consistent with policies in the NPPF Section 12 - Promoting Sustainable Transport which at paragraph 109 sets out that transport infrastructure should be considered at the earliest stages in development proposals and at paragraph 110 development proposals relating to air emissions from aircraft and traffic need to be considered.

100. Policy BA1 also requires Environmental designations avoid fragmentation of priority habitats and this part of the policy remains relevant and is consistent with NPPF Chapter 15 Conserving and enhancing the natural environment Paragraph 187 and 192.

Principle of Development

101. Chapter 7 of the Christchurch and East Dorset Core Strategy identifies the importance of Bournemouth Airport to the economic development of the area.

Policy BA1 states that:

“Bournemouth Airport will develop as a flagship regional airport serving Christchurch and the Southeast Dorset sub-region. It will enhance its passenger facilities, provide new services for business and leisure travellers and develop as an aviation and local transport hub.”

Policy BA1 further states that:

“Growth of the operational airport and business park will be achieved acknowledging and respecting the environmental constraints which exist around the airport, and in consideration of possible impacts on the New Forest National Park and statutory park purposes”.

102. In this regard a Habitats Regulation Assessment has been undertaken during the application and has concluded that Regulation 77 is not relevant to the proposed expansion of the existing terminal buildings and creation of a new transport interchange such that Appropriate Assessment is not required

103. Regarding flood risk, BA1 clarifies, *“Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site”.*

104. The requirement for a sequential approach to the surface water drainage for the Terminal facilities to accord with Policy BA1 has been followed by firstly focussing on managing runoff at its source, close to where it falls. In this instance the runoff from the buildings cannot be captured on the building, so had moved to the next most sustainable option which would be to create a pond. However, this is not possible on the hardstanding at the airport and due to attracting birds which is a hazard. The sequential approach has therefore led to the need for underground attenuation tanks outside the building footprint and has concluded that there is a capacity to then be discharged to the nearest watercourse. Details of these underground infiltration tanks will be required by condition.

105. In relation to environment protection, BA1 requires that:

“Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off-site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm”.

106. The proposal complies with this requirement by confirming in a Habitats Regulations assessment that an Appropriate Assessment is not required and that the proposals would not result in the fragmentation of priority habitats, priority species populations and ecological network connections,

107. Additionally, BA1 requires Online junction improvements along the B3073 to facilitate growth of the operational airport, business park and development in the wider area. The proposal includes improvements which include provision of enhanced passenger facilities and new services for business and leisure travels and an improved local transport hub. These anticipated enhancements accord with the proposed development with this application.

108. Policy BA2 expands on the strategy for the operational airport and sets out that:

“New passenger departure and arrivals terminal facilities for the operational airport were completed in 2011 to support projected growth to 3 million passengers per annum

by 2030. Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.

Airside airport related retail and catering facilities.

Public and staff car parking.

Public transport facilities and enhanced services in accordance with airport travel plan.

Other facilities for general aviation.

Cargo facilities, including bonded warehousing and associated infrastructure.”

109. Policy BA2 also states:

“The Council will work with the airport to support the development of new routes and services to business and leisure destinations which will meet the needs of local businesses and communities”

110. Part of the essential functioning of the Terminal is to manage the throughput of passengers and their baggage, requiring an increase in airport staff for security, baggage handling, check-in, catering and wash facilities as well as office staff.

111. As the number of tourist flights increase at the airport, so does the need for increase in operational facilities and passenger facilities within the Terminal area for departures and arrivals, to meet the increasing demand. Such flights fall within the envelope of the controls of the 2007 consent.

112. S106 Contributions were not required for cargo flights as part of the S106 agreement for the Terminal in 2007, as they do not increase the number of passengers travelling, nor will they utilise the terminal extension. Freight aircraft are retained on areas for hardstanding within the operational airport when not in flight and do not generally need planning permission due to the extensive permitted development rights that exist at the Airport. However, for purposes of air quality the additional freight traffic has been assessed as this was not accounted for in the 2007 consent.

113. As JET2 are secured to be at Bournemouth Airport alongside an increase in cargo flights, the associated passenger facilities within the extended terminal application are acceptable in principle by Policy BA2 – strategy for the airport which states :

“Associated infrastructure will be developed to support the operational airport informed by the adopted Bournemouth Airport Master Plan (May 2007) to include:

Further administrative accommodation for airlines, handling agents, tour operators, the airport authorities and government agencies.

Airside airport related retail and catering facilities.

Public and staff car parking.

Public transport facilities and enhanced services in accordance with airport travel plan.

Other facilities for general aviation. Cargo facilities, including bonded warehousing and associated infrastructure.”

114. This policy states that associated infrastructure will be developed to support the operational airport, including facilities for general aviation. The Terminal extensions proposed would provide an essential passenger facility to service the operation of the aircraft at the airport as flight numbers exceed one million and grow towards the 3 million passengers permitted in 2007.

115. The NPPF at Paragraph 8 sets out the economic objective to help build a strong responsive and competitive economy to support growth and improved productivity. This application would meet the economic objective in principle.

116. The expansion of the Terminal buildings and Transport Interchange would cater for the increase in number of passenger flights approved in 2007 with the construction of four extensions, the largest of which would link together the currently separate Departures and Arrivals building and with the Transport interchange providing a range of sustainable transport options and improved bus service.

117. Existing facilities are no longer adequate for passenger numbers required. As passenger numbers continue to rise over 1 million and towards the approved figure of 3 million passengers per annum more facilities are required and will boost the local economy, in compliance with Policy BA1 and BA2.

118. The principle of expansion of facilities at the airport to support passenger travel is established in policy BA1 and BA2 of the Christchurch and East Dorset Local Plan Part 1 Core Strategy and is expected to increase to service the permission in 2007 for up to 3 million passengers per year.

119. The principle of this application complies with the established policies and would provide improvements towards the economic growth of the airport, subject to the application also meeting the other policy requirements related to flood risk, road traffic, and impact on environmental designations which are all addressed below.

120. Design and Visual Amenity

121. The site is part of the operational airport and the fundamental character of which is hardstanding and industrial buildings of mixed design, some of which are modern and others rather outdated.

122. The character and appearance of the terminal and the increased area of hardstanding for a larger transport interchange with circulation route extending over a part of the acid grassland to form the Transport interchange would be an intensification of the existing use and would be compatible with the existing Terminal character.

123. The Terminal extensions would enable an increase in capacity for throughput of passengers by fully infilling the current area between the Departures and Arrivals building and providing an improved Departures lounge area and improved baggage for departures and would provide an improved front extension to the arrivals building. The extensions would provide cohesion of the Terminal Building and will carry through the same design features and materials already established.

124. There would be improved visual amenity from incorporating the Departures and Arrivals building, and the design of all elements of the four extensions together would bring cohesion to the built form.

125. There is currently partial screening from trees adjoining Parkfield School which is the nearest adjacent building to the Terminal and is currently unoccupied. There would not be any greater visual impact or harm from the design or bulk of the combined additional built form of the extensions, or to the departures lounge or baggage handling areas on the south side of the existing departures building on Parkfield School. Overall, the extensions would not have any visual or harmful impact on the character of the area given their relatively isolated location.

126. The appearance of the Terminal has been designed with aviation in mind and would complement the nature of the aircraft in the silver-grey metal composite cladding materials and clear glazed windows with grey frame have an industrial appearance related to the engineering nature of the Airport and surrounding business park with trapezoidal profile roof cladding panels.

127. The design would also incorporate diverse elements, such as a curtain wall system with clear glazing, which would help to reduce the dominance of the large expanses of metal composite cladding while providing natural light and a contemporary appearance to the building which would match the existing building's appearance and creates a cohesive architectural design.

128. An amendment of the design of the Terminal extensions, altering the originally submitted building footprint and transport interchange has greatly improved the articulation of the front elevation of the arrivals building and allowing more room for pedestrian access in front of the departures building than originally proposed. The reconfigured transport interchange would also create opportunities for an improved public realm and additional soft landscaping.

129. The retention of the existing main entrance to the departures building as the focal point is welcomed and is likely to be accessed by passengers using the car parking area. In addition a side entry point would filter passengers coming from the transport interchange. Both entry points would provide clarity for pedestrians, which is important for legibility and wayfinding. The re-arrangement of the frontage and the introduction of an extended forecourt with a new landscaped area and additional planting is also welcomed subject to a condition to secure maintenance of the landscaping.

130. The proposed road layout has been carefully designed to create a safe and convenient environment for users, including the passenger public transport interchange area and accessible facility throughout. Likewise, the proposed pavement surfacing materials and colours complement this approach.

131. The proposed materials, design and scale of Terminal and Transport interchange with circulation route of hardstanding together with associated landscaping where achievable, would be commensurate with the proposed uses and the character and appearance of the wider Airfield and Business Park.

132. Most existing vegetation with mature trees to the north of the Terminal is proposed to remain to provide a setting and also grassland and trees to the north of the parking areas to provide a landscaped setting around the hardstanding areas.

133. The design of all the Terminal extensions and Transport interchange proposed would comply with the NPPF section 12 - Achieving well-designed places and is also compliant with Policy HE2 – Design of New Development of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy in relation to layout, site coverage, architectural style, scale, bulk, height, materials, landscaping and visual impact.

134. Public Amenity relating to air quality, dust and noise

135. Air Quality and Dust

136. Following air quality and noise assessments BCP Environmental Health Officer confirms that there would be no harmful impacts to public amenity from air quality or dust during or after construction, subject to a Dust Management Plan (DMP) and Construction Traffic Management Plan (CTMP) during the construction phase of the Terminal extension and highway works.

137. Before this conclusion was reached an Air Quality Assessment (AQA) was requested to combine the air quality impacts from Freight air traffic in combination with the proposed road traffic associated with the Terminal expansion proposed. This request was made because Freight air traffic had not formed part of the 2007 Terminal planning permission, which had assessed passenger traffic emissions only

138. The Air Quality Assessment submitted showed that the total of increased emissions from Aircraft freight traffic, when added to the proposed Aircraft passenger numbers, are within the maximum in the 2007 Air Quality Assessment that was previously approved. The conclusions confirmed that there are no potential operational air quality impacts associated with flights from the airport.

139. The Air Quality Technical Note (AQTN) considers both road and airside operations for Particulate Matter emissions and the BCP Environmental Health Officer confirms that the levels of emission will be acceptable, subject to a condition to provide a Dust Management Plan to include construction dust mitigation measures.

Noise

140. The total number of passenger flights are only about a third of the total numbers permitted within the limits of the 2007 consent. Any associated impact through noise would therefore remain to be controlled through provisions and monitoring secured by conditions and legal agreements to the 2007 consent.

141. The BCP Environmental Health Officer also confirms that the additional cargo flight totals are minimal in comparison with the number of passenger flights from the airport. When added to the proposed passenger numbers, cargo flights are well within the overall maximum number of flights permitted by the 2007 Terminal planning permission and associated S106 agreement.

142. The proposed development of the extensions would give way to some noise and dust during construction. However, it is considered that the emissions related to air pollution and noise would not be adverse. A construction transport and environment management plan condition is proposed to monitor and ensure that during construction any harm is monitored, controlled and mitigated.

143. Subject to conditions, the proposal would therefore be in compliance with policy BA1 of the Christchurch and East Dorset Local Plan Part 1 -Core Strategy and the NPPF paragraph 199 regarding public amenity in relation to noise, air quality and dust.

Access, parking and sustainable transport

144. Following negotiations, the applicant submitted a revised Transport Assessment (TA) in support of the application on 20th May 2025 proposing highway safety and improved circulation of traffic associated with the extensions to the existing passenger terminal buildings and the reconfiguration of the transport interchange to allow for more sustainable travel options to be made available close to the terminal entrance.

145. In 2007, planning permission was granted for an extension to allow up to 3 million passengers, which is monitored through the S106 agreement and annual monitoring reports from Bournemouth Airport. This application is for further extensions to the buildings on site, but does not seek to increase the number of passengers beyond the 2007 permission. The extensions do, however, lead to an increase 233 staff to service the increased security measures, check in areas and arrival of Jet2 at Bournemouth.

146. Staff increases were not considered separately from passengers in the original operating consent in 2007 or variations in 2010 and 2015, in relation to transport impacts and sustainable travel, which was previously limited to passenger numbers only.

147. The transport implications for up to 3 million passengers were considered under the 2007 permission and is controlled by those conditions and S106 requirements.

148. Therefore, the transport implications of this application cannot require further passenger contributions, but can legitimately take account of the increased staff on site and highway safety, which are valid considerations due to the introduction of on-site charging fees which have been introduced after the 2007 approval.

149. Public Transport and sustainable travel options for staff are needed, and ensuring drop off does not happen outside the Terminal in order to avoid drop off and collection charges.

150. Regard is also given to the climate emergency declared by the Council on the 16th July 2019. It seeks to *“work with Bournemouth Airport to encourage reduced emissions from flights and passenger travel”*.

151. Passenger travel emissions have been considered, particularly given the limited bus service that currently operates to the airport and the improvements sought by the Local Highway Authority.

152. Whilst the Local Highway Authority would have preferred safe cycle access, due to the constraints of the site it has not been possible to provide, However, the airport is installing a pedestrian footpath on the east side of the main access road of Hurn Court Lane which runs across private land from the entrance of the site to the staff offices car parks and has been confirmed to be permitted development.

153. The 2007 application had a requirement within the S106 for the provision of a bus service to run hourly from 7am and ending at 7pm. This was implemented but Yellow Buses closed during the Covid period. The current 737 bus service is operated by Morebus and runs twice in the morning, and three times in the afternoon. No buses run on Saturdays, Sundays or Public Holidays. The service is directed at the business park and shift pattern and is not the bus service that was secured under the 2007 planning application for mitigation for the up to 3 million passengers to the airport.

154. Negotiations have taken place between the airport transport consultants, BCP Highway Authority and the current bus operator Morebus to review the current bus offering and to increase the service, in order to calculate a bus timetable that is fit for purpose.

155. There is an opportunity now to enhance the current commercial offering undertaken by Morebus to increase the service so that it is fit for purpose and facilitates the travel of staff that will increase due to this terminal expansion. A contribution of £511,133.43 over a 5-year period has been sought in order to implement the enhanced bus service. The following amount has been requested and should be secured in a S106 legal agreement.

156. A condition is recommended to agree a bus timetable and be mindful of the 2007 obligation that the airport company should be funding the public bus service in order to future proof the bus service. Another benefit is that the airport will not require payment on airport land for buses to enter.

157. 89% of Airport staff live in a BH postcode near to key transport routes where bus travel is a reasonable option. Therefore, a contribution has been sought, so that the airport company can provide incentives for staff to travel by sustainable and active travel methods, which will help to combat an increased number of vehicles travelling to the airport. A funding package of £60,000 has been sought and this is recommended to be secured through a S106 agreement as the appropriate legal mechanism.

158. The enhanced public bus service and active travel measures proposed is in line with Policy KS9 that seeks improvements will be made to Prime Transport Corridors to include enhanced public transport services and improvements to walking and cycling.

159. The Transport/Passenger Interchange shows three bus stands proposed and allows simultaneous bus and coach parking, which is an improvement on the existing position, and introduces clear pedestrian walkways and crossing points towards the bus stops and taxi ranks. EV charging is also to be provided for the taxi vehicles

160. Concern had been raised why all taxis cannot use the allocated taxi ranks at the transport interchange waiting areas, as these are to be provided. However, there is an existing arrangement with one taxi firm, and the airport were not willing to negotiate on this matter.

161. The passenger interchange is considered an improvement to the existing provision, and no objections are raised subject to a condition requiring the passenger interchange to be installed and completed in a phased manner to be agreed by a condition in relation to when the Terminal extensions come into operation.

162. A covered cycle parking area is also proposed within the passenger/transport interchange, subject to condition. 10 Sheffield stands will be provided which allows the parking of 20 bikes. This will be an additional provision on top of the existing cycle parking facilities to be retained.

163. Beryl currently offers electric scooter and electric bike hire, and a new 'Beryl Parklet' will be installed subject to a condition that it is in place prior to occupation of the terminal extension.

164. The airport company have also agreed to provide a one-off sum of £5,000 which would cover 500 x 100-minute bundles that staff can apply for. Payable at £1,000 annually, for a period of 5 years. The availability of staff bundles is welcomed and would encourage staff to use shared electric bikes and scooters. The contribution is proposed to be secured via S106 legal agreement.

165. The enhancement to the electric bike/scooter offering, particularly the location and the increased visibility of the stand is welcomed and would encourage the use of active and sustainable travel methods, in line with Policy KS11.

166. A **Travel Demand Model** has been provided to calculate future staff and passenger car parking demand ensuring there is sufficient cycle and car parking on site to deal with the future forecasted travel demand. The model predicts the demand for increased staff to deal with the increased number of flights, the shift patterns around the flights, increased car parking demand around the peak flight times and times when a bus service is required in order to facilitate staff and passenger trips.

167. Whilst there will be an increased number of staff vehicles travelling to the airport, it would not cause a significant impact on the network, particularly if the update of bus and active travel by staff is encouraged.

168. The Transport Assessment concludes that the junctions are not at capacity. The increase in traffic due to this application is not considered to cause a significant impact on traffic generation with regards to the impact on existing junctions.

169. **Junction improvements** have been undertaken to improve Blackwater junction, Parley Lane and Hurn Roundabout which will have helped the traffic flow and eased pinch points. The Authority are expecting the first payment of £233,333 indexed linked next year, which will be re invested in the Local Transport Plan fund for spending locally.

170. At the time 2007 application was assessed, there were no on-site charges to drop off or pick up passengers at the airport. Since the charging regime was introduced, pickups and drop offs occur adjacent to the junction with Hurn Court Lane and Parley Lane. Hurn quarry, on the south side of Hurn Court Lane has regular occurrences of vehicles blocking HGV access whilst vehicles wait for passengers to exit the airport.

171. Highway Safety

172. Hurn quarry has a list of near miss incidents, that occur between their HGVs, pedestrians and vehicles dropping off passengers on Parley Lane and Hurn Court Lane by the traffic lights. The dropping off and picking up of passengers raises serious highway safety concerns.

173. Whilst the footpath will improve safety to those that walk into the airport site, concern is raised that the footpath will encourage unsafe drop offs, in order for people to avoid on site charges.

174. it is recommended that camera enforcement equipment is installed in order to deter vehicles from unauthorised stopping on red lines. The red lines and camera equipment are a direct need due to the public avoiding on site charges. The Traffic Regulation Order (TRO) and camera equipment cost should be borne by the applicant as it is a direct consequence due to the on-site charging regime. A S106 is required in order to secure the mitigation.

175. The camera equipment requires yearly maintenance and the S106 should include a clause that the airport company shall be liable for the maintenance of the equipment. It is not considered appropriate for BPC to pay for the maintenance as the equipment is only needed due to onsite charges at the airport that has triggered this behaviour.

176. The installation of a red route TRO and camera enforcement equipment will improve highway safety by deterring illegal drop offs at the junction and Hurn Court Lane. In addition, the red route will enable the access to the quarry to be kept clear and avoid the numerous near miss incidents

that occur outside of the site. Overall, subject to the mitigation being secured within the S106 agreement, the proposal is considered to improve highway safety.

177. The installation of a footpath on airport land under permitted development would improve pedestrian safety and is currently in the process of construction.

178. There will be considerable improvements on site including the transport interchange, improved pedestrian flow and crossing points, covered waiting areas for bus and taxi, cycle parking facilities including a revised location for Beryl shared bikes and scooters. Mitigation has been sought through contributions to enhance the bus offering and active travel provision. In addition, highway safety will be improved through the red route TRO and camera enforcement equipment. The development is considered to comply with Policies in the LTP3 that seeks to encourage a transportation hub at the airport as well as Policy KS11 which seeks to promote alternative modes of transport. Subject to the following terms within the S106 and conditions, the Highway Authority raise no objections to this application.

179. Overall, the highways aspects of this application are considered to result in an acceptable impact on highway safety and would not have a severe impact on the operation of the road network and would comply with paragraph 116 of the National Planning Policy Framework (NPPF).

180. Proposed contributions for creating safe places with priority to pedestrian and cycle movements and public bus service would comply with paragraph 117 of the NPPF. Securing a travel plan through the S106 agreement would comply with paragraph 118 of the of the National Planning Policy Framework (NPPF).

181. The transport improvements secured would provide a significant improvement to access and egress from the airport. The transport interchange design has been adapted to ensure that Beryl Bikes and cyclists can have improved access to parking at the transport interchange. An improvement for the public bus service will be beneficial to serve staff working at the airport subject to S106 for additional timetabling in line with the vision of Bournemouth Airport set out in Policy BA1 the Christchurch and East Dorset Local Plan Part 1 -Core Strategy to “*develop as an aviation and local transport hub*”.

182. Provided the full contributions set out in the draft S106 agreement are secured the overall package of Transport measures will be in compliance with paragraph 115 of the NPPF and Policy BA1 the Christchurch and East Dorset Local Plan Part 1 -Core Strategy.

183. Transport Mitigation and Highway Safety measures requested by Hurn Parish Council

184. The potential for a new pedestrian crossing point on Parley Lane, near the Mill Lane/Pussex Lane exit is a key priority for improving local access for pedestrians, cyclists and horses in the Hurn Neighbourhood Plan adopted in December 2024 by BCP Council.

185. Following comments from the applicant and BCP Highways, on the potential to achieve a Pegasus crossing point for horses and pedestrians it was determined that the proposal did not meet the tests of policy and of the adopted Hurn neighbourhood plan which states:

“Creating safer roads and pedestrian / cycle routes” states that developer contributions may be sought for these purposes where they are necessary, reasonable, and directly related to the proposal.”

186. In the case of the Terminal extension proposed, there would be no increase in passenger numbers proposed to generate an increase in traffic above that already approved to enable a

crossing point to be justified. The 2007 planning permission 8/07/0065/FUL determined the number of passengers per year. Therefore, any further mitigation for highway improvements would need to be justified on the basis of an increase in passengers. In this instance the proposed Pegasus crossing is not considered to be necessary or reasonable or directly related to the current application due to the passenger numbers not being determined by this application and is therefore not in accord with the Hurn Neighbourhood Plan policy 7.

187. A positive outcome for Hurn Parish Council in relation to highway safety despite the double yellow lines on surround road, is that their concern about drop off and pick up happening on adjoining roads lines is now to be changed to a red zone where double red lines will require no stopping and will be accompanied by security cameras to fine any cars stopping in the red zone. This positive step has been secured due to the change in car parking charges at Bournemouth Airport which has justified the need for Bournemouth Airport to pay for addressing this highway safety impact through the delivery of red lines and security cameras.

188. Flooding, water pollution and Sustainable Drainage

189. Policy BA1 of the Christchurch Core Strategy Part 1 states about Flood risk:

“Flood risk: (As shown in the Level 2 Strategic Flood Risk Assessment (2009): Strategic measures will be put in place within the airport boundary including flood storage and associated watercourse improvements. Future development will take account of surface water flooding and adopt a sequential approach toward the location of development within the site.”

190. The Environment Agency has identified that the current use of the site presents a medium risk of contamination that could be mobilized by surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters if it is not demonstrated that soakaways would not be located in contaminated ground. Therefore, a condition is essential in protecting ground water quality to submit a scheme for the location of soakaways to be approved in writing by the local planning authority. The location of the soakaways can be agreed after planning permission is granted.

191. The Environment Agency has worked with the applicant's Flood and drainage consultants to deal with water pollution matters, and it has been accepted that there would be very low levels of pollution in run off, has taking into account the query raised about mercury from aircraft tyres being emitted into the runoff. the Environment Agency has confirmed that the levels of pollutants including mercury would be considerably below minimum figures for entry into the Moors River SSSI. The water pollution matters are therefore acceptable subject to a planning condition.

192. The Environment Agency also followed up the query from Hurn Parish Council about whether sewage would be adequately managed with the airport's current private sewage treatment plant, to avoid any emitting effluent and polluting the Moors River. The Environment Agency has recommended a condition requiring a foul drainage feasibility assessment and a foul drainage scheme, to ensure that adequate drainage systems are in place to support the approved development and future growth.

193. The applicant has advised that the existing buildings within the site are served by several separate surface water and foul drainage networks. Foul water from the departures building, arrivals building and several other airport buildings in the vicinity of the site drain towards an existing private pumping station in the centre of the Site. Foul water is then pumped approximately 600m

northwest towards the private sewer treatment works which serves the entirety of Bournemouth Airport including the associated business parks.

194. The existing departures terminal building to the south of the Site is served by a private surface water network which discharges surface water to the southwest and southeast, to a number of existing private soakaway pits and trenches.

195. The BCP Local Lead Flood Authority (LLFA) has sought ways to reduce volumes of surface water runoff with introduction of improved Sustainable Urban Drainage (SUDS). This needs to accord with the NPPF advice at Paragraphs 181 requiring that Local Authorities should ensure that flood risk is not increased elsewhere; and at Paragraph 182, where it states that drainage on or around the site should incorporate sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.

196. The BCP LLFA has identified that the proposals as amended have not demonstrated to their satisfaction how surface water runoff can be drained effectively from the airport buildings as proposed in the amended building drainage strategy. However, the mechanism for drainage of the surrounding hardstanding has been accepted.

197. The applicant aims to prevent pollution through adding areas of permeable paving and directing the resulting runoff from the large area of buildings, given the high surface water levels in the surrounding land. The BCP LLFA advises that the permeable paving element of the drainage strategy is acceptable.

198. However, the applicant's Flood Risk Assessment and drainage strategy needs to be amended to address outstanding concerns of BCP LLFA, showing all the details required on the plan and within the surface water drainage strategy, and with supporting calculations so that the final strategy would provide all the information necessary for construction and also future enforcement of the system.

199. The building drainage strategy does not currently provide a workable solution as surface water drainage systems are within buildings or otherwise improperly located. The revised sustainable drainage strategy would need to demonstrate how the surface water drainage currently within the building, will be sited outside the building within underground structures at times of flooding. The structures would also need to demonstrate that they would be large enough in volume and that there is more space between soakaways outside the building so that they can be effective in times of surface water flooding.

200. BCP LLFA accept that it is possible for plans and further calculations for the surface water strategy to be provided to address their concerns.

201. Therefore, as it is evident that there will be capacity for attenuation tanks to be situated under hardstanding outside the Terminal to the north or west, BCP LLFA has concluded that this can be secured through conditions before commencement of any works on site.

202. On this basis a revised surface water drainage strategy and surface water management plan will be required to provide for sustainable drainage allowing flood water to be contained within tanks at times of flooding to prevent the hardstanding areas of the airfield near the Terminal being flooded. Subject to these two pre-commencement conditions, the proposal would satisfy the requirements of Policy ME3 to minimise water run-off, incorporating Sustainable Drainage and ME6

to ensure that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk to accord with the Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014.

203. Hurn Parish Council concerns about waste effluent with increased capacity

204. Hurn Parish Council have expressed concerns that the proposed expansion will result in a large increase in the quantity of effluent waste produced and requested clarification as to how this increase in capacity will be treated.

205. BCP Planning consulted with the Environment Agency about the pollution risk. The Environment Agency considered the pollution concerns of effluent waste from the sewers at Bournemouth Airport and have advised that the applicant should liaise with Wessex Water and connect to main foul drainage if deemed feasible to do so. If not feasible, then the applicant should provide evidence of this outcome to the Local Planning Authority.

206. Planning conditions are now proposed to ensure Bournemouth Airport first considers connection to the public sewer network and includes a final foul drainage scheme based on the results of the feasibility assessment, to ensure that adequate drainage systems are in place to support the approved development and future growth.

207. Response to Public Comments

208. The two letters in support of the application accord with the economic objective of the NPPF paragraph 8 and recognise policy background of the Christchurch and East Dorset Local Plan Part 1 Core strategy particularly Policy BA1 and BA2.

209. The objections from 18 different addresses objecting to the proposed Terminal extensions, primarily relate to noise pollution from overhead flights in the Bransgore area with concerns about number of flights, late night flights, operating hours, noise from angle of descent and route changes, and impacts on mental health and tinnitus to humans and disturbance to animals.

210. In relation to noise from aircraft all these matters are controlled, measured, monitored with annual monitoring reports from the 2007 S106 agreement. The current planning application is not the relevant application for monitoring flight numbers and noise levels or the other noise matters raised all in relation to aircraft. These measures are all controlled through the S106 agreement forming part of the 2007 planning permission up to 3 million passengers, containing covenants related to aspects of noise, ground running, nighttime operation, a community fund and an hourly bus service for 12 hours.

211. Passenger numbers are not controlled or related to the terminal extensions proposed with this application. The noise generated by this application will be related to construction noise and this is recommended for control through a Construction Transport and Environment Management Plan.

212. The impacts on air pollution climate change, and carbon emissions have been addressed through the sustainable construction proposed, the biodiversity and planting proposed on and off site, and the controls during construction.

213. The application was publicised with a prominent site notice following statutory requirements for publicity.

214. Concerns expressed by objectors that access is only available by private transport and that there is no public transport or pedestrian access is not correct. This application increased the offer of Beryl bikes and cycle parking already present and has been addressed in a greatly improved sustainable transport provision to enable pedestrians, cyclists and buses to have drop off facilities within the site on with safe crossing points on a much improved transport interchange.

215. Habitat Regulations Appropriate Assessment

216. Policy ME1 of the Core Strategy - Safeguarding Biodiversity and Geodiversity states:

“The Core Strategy aims to protect, maintain, and enhance the condition of all types of nature conservation sites, habitats and species within their ecological networks including the following which are relevant to the Bournemouth Airport site: Internationally designated sites (SPA, SAC, Ramsar), Sites of Special Scientific Interest (SSSI), Sites of Nature Conservation Interest (SNCI), Priority species and habitats.”

217. Policy BA1 of the Core Strategy sets out the following guidance in relation to environmental designations, and development of the airport and business park:

218. *“Growth of the airport and business park will seek positive improvements in the extent and quality of priority habitats and the populations of priority species and shall conserve ecological network connections. The provision of off-site infrastructure shall meet the requirements of Policy ME1 and seek to avoid the fragmentation of priority habitats, priority species populations and ecological network connections. Where the need for development outweighs policy protection of the natural environment, measures will be provided to mitigate or compensate any harm”*

219. Christchurch and East Dorset Local Plan Part 1- Core Strategy (2014) provides the following statement which addresses development at Bournemouth Airport in the context of surrounding designated sites and habitats, Biodiversity and Geological Conservation 7.12 states:

“The proximity of sensitive environmental habitats and European designated sites is a constraint on the level of development that can ultimately come forward at the airport and the business park. Increases in road and air traffic have implications for air quality which have potentially harmful impacts upon sensitive environmental habitats which lie within and adjoining the site.”

220. The Conservation of Habitats and Species Regulations 2017 imparts duty on Local Planning

221. Authorities (competent authorities) to carefully consider whether any proposals may have a significant effect on a European site, either alone or in combination with other plans or projects,

222. To determine the likelihood of harm occurring, there should be an assessment of effects on any existing habitats, species and/or features of nature conservation importance, and the results of this assessment documented.

223. In this instance an Appropriate Assessment has been undertaken by a qualified ecologist to demonstrate that all impacts on air quality, noise, environmental management and lighting have been fully assessed.

224. The “project” includes the whole package of Airport planning applications and permitted development consultations under consideration, of which the Terminal extension and Transport Interchange is one part.

225. The Proposed Development comprises works related to land to the south of the existing departures building, between the departures and arrivals buildings, and then northeast of the arrivals building, some already confirmed as permitted development and others as separate applications for extensions at the Terminal, and together they form the “project” for the purpose of an HRA assessment (6,147m² of new built development plus the delivery of an improved interchange for public transport. The site for these works extends to about 3.65 hectares. The land south of departures and between departures and arrivals comprises underutilised brownfield yard and compound areas. The land northeast of arrivals includes derelict buildings, areas of vehicle circulation, parking and landscaping.

226. The “project” as assessed under the Habitats Regulations will not increase the total number of passengers allowed annually at the Airport, and no change is sought to the other limitations imposed by the 2007 and 2010 permissions which allowed the terminal and associated parking in its current form. The scheme therefore comes forward within the limits already imposed by earlier, existing consents.

227. The Ecologist acting for BCP Council, in undertaking the Habitat Regulations Assessment confirmed no impact pathways are present, and the proposed Terminal Extensions in combination with all other associated developments undertaken as Permitted Development, will not result in impacts to the qualifying features of heathland and the river Avon, or their conservation objectives.

228. Without the risk of impact, it follows that the terminal extensions, including the other developments permitted, cannot act in combination with other projects to have a likely significant effect, and no mitigation is required.

229. Following an Habitat Regulations Act assessment undertaken by a consultant Ecologist, BCP Planning Officers have concluded that the proposed Terminal Extensions and Transport Interchange in combination with all the other permitted development applications will not have a likely significant effect alone on the following Habitats Sites:

The Dorset Heathlands SPA & Ramsar & Dorset Heaths which lie approximately 580m to the east and are separated and screened from the project by the Moors River and adjacent deciduous woodland.

230. No impact pathways relevant to either construction or operation are identified.

231. The Dorset Heathlands SPA and the Dorset Heaths SAC, which also lie to the north and west, at a distance of 660m. The site of the terminal extension is spatially separate from this block of heathland virtue of both distance and the operational airport and will not cause additional impacts to the heathland. There are no potential impact pathways during either construction or operation.

232. The complex of Habitats Sites associated with the River Avon. These are more than 2.0km distant to the east and are separated from the project by the Moors River, A338 and woodland habitats. There are no potential impact pathways identified that could lead to impacts during construction or operation.

233. For these reasons, it is considered that the Terminal Extension and Transport Interchange “project” is not likely to have a significant effect either alone or in combination with other plans and projects, and no mitigation is proposed as part of the Appropriate Assessment.

234. On this basis, Regulation 77 is not “relevant” (meaning not a relevant effect because it is not likely to have a significant effect) to the proposed expansion of the existing terminal buildings and creation of a new transport interchange such that Appropriate Assessment is not required

235. Biodiversity Net Gain (BNG)

236. Due to the increase in developed area and some loss of habitat including acid grassland, and trees, BNG is required onsite and offsite to mitigate for some loss of habitat onsite.

237. Paragraph 40 of the Natural Environment and Rural Communities Act, under the heading of ‘duty to conserve biodiversity’ states *“every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity.”*

238. The NPPF at chapter 15 ‘conserving and enhancing the natural environment’ sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity.

239. The Local Plan Policy ME1 of Christchurch and East Dorset Local Plan Part 1 – Core Strategy – Safeguarding Biodiversity and Geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity.

240. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 unless exemptions apply. This proposal is not exempt as there is loss of moderate trees and acid grassland of moderate value, therefore Biodiversity net gain is required.

241. An ecological impact assessment and Statutory Biodiversity Metric has been submitted with the application as well as a Habitat hierarchy and a condition assessment of trees.

242. The BNG Assessment (with this proposal) was reviewed by BCP Council following submission to the planning department and was accepted following discussion with officers.

243. The approach was to combine on site replacement and 10% increase of trees for those to be lost. However, due to the moderate condition of trees it is now likely that tree replacements will be partly on site and partly from habitat unit providers to achieve the necessary BNG requirements.

244. As limited further gain can be counted towards the 10% to be provided within the curtilage of Bournemouth Airport, as set out in the Natural England BNG Guidance, it is considered that in this case the design and layout of the proposal has retained as many habitats, particularly those of moderate distinctiveness, as is possible and as such, though the 10% BNG cannot be achieved, it is accepted and the remainder of the 10% target can be achieved when the statutory condition is discharged prior to commencement, by way of purchasing other biodiversity units, or if this is not possible, biodiversity credits.

245. Therefore, the proposal can be made acceptable and in accordance with the relevant legislation and ME1 of Christchurch and East Dorset Local Plan Part 1 – Core Strategy

246. As the 10% biodiversity net gain has been demonstrated as being achievable, through a mix of retention of existing habitats, creation of onsite habitats and purchase of biodiversity units /

purchase of statutory credits, the proposal is compliant with the relevant legislation and Policies in the Local Plan.

247. The metric demonstrates 10% BNG can be achieved with a combination of planning on site and purchasing habitat units, as set out in the Natural England BNG Guidance.

248. The design and layout of the proposal has been able to retain some tree habitats of moderate distinctiveness and replant some trees of moderate distinctiveness on a landscaped area of the site within the airport. However, due to most of the site being hardstanding there is a remaining habitat which cannot be accommodated on site due to grassland being replaced with the transport interchange.

249. Given the nature and purpose of the site as an airport, the 10% biodiversity net gain has been demonstrated as being achievable, through a mix of onsite planting and purchase of acid grassland within Dorset as biodiversity units, so that the proposal is compliant with the relevant legislation and Policies in the Local Plan.

250. Therefore, the proposal can be made acceptable and in accordance with the relevant legislation and Policy ME1 Biodiversity and Geodiversity of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy.

251. Biodiversity Enhancements

252. The airport cannot provide bird boxes or other habitat to attract birds to the site given the safety requirements for aircraft.

253. No other improvements are required beyond the provision of some replacement moderate trees on site, and potentially some natural acid grassland and trees elsewhere in Dorset to compensate for the loss of acid grassland and moderate trees on this site and add an additional 10% to meet net gain requirements.

254. Landscaping of Transport Interchange

255. The applicant has provided a Detailed Landscape Proposals Plan Ref: 12625-FPCR-XX-XX-DR-L-0001 Rev B, which will form the basis for the proposed structure of planting and retention of existing trees and planting on the land where the Transport Interchange is proposed. A condition is proposed for further details of soft landscaping species to be agreed, planted and maintained and measures for protection of existing trees and landscape throughout the course of development and their replacement if damaged or dying.

256. The visual amenity provided by the landscaping proposed will be beneficial for the setting of the terminal extension and transport interchange and in compliance with policy HE3 of the Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014.

257. Sustainable Energy Efficiency

258. Core objective 3 and Energy Efficiency Policy ME3 of Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014 seek to reduce carbon emissions through encouraging sustainable transport, ecosystems and construction utilising decentralised, renewable or low carbon sources, and water and energy efficiency measures

259. Carbon Emissions from Transport

260. The Proposed Development will promote sustainable travel modes for employee transport by adhering to the action plan set out in the published Area Wide Travel Plan 2023 for the Aviation Business Park and Bournemouth Airport, to be further amended, Promotional measures will be in place to encourage new employees to reduce their carbon footprint and inform them of active and public transport options for commuting to the site. These measures will comply with Core strategy Objective 3 of Christchurch and East Dorset Local Plan Part 1 - Core Strategy 2014

261. Carbon Reduction Water and Energy Efficiency

262. Climate resilience has been considered for the Proposed Development, whereby the building has been designed to minimise the need for future works to adapt the building to extreme weather changes resulting from climate change and changing weather patterns and to minimise water consumption for both internal and external uses.

263. The landscaping scheme will minimise irrigation water consumption needs through species selection. Indoor water consumption will be controlled through the selection of low flow fixtures and fittings. Additionally, a habitat survey and condition assessment has been agreed in relation to Biodiversity Net Gain methodology to provide the required 10% net gain. These measures will comply with Core strategy Objective 3 and Policy ME3 above.

264. Air Quality

265. Impacts to human health from effects air quality from the Proposed Development have been addressed in this application and particulate matter levels are acceptable. The suppression of dust will be controlled during construction works by the Construction Environment Management Plan.

266. Noise

267. The 2007 permission for the Terminal controls the noise levels to be generated by aircraft and transport at the site and required the Applicant to continuously monitor the impacts of its operations on human health (noise monitoring and feedback).

268. The Terminal extension now proposed will stay within the level of operation of 3 million passengers previously approved and therefore is considered to not present adverse noise beyond what has already been addressed.

269. Energy Strategy

270. The Energy Strategy considers the energy demand reduction, and carbon emission reductions and the principles of the Energy Hierarchy ensure that the design is energy efficient prior to incorporation of low and zero carbon energy sources. Passive design and energy efficiency measures provide the basis for the energy demand and CO2 emission reduction achieved for the Proposed Development.

271. For the Terminal buildings proposed Trimoterm façade panels are selected for both, appearance and sustainability. The prefabricated metal modular wall system responds to the architectural and design demands to match the finish of the existing buildings, in addition to meeting energy efficiency and thermal requirements for the project.

272. Good building fabric and building services have been utilised to reduce carbon emissions and energy demand through good practice passive measures. The combination of the proposed fabric, systems and renewable technologies achieve 2% carbon reduction

273. Utilisation of a low carbon heat pump and PV array will be implemented at the Proposed Development to further reduce carbon emissions. The implementation of PV solar panels will provide 6% energy consumption reduction.

274. All the heating/cooling and most of the hot water across the development is to be provided by the Air Source Heat Pump network. This is proposed to provide 50% energy consumption therefore compliance with the 10% target is achieved,

275. Plans for the management of the construction with regards to waste management and responsible sourcing have been assessed and will be controlled through the Construction Environmental Management Plan.

276. All the measures proposed in the construction and management of the environment during construction comply with the Objective 3 and Policies ME2 and ME3 and sustainable drainage ME4 to ensure that the proposed building and transport interchange demonstrates adaption to meet the challenges of climate change.

277. S106 Contributions to be secured

- Active Travel Beryl Bikes and scooters £5,000
- Bus contribution index linked £500,000
- Bus Fare Contribution £60,000
- Camera Enforcement Equipment £80,000 and maintenance
- Transport Contribution £90,000 Traffic Regulation Order Red lines
- Habitat Management and Monitoring Fee £4,402

278. Planning Balance / Conclusion

279. The application proposes four extensions to the terminal buildings with an improved site layout, improved access and transport interchange circulation system, and improvements for sustainable transport in addition to improved pedestrian links to car parking. The extensions consolidate the Terminal buildings into one building in an appropriate location and with a design and appearance associated with the aeronautical function of the site.

280. The development will also provide an improved surface water drainage system, requiring introduction of additional underground surface water storage tanks to manage surface water at times of flooding Whilst this has not been demonstrated at this stage, an appropriate drainage strategy and management scheme is proposed to be secured by condition.

281. Whilst there is loss of some landscaping from the site, the replacement of trees on site and some offsite within Dorset through purchase of Habitat Units will enable the removed acid grassland to be replaced in a better location where it can be managed successfully through the BNG units acquired.

282. Planning Conditions will ensure that ground contamination, Construction Environment Management Plan, air quality, sustainable drainage, and biodiversity mitigation will be appropriately controlled and managed to meet the environmental objective of paragraph 8 of the NPPF by making effective use of land, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy through the use of existing and proposed photovoltaic panels at the Airport

283. The Local policy requirement of 10% of the energy to be used from decentralised and renewable or low carbon sources will be met due to the heating/cooling and most of the hot water across the development to be provided by the Air Source Heat Pump network providing 50%

energy consumption, in compliance with the 10% target to be achieved. Additionally, the implementation of Photovoltaic solar panels shall also provide 6% energy consumption reduction

284. The development of the Terminal extensions and Transport Interchange would accord with established policies KS1, KS11, BA1, BA2, ME1, ME2, ME3, ME4, ME5, ME6, HE2 and HE3 of the Christchurch and East Dorset Local Plan Part 1 – Core Strategy. It would also comply with the core economic objective at paragraph 8 of the NPPF by helping to build a strong economy to support growth and improved productivity of the airport.

285. The proposal would also satisfy the environmental objective of the NPPF by contributing environmental compensation off site within Biodiversity units in Dorset, plus 10% Biodiversity net gain and by satisfying 10% sustainable energy benefits to demonstrate it meets the environmental objective of the NPPF in using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

286. The economic benefits of this scheme are significant to Bournemouth Airport and would represent an investment of about £50 million in Bournemouth Airport and beyond the airport. The economic benefits of expanding the buildings and transport interchange would also benefit the wider business and tourism economy providing increased business to transport companies and providing employment to additional staff to service the increasing passenger numbers.

287. No harm or adverse impacts have been identified that cannot be mitigated through conditions and therefore the application is recommended to be granted due to economic benefits and environmental benefits. The social objective of the airport supporting a strong vibrant and healthy community also contributes to supporting the communities' health, social and cultural well-being.

288. Recommendation

1. To GRANT permission for the reasons as set out in this report subject to:

- a) *the following conditions (as listed under 'Conditions') with power delegated to the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to alter and/or add to any such conditions provided any alteration/addition in the opinion of the Head of Planning (or other relevant nominated officer) does not go to the core of the decision; together with*
- b) *The satisfactory agreement of and completion of a deed pursuant to section 106 Town and Country Planning Act 1990 (as amended) securing the terms below with power delegated to the Head of Planning (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to agree specific wording provided such wording in the opinion of the Head of Planning (or other relevant officer) does not result in a reduction in the terms identified:*
 - Active Travel Beryl Bikes and scooters £5,000
 - Bus contribution index linked £500,000
 - Bus Fare Contribution £60,000
 - Camera Enforcement Equipment £80,000 and maintenance
 - Transport Contribution £90,000 Traffic Regulation Order Red lines
 - Habitat Management and Monitoring Fee £4,402

And to;

Authorise the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to refuse planning permission in the event of a S106 legal agreement not being completed within three months of the date of the committee resolution (unless a longer period is agreed by officers on behalf of the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) and confirmed in writing by the Local Planning Authority.

Conditions

1. Commencement

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the following approved plans:

BOU-PAW-AA-ZZZ-DGA-AR-201100-P1 Location Plan
BOU-PAW-AA-ZZZ-DGA-AR-201210-P1 Site Plan Summer 26A (proposed site layout)
BOU-PAW-AA-ZZZ-DGA-AR-201211-P1 Site Plan Summer 26B Rev P1 (proposed site layout)
BOU-PAW-AA L00-DGA-AR-201110-P1 General Arrangement L00 Summer 26A (ground floorplan)
BOU-PAW-AA L00-DGA-AR-201111-P1 General Arrangement L00 Summer 26B (ground floorplan)
BOU-PAW-AA-L10-DGA-AR-201110-P1 General Arrangement L10 Upper-Level plan Summer 26B
BOU-PAW-AA-RXX-DGA-AR-201104-P2 General Arrangement Roof plan Summer 26A
BOU-PAW-AA-RXX-DGA-AR-201105-P1 General Arrangement Roof plan Summer 26B
BOU-PAW-AA- ZZZ-DEL-AR-201104-P2 Proposed Elevations Summer 26A
BOU-PAW-AA- ZZZ-DEL-AR-201105-P1 Proposed Elevations Summer 26B
BOU-PAW-AA-ZZZ-DSE-AR-201104-P2 Sections Existing and Summer 26B
12625-FPCR-XX-XX-DR-L-0001-B Detailed Landscape Proposed Plan
07913-TR-A-0015-P9 Proposed Transport/Passenger Interchange (cycle parking added)
07913-TR-A-0004-P0 Transport/Passenger Interchange Construction Details

Reason: For the avoidance of doubt and in the interests of proper planning.

3. Prior approval of bus timetable

The airport company shall liaise with the bus operator and provide the Local Planning Authority with a proposed summer and winter bus timetable. The timetables shall be agreed prior to commencement of the use of the extended floor area granted under this consent. The timetable shall be provided by the Airport company yearly in consultation with the bus company and local planning authority. Any changes must be agreed in writing with the Local Planning Authority in consultation with the Local Highway Authority before any alterations to the agreed timetables commence.

Reason: to future proof the bus operation, to take into consideration future uplift of passengers and seasonal changes.

4. Phasing of Terminal Extension and Transport interchange

The development of the Terminal extension and the Transport interchange hereby permitted shall not be implemented other than in accordance with a Phasing Scheme which shall first have been submitted to and approved by the Local Planning Authority. The Phasing Scheme shall include a timetable for an interim location and temporary provision for a Transport interchange prior to the full implementation of the transport interchange as shown on drawing 07913-TR-A-0015-P9 (including cycle parking and "Beryl bike parklet"). The transport interchange (including cycle parking and "Beryl bike parklet") shall be built and installed in full, in accordance with the agreed timetable of implementation and thereafter be maintained and retained.

Reason: To ensure the proper construction of the parking facilities and to encourage the use of sustainable transport modes

5. Construction Transport and Environment Management Plan (CTEMP)

No development shall be commenced until a detailed construction transport and environment management plan has been submitted to and approved in writing by the Local Planning Authority. The CEMP shall be implemented on-Site for the duration of all construction period of the development and will remain in place until the entire period/ phase of the development has been completed in accordance with the approved details and agreed timetable throughout the construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- pollution prevention measures
- A clear protocol for identification of potentially contaminated materials and procedures for their safe handling and management during the construction programme;
- A Watching Brief for Contamination (including suspected asbestos) to be maintained across the Site;
- An Asbestos Management Plan (AMP) to be implemented for the construction phase
- Expected number and type of vehicles accessing the site:
 - i. Deliveries, waste, cranes, equipment, plant, works, visitors;
 - ii. Size of construction vehicles;
 - iii. The use of a consolidation operation or scheme for the delivery of materials and goods;
 - iv. Phasing of deliveries
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction):
 - i. Programming;
 - ii. Waste management;
 - iii. Construction methodology;
 - iv. Shared deliveries;
 - v. Car sharing and Local workforce;
 - vi. A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;

- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: To prevent pollution of the water environment, to identify and keep a watching brief for contaminated materials and asbestos and in the interests of safe operation of the adopted highway during the construction phase of the development.

6. Contaminated Land - BCP Environmental Health and Environment Agency

1. Site Investigation

- a) If the 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' guidance published by the Environment Agency will be required.
- b) A Phase II report will be submitted to and approved in writing by BCP prior to development works. The Phase II report will comprise an assessment of the risks from contamination to all relevant receptors such as human health, controlled waters and property 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 where appropriate to establish the extent, scale and nature of contamination on-Site (irrespective of whether this contamination originates from the Site). An updated Conceptual Site Model (CSM) shall be included showing all potential pollutant linkages and an assessment of the potential risks to sensitive receptors.
 - ii. If the risk assessment identifies any unacceptable risks, a further remediation strategy/plan will be submitted to and approved in writing by BCP and shall be implemented as approved.
- c) The Phase II must be based on the conclusions that have been set out in the Phase I section of the PJA Combined Phase I and II Report, 07913-RPT-0001, Rev2, dated November 2024 that has been previously reviewed and approved.

2. Remediation Scheme

- a) Remediation will be required if the Phase II establishes the presence of a significant pollutant linkage. The remediation scheme will be submitted to and approved in writing by BCP Planning 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 scheme.

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 with BCP Planning in writing. BCP Planning shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.

The presence of any previously unencountered contamination that becomes evident during the development of the Site shall be reported to BCP Planning in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by BCP Planning, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by BCP Planning prior to re-commencement works in the affected area. The approved details shall be implemented as approved.

b) Following completion of remediation works and prior 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 BCP Planning.

3. 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 BCP Planning in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by BCP Planning, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by the BCP Planning prior to re-commencement works in the affected area. The approved details shall be implemented as approved.

4. Waste materials and Site-won Materials

a) Excavated material requiring disposal off-Site will be characterised and disposed of in accordance with the Landfill Regulations 2002 (as amended) and the Hazardous Waste Regulations 2005, where applicable. Waste arisings will be managed through implementation of a Construction Transport Environmental Management Plan (CEMP) and Site Waste Management Plan (SWMP).

b) If there is a requirement to either re-use Site-won material or to import material then the assessment criteria and sampling frequency that would adequately demonstrate its suitability for use shall be submitted to and approved by BCP prior to any material being re-used or imported. In addition to this and in accordance with BS 3882:2015 and BS 8601:2013, material to be used in the top 300 mm shall also be free from metals, plastic, wood, glass, tarmac, paper and odours. Imported soils will be accompanied by Duty of Care documentation.

Reason: To specify controls for construction activities to ensure that the risks from contamination to all relevant receptors such as human health, controlled waters and property, to

ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution, from previously unidentified contamination sources at the development site.

7. Foul sewage feasibility assessment/scheme – Environment Agency

Prior to commencement of development a foul drainage feasibility assessment/scheme shall be submitted to and agreed by the Local Planning Authority, in writing. This assessment/scheme should first consider connection to the public sewer network and then consider continued use of the airport's existing licensed sewerage treatment plant, and include a final foul drainage scheme, including details of any phasing, based on the results of the feasibility assessment. Once agreed this final foul drainage scheme shall be implemented as approved and be in operation before the occupation of the part of the development to which it relates.

Reason: To ensure that adequate drainage systems are in place to support the approved development and future growth.

8. Drainage Soakaways – Environment Agency

A scheme for the location of soakaways, informed by the submissions in relation to conditions on remediation and verification and including details of any phasing, shall be submitted to and approved in writing by the local planning authority. All soakaways shall be proven to be located in areas free from contaminated ground. The scheme must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details, including any approved phasing and shall be permanently retained in the approved form.

Reason To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of water pollution caused by mobilized contaminants.

9. Surface Water Drainage Strategy – BCP LLFA

No development shall take place until detailed proposals and phasing for the management of surface water (including provision of final and substantiated drainage designs), which strictly accord with a flood risk assessment and drainage strategy to be submitted and approved in writing by the local planning authority. The surface water scheme must be completed in accordance with the approved details and fully functional, prior to occupation of the associated part of the development.

REASON: To prevent the increased risk of flooding and to protect available receiving systems.

10. Surface Water Management Scheme – BPC LLFA

Prior to occupation, details of the maintenance and management of the Surface Water Management scheme required via condition (9) must be submitted to and approved in writing by the local planning authority. The scheme shall thereafter be managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or

any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

REASON: To ensure future maintenance of the surface water drainage system, and to prevent the increased risk of flooding.

11. Air Quality regarding construction BCP Environmental Health

Prior to commencement of any construction works on site, a detailed, site-specific Dust Management Plan shall be submitted in relation to air quality management, specific monitoring proposals, measures for site preparation/maintenance, operations, waste management, specific measures for construction and shall be approved in writing by the Local Planning Authority. Thereafter the Management Plan shall be implemented as approved.

Reason To mitigate dust impacts of construction.

12. Tree Protection pre-commencement

Other than for the erection of tree protection, before any equipment, materials or machinery are brought onto the site, a pre-commencement site meeting between the Arboricultural and Landscape Case Officer and Site Manager shall take place to confirm the methods of protecting trees on site during development in accordance with submitted Tree Report and Tree Protection Plan ref: 12625-T-03, both dated June 2024, shall be retained until the development is completed and within the fencing, nothing shall be placed nor shall any ground levels be altered, or excavations made without the written consent of the Local Planning Authority.

Reason: This meeting is required prior to commencement of development in the interests of tree protection and to accord with Policies HE2 and HE3 of the Core Strategy.

13. Tree root protection supervision statement

The development hereby approved shall be carried out in accordance with the submitted Tree Report and Tree Protection Plan ref: 12625-T-03, both dated June 2024, unless otherwise agreed in writing with the Local Planning Authority. A supervision statement should be provided in relation to the kerb removal within the root protection area (RPA) of Oaks T1 to T5.

Reason: To ensure the protected trees on site are given adequate protection before and during the works on site in accordance with Policies HE2 and HE3 of the Local Plan.

14. Soft Landscaping

No part of the development hereby permitted shall be constructed above ground damp proof course level unless a scheme of soft landscaping, including all planting species proposed in relation to the Detailed Landscape Proposals Plan Ref: 12625-FPCR-XX-XX-DR-L-0001 Rev B, has first been submitted to and approved in writing by the local planning authority. The scheme shall also include indications of all existing trees and other planting on the land, identify those to be retained and set out measures for their

protection throughout the course of development. The approved landscaping scheme shall be carried out in the first planting season following completion of the development. Any tree or plants found damaged, removed, dead or dying in the first 5 years following its planting shall be replaced with a tree/plant of the same species and similar size or such other species and size as has otherwise been submitted to and approved in writing by the local planning authority.

Reason: In the interests of securing the amenity and the appearance of the development and the locality.

15 . HMMP condition

- (a) No part of the development hereby permitted shall be commenced, including any site clearance for the purposes of the development, unless a Habitat Management and Monitoring Plan ("HMMP") has first been submitted to and approved in writing by the local planning authority.
- (b) The HMMP shall accord with the Biodiversity Gain Plan approved for the purposes of the development hereby permitted and / all landscaping and biodiversity related plans and documents required to be approved in the other conditions forming part of this permission and the recommendations contained in Statutory Metric and Condition Assessment dated 18/07/2025 and 23/07/2025.
- (c) The HMMP shall in particular include:
 - (A) a background section; including:
 - (i) a high level summary of all relevant matters identified in the HMMP;
 - (ii) details of the person(s) who have written the HMMP and who will be responsible for delivery and maintenance of all Habitat Provision; and
 - (iii) the metric used for the purposes of the HMMP; and
 - (B) a section setting out all planned habitat activities, including:
 - (i) overarching aims and objectives;
 - (ii) design principles informed by all relevant baseline information;
 - (iii) full details of the Habitat Provision;
 - (iv) a Condition Target for each habitat forming part of the Habitat Provision together with targets required to meet every Condition Target including timelines against which progress against those targets can be assessed;
 - (v) details of all protective, management and maintenance measures in relation to the Habitat Provision to cover a period of at least thirty years from the Completion of Development; and
 - (vi) details of any identifiable risk relating to the Habitat Provision and also the meeting of any Condition Target together with initial identified remedial measures relating to any such risk; and
 - (C) a monitoring schedule section including:
 - (i) a monitoring strategy;
 - (ii) details of monitoring methods to be used for a Monitoring Report together with intervals for the provision of every Monitoring Report to the local planning authority; and
 - (iii) details of how Adaptive Management will be incorporated into meeting every Condition Target; and
 - (D) plans and details reasonably necessary for each section.

- (d) No part of the development shall be occupied or otherwise brought into use unless the local planning authority has approved in writing the Completion of Development Report.
- (e) The approved HMMP shall at all times be accorded with. If at any time it is identified that any Condition Target specified in the approved HMMP may not be, or is no longer being, met then Adaptive Management shall be implemented without unreasonable delay sufficient to ensure that the Condition Target will be met or continues to be met (as the case may be) in accordance with the approved HMMP.
- (f) Whenever a Monitoring Report is submitted to the local planning authority in accordance with the approved HMMP, in addition to any other information, it shall in particular include:
 - (i) a progress summary;
 - (ii) details of the person(s) responsible for compiling the information in the monitoring report;
 - (iii) details identifying the success or failure of the Habitat Provision both generally and in particular as against every relevant Condition Target;
 - (iv) progress toward every Condition Target including any identified barrier(s) to such progress;
 - (v) any Adaptive Management required to ensure that the Habitat Provision is on track to meet each Condition Target and continues to meet every Condition Target once achieved;
 - (vi) a register of activity; and
 - (vii) any identified need to vary the approved HMMP together with relevant explanation.

For the purposes of this condition:

“Adaptive Management” means procedure(s) whether originally identified in the approved HMMP, a Monitoring Report or otherwise including a timetable for delivery to ensure that the Condition Target(s) are achieved and thereafter maintained [including any procedure(s) that the local planning authority may at any time specify in writing for such a purpose [in the event of any procedure not proving successful]];

“Condition Target” mean the minimum acceptable targeted level of habitat condition in relation to each habitat type situated on the application site including a time by when that habitat condition will be reached where it is not already being met;

“Completion of Development” means the date on which the local planning authority issue an approval of the Completion of Development Report;

“Completion of Development Report” means a written report submitted to the local planning authority for the purposes of this condition identifying the date on which the development hereby permitted has been completed together with evidence of such completion and also of compliance with all targets applicable on or before that date identified in the approved HMMP;

“Habitat Provision” means all habitat situated on the application site to which this permission relates to be retained, created and enhanced [including in particular the following identified habitats]:

[list here any significant habitat that in particular needs to be provided]; and

“Monitoring Report” means a report containing monitoring and survey information to be submitted to the local planning authority in relation to the Habitat Provision including person(s) responsible for undertaking all such monitoring and surveys and submission of the report to the local planning authority.

Reason: To ensure there is adequate protection for the existing habitats and provide suitable external amenity space for future occupiers in accordance with Policies PP33 and PP27 respectively of the Poole Local Plan November 2018 and to ensure 10% Biodiversity Net Gain can be provided in accordance with the Biodiversity Gain Hierarchy as per paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and the Environment Act 2021.

Informatives

1. BNG

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition (“the biodiversity gain condition”) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Bournemouth, Christchurch and Poole Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed are considered to apply.

2. S106 agreement

This grant of permission is to be read in conjunction with the Legal Agreement dated INSERT REQUIRED entered into between BCP Council and Bournemouth International Airport Limited (BIAL)

3. NPPF working with the applicant

In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by;

- advising applicants of any issues that may arise during the consideration of their application and, where possible, suggesting solutions.

In this case the applicant was provided with several opportunities to submit amendments to the scheme which addressed issues that had been identified.

4. Environment Agency – CEMP

The submitted CEMP must include safeguarding measures to deal with the following pollution risks:

- the use of plant and machinery
- wheel washing and vehicle wash-down and disposal of resultant dirty water

- oils/chemicals and materials
- the use and routing of heavy plant and vehicles
- the location and form of work and storage areas and compounds
- the control and removal of spoil and wastes.
- Silt management plan

5. Detailed drainage proposals may typically include:

- i. Detailed drainage network layout
- ii. Manhole schedule
- iii. Construction details for drainage elements
- iv. Construction details for SUDS elements
- v. Hydraulic modelling calculations
- vi. Exceedance flow routes (including proposed ground levels)

6. Drainage maintenance and management information may typically include:

- i. Drainage ownership/responsibility layout
- ii. Maintenance schedules
- iii. Maintenance agreements
- iv. Adoption agreements
- v. Schedules for replacement of drainage components (where design life is less than the lifetime of the proposed development)
- vi. Operations and maintenance manuals

7. Civil Aviation Authority Advice

Advice Note 1 Safeguarding of Aerodromes

Advice Note 2 Lighting near Aerodromes

Advice Note 3 Wildlife Hazards around Aerodrome

Advice Note 4 Guidance to cranes and other construction issues

8. Building Regulation Matters

In the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements. The Authority raises the profile of these future requirements through this early opportunity and requests the comments made under B5 of Approved Document B, The Building Regulations 2010 be made available to the applicant/planning agent as appropriate.

The assessment of this development proposal in respect of Building Control matters will be made during formal consultation, however early recommendations are identified on the attached schedules and relate to the following areas:

- i. Recommendations identified under B5 of Approved Document B relating to The Building Regulations 2010.
- ii. Recommendations to improve safety and reduce property loss in the event of fire.

Background Documents:

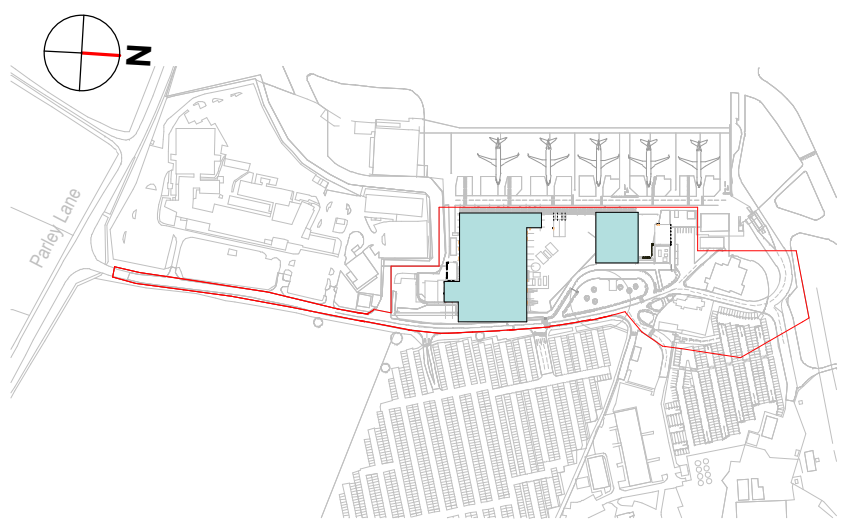
Application Plans and Documents found on the Council's website for this application 8/24/0441/FUL

National Planning Guidance

National Planning Policy Framework December 2024.

Christchurch and East Dorset Local Plan Part 1 Core Strategy.

NOTES:
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7. REFER TO EXISTING AND/OR SURVEY ETC. DRAWINGS WHERE THEY EXIST TO DETERMINE FROM SITE SURVEY DETAILS OF EXISTING.



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Legend:

- Other land in applicant's ownership
- Main application area: 3.65Ha

P1 JG 28/06/24 Planning Submission

Rev Dm Date Description

This drawing supersedes:

Client



**PASCALL
+WATSON**

The Warehouses 10 Black Friars Lane London EC4V 6EJ
T +44 (0)20 3837 2500 www.pascall.co.uk

Title:
**BOURNEMOUTH AIRPORT
TERMINAL EXTENSION
SITE PLAN
LOCATION**

Project Name Bournemouth Expansion	Phase C1	Title Description Architecture	Originator Job No. 7279
Client Regional & City Airports	Drawing Originator Pascall + Watson	Purpose of Issue For Information	
Drawn By L.Yuen	Checked By J.Gil	Reviewed By T.Ward	Approved By J.Rogers
Drawing Number BOU-PAW-AA-ZZZ-DGA-AR-201100	Scale @ A0 As indicated	Rev. Status P1 S2	

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65

Parley Lane

alpha taxiway

bravo taxiway

romeo taxiway

control tower

charlie taxiway

fire station

main apron

cargo facility

terminal buildings

Parkfield School

car park 1

car park 2

car park 3

golf taxiway

runway

delta taxiway

tango taxiway

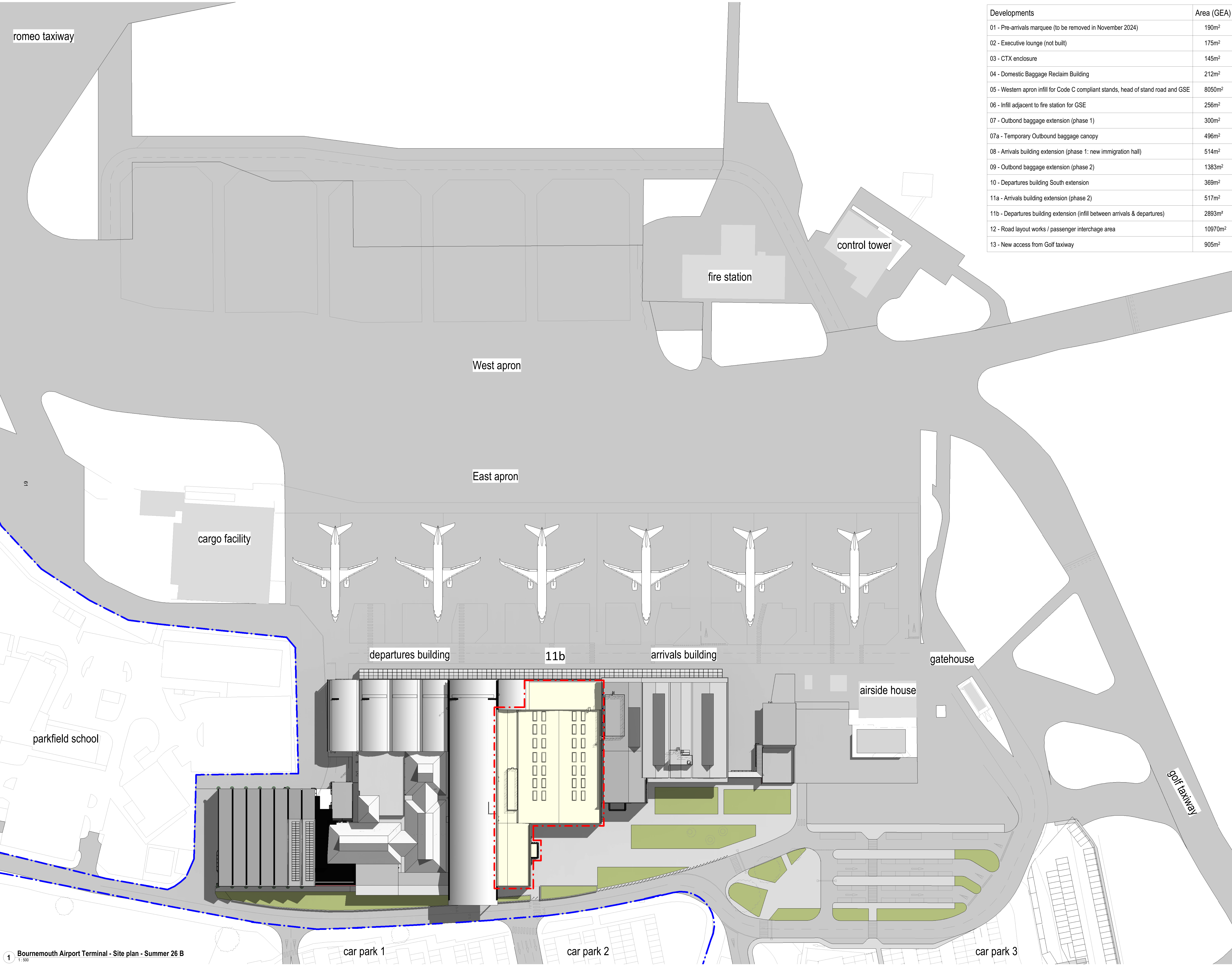
echo taxiway

november taxiway

whisky taxiway

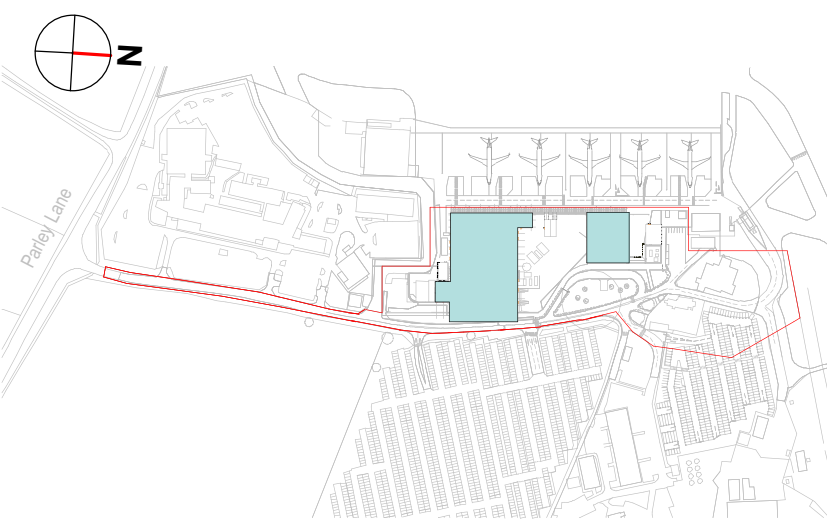
victor taxiway

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Developments	Area (GEA)
01 - Pre-arrivals marquee (to be removed in November 2024)	190m²
02 - Executive lounge (not built)	175m²
03 - CTX enclosure	145m²
04 - Domestic Baggage Reclaim Building	212m²
05 - Western apron infill for Code C compliant stands, head of stand road and GSE	8050m²
06 - Infill adjacent to fire station for GSE	256m²
07 - Outbond baggage extension (phase 1)	300m²
07a - Temporary Outbound baggage canopy	496m²
08 - Arrivals building extension (phase 1: new immigration hall)	514m²
09 - Outbond baggage extension (phase 2)	1383m²
10 - Departures building South extension	369m²
11a - Arrivals building extension (phase 2)	517m²
11b - Departures building extension (infill between arrivals & departures)	2893m²
12 - Road layout works / passenger interchange area	10970m²
13 - New access from Golf taxiway	905m²

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- Legend:**
- — — Airport boundary
 - - - Development boundary
 - - - Proposed interchange area
 - Temporary construction
 - Proposed buildings

P1	JG	17/03/25	Planning Submission
Rev	Dm	Date	Description
This drawing supersedes:			
Client			
 Bournemouth Airport Regional & City Airports			
PASCALL + WATSON The Warehouse 10 Black Friars Lane London EC4A 6EJ T +44 (0)20 3837 2500 www.pascall.co.uk			
Title BOURNEMOUTH AIRPORT TERMINAL EXTENSION SITE PLAN SUMMER 26 B			
Project Name Bournemouth Expansion		Title 7279	Originator Job No. 7279
Client Regional & City Airports		Drawing Originator Pascall + Watson	Purpose of Issue For Information
Drawn By R. An	Checked By J. Gil	Reviewed By T. Ward	Approved By J. Rogers
Drawing Number BOU-PAW-AA-ZZZ-DGA-AR-201211		Scale As Indicated	Rev. P1 S2
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CDM Note

These drawings have been produced with reference to the CDM Regulations 2015. Please note that these are pre-construction phase drawings and should be subject to further design risk management as required in accordance with Regulation 9.

- Do not scale from this drawing.
- All dimensions in metres (m) unless stated otherwise.
- The purpose of this drawing is to consider layout options for the proposed expansion of the Bournemouth Airport car park, and the proposed Transport Passenger Interchange for buses, taxis, and cycles.
- This drawing is based on Topographical Survey - undertaken by Dorset Land Surveying, dated 21/03/2019, drawing number '7171-Bournemouth Airport South Car Park Rev B 1123', received from Bournemouth International Airport Ltd.
- This drawing shows part of the proposed terminal building plan (BOU_L00_Terminal_S27Overview) received from Bournemouth International Airport Ltd. March 2025.
- This drawing shows part of the proposed landscape plan by FPCR Environment and Design Ltd, March 2025 (drawing no. 12625-FPCR-XX-XX-DR-L-0001-B) received from Bournemouth International Airport Ltd.
- All proposed car parking bays 2.6m x 4.8m as per BCP Council adopted parking standards.
- The design is preliminary and subject to discussion with the planning and highway authority.

Key - Summer 2026

Parking bay - existing/proposed	
Taxi bay - proposed	
Pedestrian link - existing	
Footway - proposed	
Tree - existing	
Landscaping - proposed	
Building - existing (demolish)	
Building - existing (remain)	
Hardstanding - existing (remain)	
Kerb - proposed	
Visibility splay - 2.4m x 25m	

Transport/Passenger Interchange

Taxi bays: 28 + 7 lay-over
Bus stops: 3

Summer 2026 Car Parking Spaces*:

Existing:	970
Removed:	262
Proposed:	771
Net total:	1,479 (406 staff)

*Not all shown in this plan, excludes Car Park A (1,884 spaces, unchanged).

P9	25/07/25	Cycle Parking Detail Added	AP	KN	KN
P8	23/07/25	Beryl and Cycle Parking Detail Added	AP	KN	KN
P7	31/03/25	Terminal/Landscape Update	AP	DW	DW
P6	09/01/25	Minor Amendments	AP	DW	DW
P5	17/12/24	Barriers added	LAI	DW	DW
P4	19/11/24	Landscape Key and Minor Amendments	AP	DW	DW
P3	04/11/24	Summer '26 Building/Landscape Proposals	AP	DW	DW
P2	26/09/24	Minor Amendments	AP	DW	DW
P1	20/09/24	Minor Amendments	AP	DW	DW
P0	03/09/24	FIRST ISSUE	AP	DW	DW
Rev	Date	Revision Note	Drw	Chk	App

transport • engineering • placemaking

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Melbourne | Perth
pja.co.uk | pja.com.au

Client
Bournemouth International Airport Ltd.

Project
Bournemouth Airport Terminal Expansion

Title
Proposed Transport/Passenger Interchange

Drawing Issue Status

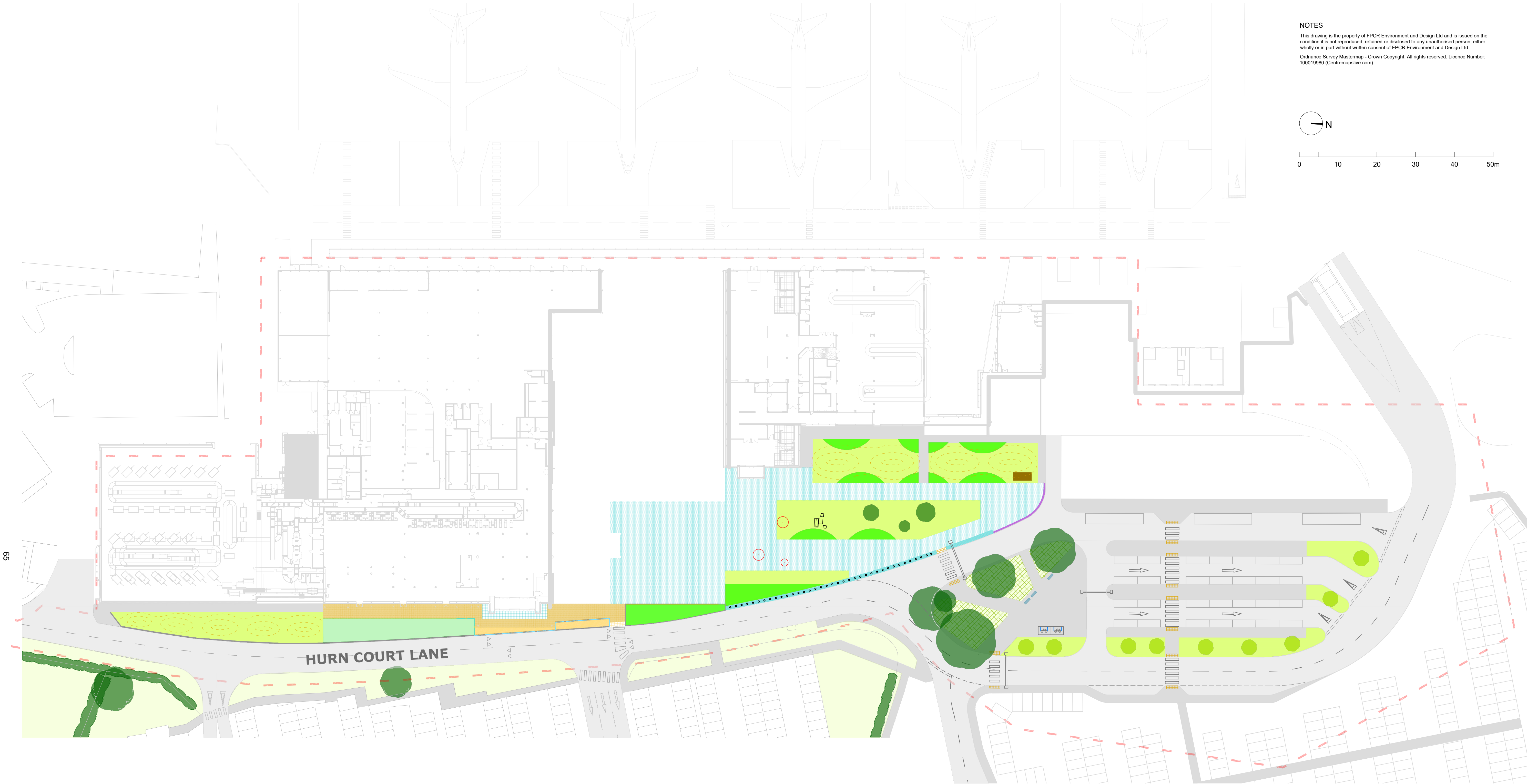
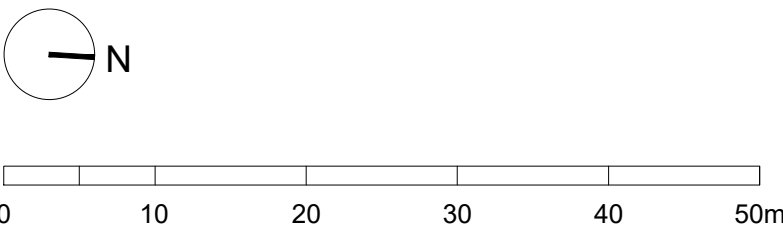
PJA Ref 07913	Scale @ A1 1:500	Date 26/09/2024
Drawing No. 07913-TR-A-0015		Revision P9
Primary Contact bristol@pja.co.uk		

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NOTES

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65

PROPOSED TREE PLANTING				
Abbreviation	Latin Name	Common Name	form	Height
PS	<i>Pinus sylvestris</i>	Scots Pine	Standard	250/300cm

PROPOSED SHRUB & GROUND COVER PLANTING				
Latin Name	Common Name	Size	Density/m2	
<i>Abelia x grandiflora</i> 'Prostrate White'	Abelia 'Prostrate White'	C 3L	5	
<i>Ceanothus repens</i>	Blueblossom	C 5L	5	
<i>Choisya ternata</i>	Mexican orange blossom	C 5L	5	
<i>Euonymus fortunei</i> 'Emerald Gaiety'	Wintercreeper euonymous	C 5L	5	
<i>Festuca glauca</i>	Blue Fescue	C 3L	7	
<i>Genista lydia</i>	Lydian broom	C 3L	5	
<i>Griselinia Redge</i>	Griselinia	C 5L	4	
<i>Hebe</i> 'Great Orme	Great Orme	C 3L	4	
<i>Hebe pinguifolia</i> 'Pagei'	Hebe 'Pagei'	C 3L	7	
<i>Pachysandra terminalis</i>	Carpet box	C 5L	5	
<i>Potentilla fruticosa</i> 'Abbotswood'	Shrubby cinquefoil	C 3L	4	
<i>Rosa Nozomi</i>	Procumbent Rose	C 3L	3	
<i>Rosa</i> 'White flower carpet'	Ground cover Rose	C 3L	3	
<i>Weigela Pink Poppet</i>	Plangen	C 3L	4	

KEY

- Site boundary
- Landscaping out of frame to the south in the remainder of the site is unchanged

HARD LANDSCAPING

- Tarmacadam footpath
- Road
- Existing block paving - herringbone pattern
- Existing block paving (0.4 x 0.4m)
- Existing tactile blister paving (0.4 x 0.4m)
- Existing retaining wall (c0.5m high). Set back 0.5m from road behind kerb and block paving
- Existing glass balustrade with stainless steel handrail
- Existing flint gravel Golden colour

- Proposed Permeable Paving stretcher bond pattern Light grey colour Dark grey colour Supplier: Charcon Product Ref: Stonefleck Infilta Unit Size: 200 x 200 or similar approved

- Proposed Permeable Paving stretcher bond pattern Light grey colour Dark grey colour Supplier: Charcon Product Ref: Stonefleck Infilta Unit Size: 134 x 134 or similar approved

- Proposed tactile blister paving Supplier: Charcon Product Ref: Tactile Paving Colour: Buff Size: 0.4 x 0.4m or similar approved

- Proposed Seating Supplier: Glasdon Product: Alturo Seat or similar approved

- Proposed Cycle Stands Supplier: Townscape Brand:Counter Terror Barrier Sub Category: Cycle Rack Material: Mild Steel Max Width: 1100mm Above Ground: 1000mm Below Ground: 250mm or similar approved

- Proposed Vehicular Bollard Supplier: Shelter Tore Product: Extra Large Stainless Steel Bollard or similar approved

- Proposed flush kerb Supplier: Charcon Product: Dutch Entrance Kerb Finish: Black Fleck or similar approved

- Peter Bath memorial to be relocated here

- Existing pumping station

SOFT LANDSCAPING

- Existing grassland
- Existing tree & hedgerow vegetation
- Existing tree to be removed
- Existing shrub and ground cover planting
- Existing grassland to be enhanced. Shade tolerant species mix Germinal Seeds Product Ref. WFG8 or similar approved

- Proposed shrub and ground cover planting

- Proposed amenity grassland Emorsgate EL1 - 'Flowering Lawn Mixture' or similar approved.

- Proposed earthworks / low mounding

- Proposed tree planting (Standards) Exact location to be determined, subject to presence of existing services

The proposed species of tree was chosen as it is native to the UK, whilst also complying with Bournemouth Airport safeguarding requirements.

B	26.03.25	SO	JAJ
A	21.06.24	SO	JAJ
	13.06.2024	First Issue	SO
rev	date	description	dm

masterplanning »
environmental assessment »
landscape design »
urban design »
ecology »
architecture »
arboriculture »

FPCR Environment and Design Ltd
Lockington Hall
Lockington
Derby DE74 2RH

t: 01509 672772
e: mail@fpcr.co.uk
w: www.fpcr.co.uk

client
Bournemouth International Airport Ltd

project
Terminal Expansion
Bournemouth Airport

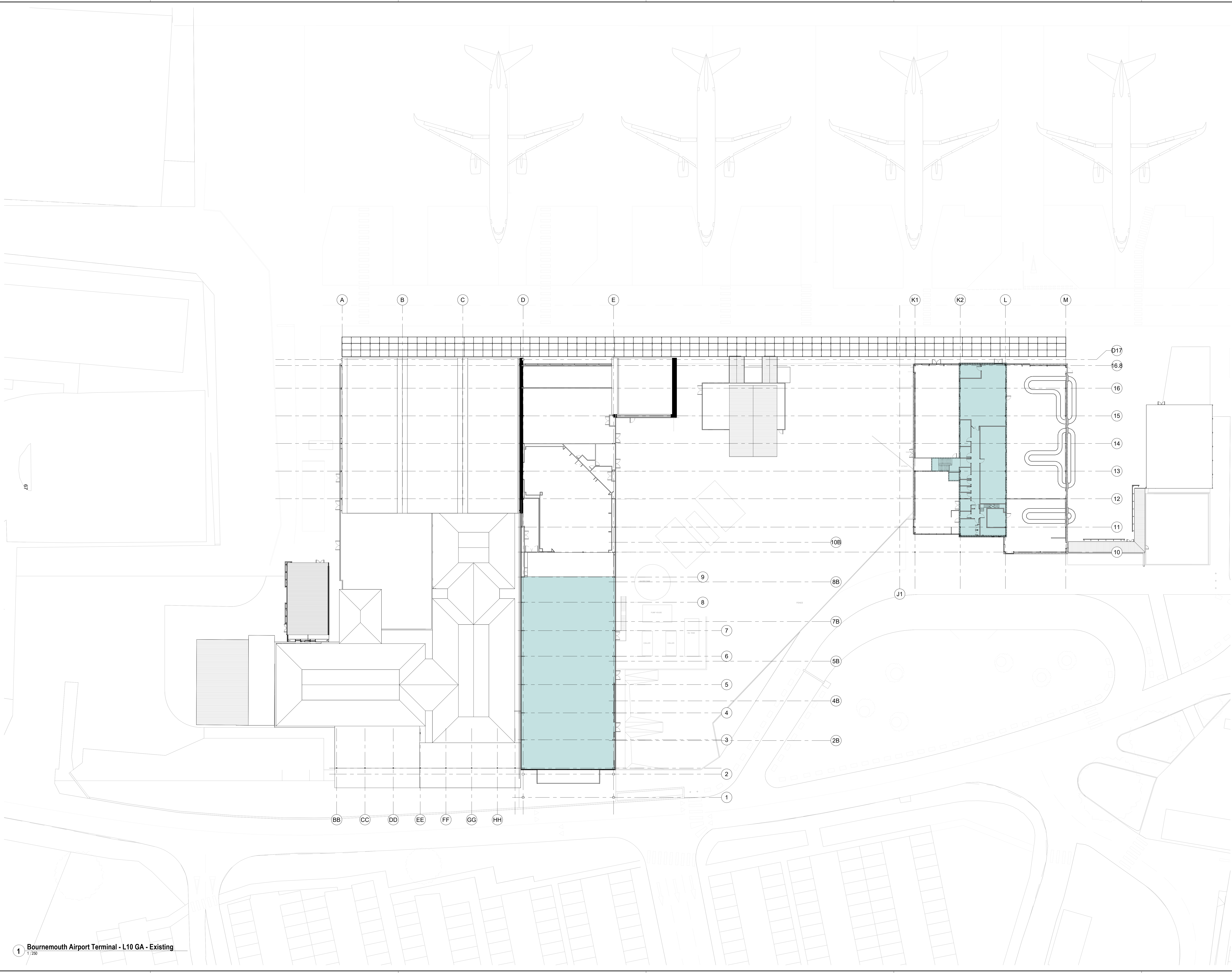
drawing title
DETAILED LANDSCAPE PROPOSALS PLAN

scale 1:500 @ A1	drawn SO	checked JJ	date created 26 MARCH 2024
project number 12625	status DRAFT	revision B	

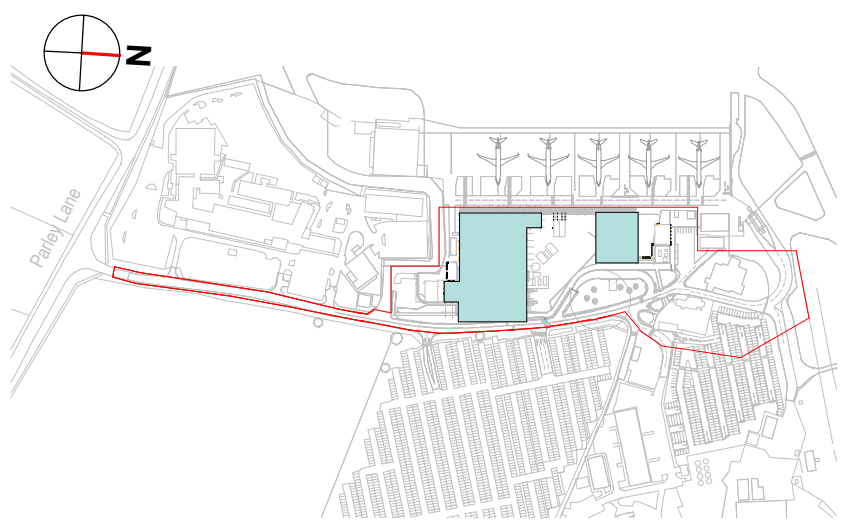
document number
12625-FPCR-XX-XX-DR-L-0001

Project Code - Originator - Zone - Level - Type - Role - Drawing Number
CAD file: L:\126001\12625\LANDS\Drawings\12625-L-01B.dwg

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Legend:

- Development boundary
- Existing buildings
- Temporary construction
- Temporary construction not built
- Completed May 2024 under PD rights
- New elements

P1 JG 28/06/24 Planning Submission

Rev Dm Date Description

This drawing supersedes:

Client



**PASCALL
+ WATSON**

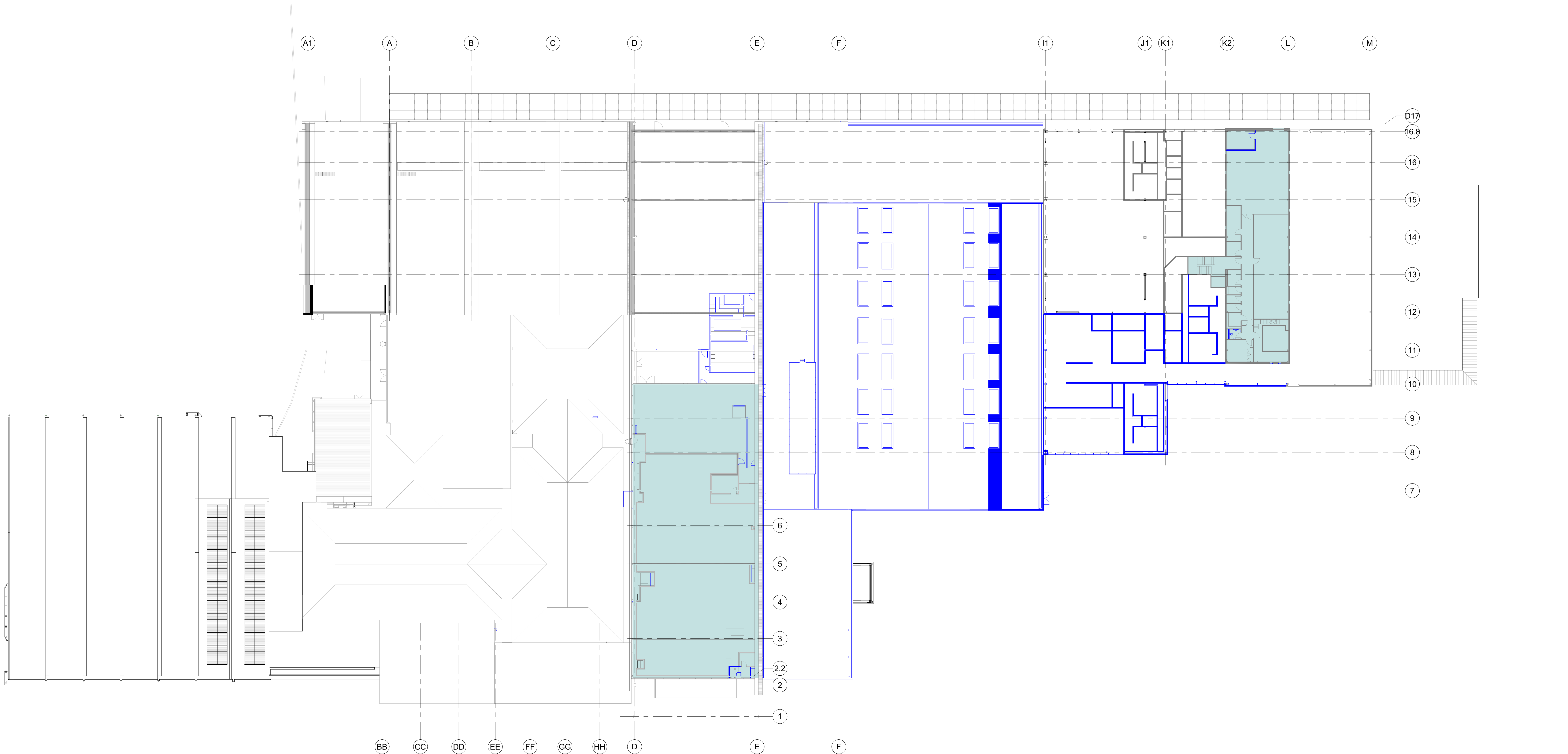
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Title:
**BOURNEMOUTH AIRPORT
TERMINAL EXTENSION
GENERAL ARRANGEMENT - L10
UPPER LEVEL - EXISTING**

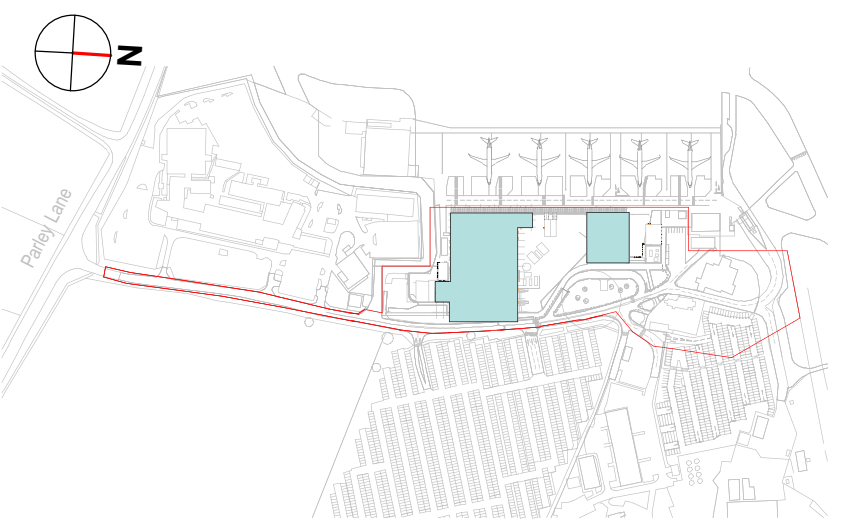
Project Name Bournemouth Expansion	Ratio C1	Title 7279	Originator Job No. 7279
Client Regional & City Airports	Drawing Originator Pascall + Watson	Discipline Architecture	Purpose of Issue For Information
Drawn By L. Yuen	Checked By J. Gil	Reviewed By T. Ward	Approved By J. Rogers
Drawing Number BOU-PAW-AA-L10-DGA-AR-201101	Scale @ A0 As Indicated	Rev P1	Status S2

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Legend:

- Development boundary
- Existing buildings
- Temporary construction
- Proposed buildings
- New elements

P1	JG	17/03/25	Planning Submission
Rev	Drn	Date	Description

This drawing supersedes:

Client **Bournemouth Airport**

Regional & City
Airports

PASCALL + WATSON

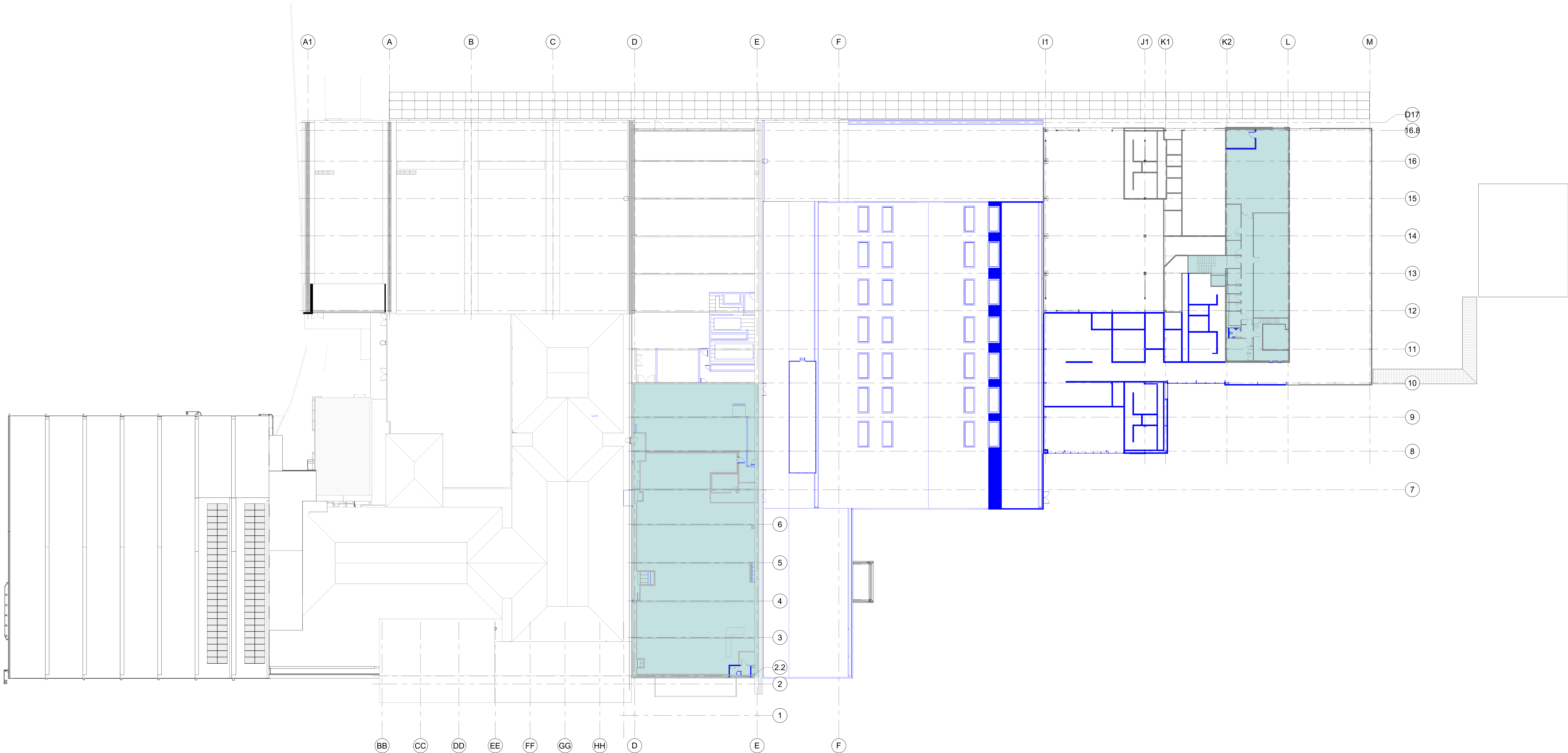
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BOURNEMOUTH AIRPORT
TERMINAL EXTENSION
GENERAL ARRANGEMENT - L10
UPPER LEVEL - SUMMER 26 B

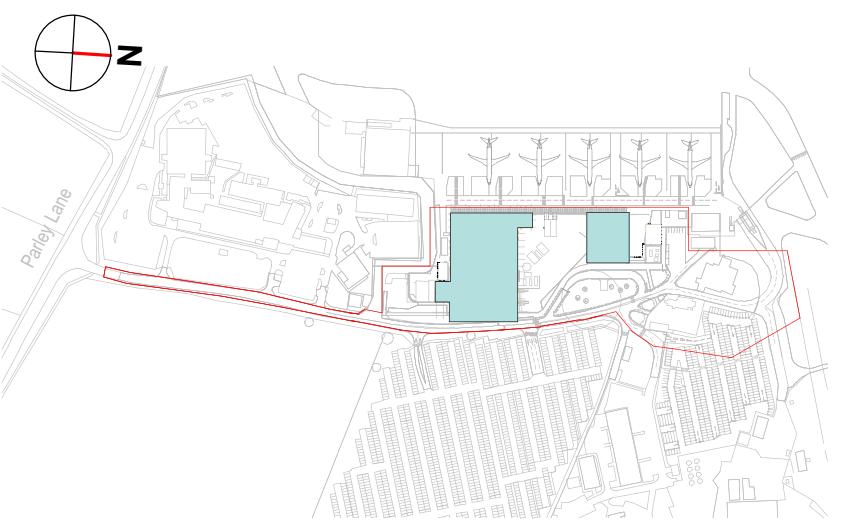
Project Name	Bournemouth Expansion	Title	7279
Client	Regional & City Airports	Drawing Originator	Pascall + Watson
Drawn By	R. An	Checked By	J. Gil
Review By	T. Ward	Approved By	J. Rogers
Drawing Number	BOU-PAW-AA-L10-DGA-AR-201110	Scale	As indicated
Rev	P1	Status	S2

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Legend:

- Development boundary
- Existing buildings
- Temporary construction
- Proposed buildings
- New elements

P1	JG	17/03/25	Planning Submission
Rev	Drn	Date	Description

This drawing supersedes:
Client

Regional & City
Airports

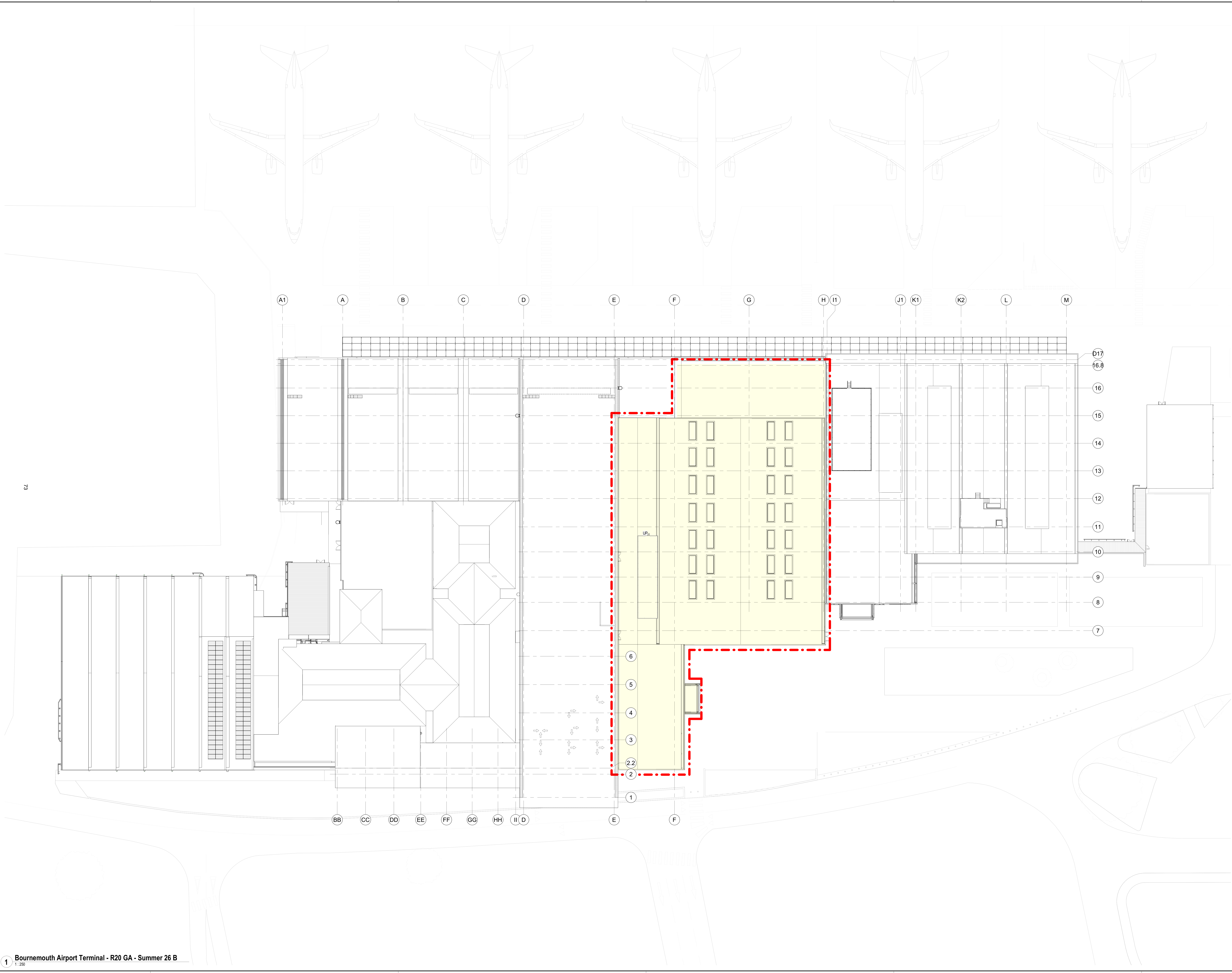
**PASCALL
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Title
**BOURNEMOUTH AIRPORT
TERMINAL EXTENSION
GENERAL ARRANGEMENT - L10
UPPER LEVEL - SUMMER 26 B**

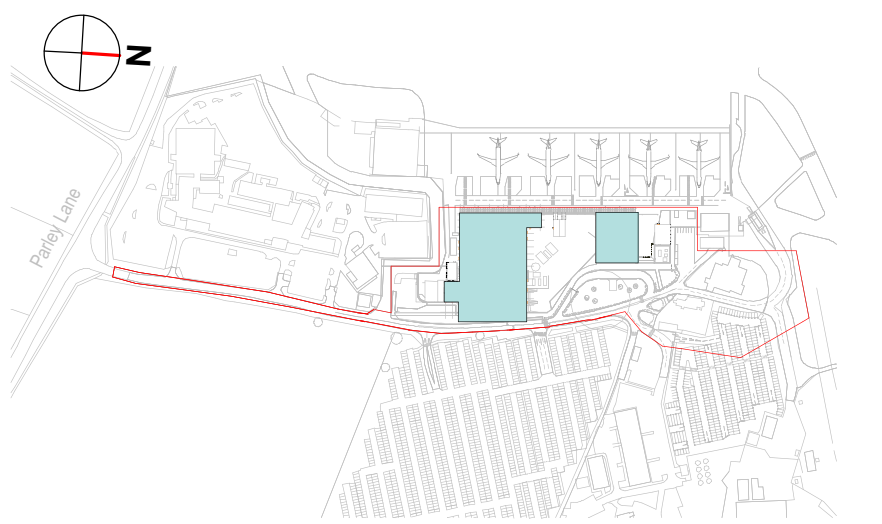
Project Name Bournemouth Expansion	Discipline Architecture	Originator Job No. 7279
Client Regional & City Airports	Drawing Originator Pascall + Watson	Purpose of Issue For Information
Drawn By R. An	Checked By J. Gil	Reviewed By J. Rogers
Drawing Number BOU-PAW-AA-L10-DGA-AR-201110	Scale As Indicated	Rev. P1 S2

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7. REFER TO RECORD AND SURVEY DETAILS WHERE THEY EXIST OR DETERMINE FROM SITE SURVEY DETAILS OF EXISTING.



General notes
The existing drawings are assembled based on archival drawings, survey information, and site photographs. Survey information will represent the condition of the existing building at the time of the survey. Therefore, the existing drawings may not represent any recent changes or current ongoing works being carried out on site instructed outside of the works scope. Whilst all care will be taken to incorporate survey information into the drawings, no responsibility is taken for the accuracy of third party survey information.
This document represents represents the development of the terminal extension layout for RIBA Stage 2, incorporating instructions and consultant design information received to date. The information contained in this document may be further developed in order to align with selected sub-contractor design, for the purpose of obtaining final sign off on any outstanding design issues, leading to subcontractor design commencement and package procurement. All decisions, pricing and quantities based on this information should be considered provisional until verified by sign off or the design and specification.

Legend:
- - - - - Development boundary
Existing buildings
Proposed buildings (current application)
New elements

P1	JG	1703025	Planning Submission
Rev	Drn	Date	Description

This drawing supersedes:
Client
 Bournemouth Airport
Regional & City Airports

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Title
**BOURNEMOUTH AIRPORT
TERMINAL EXTENSION
GENERAL ARRANGEMENT-ROOF
SUMMER 26 B**

Project Name Bournemouth Expansion	Discipline C1	Title 7279	Originator Job No. 7279
Client Regional & City Airports	Drawing Originator Pascall + Watson	Purpose of Issue For Information	Discipline Architecture
Drawn By A. Daniel	Checked By J. Gil	Reviewed By T. Ward	Approved By J. Rogers
Drawing Number BOU-PAW-AA-RXX-DGA-AR-201105	Scale As Indicated	Rev. P1	Status S2

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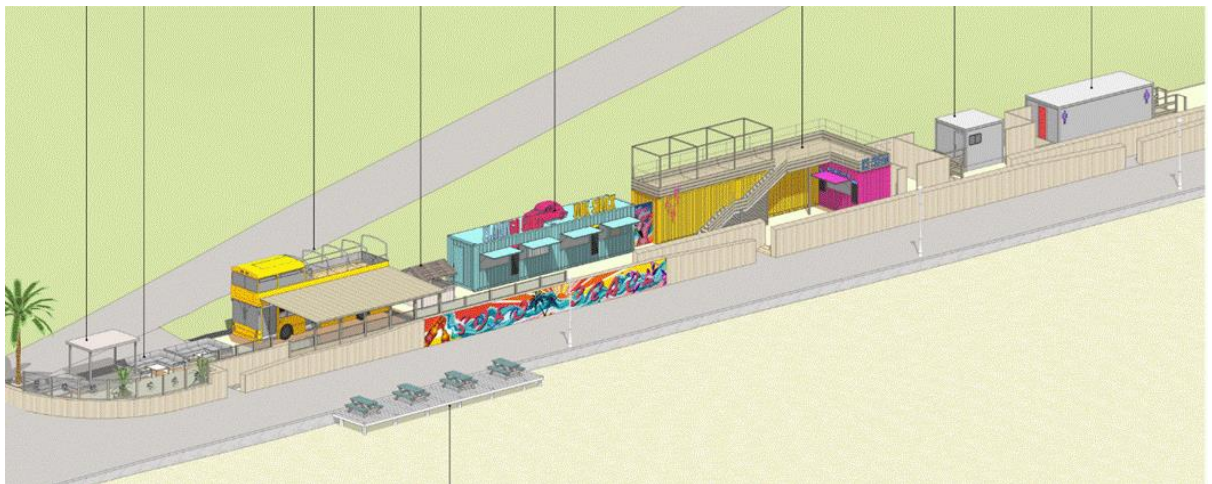


Planning Committee

Application Address	Bistro on Beach site, Southbourne Promenade, Bournemouth BH6 4BE
Proposal	Retention of all temporary structures and use for beach dining and bar purposes agreed on planning application 7-2023-1696-L to be extended until 31 October 2027 (from October 2026) (Variation of Condition 2 to read on or before 31 October 2027 the use of the land as a temporary beach dining and bar area including decking and supporting structures shall cease.
Application Number	P/25/01453/CONDR
Applicant	K Slater
Agent	Chris Miell Pure Town Planning
Ward	East Southbourne & Tuckton Councillor Bernadette Nanovo Councillor Judy Richardson
Report Status	Public
Meeting Date	28 August 2025
Recommendation	GRANT
Reason for Referral to Planning Committee	Referred by the Director of Planning and Transport because BCP Council is the landowner and in view of the significant public interest with more than 10 letters of objection.
Case Officer	Steve Davies
Is the proposal EIA Development?	No

Description of Development

- 1 Planning permission is sought to extend the previous temporary consent for a further 1 year period. The site and current consent is for the retention of 3 no. shipping containers, comprising hot food kitchen, serveries, ice-cream kiosk and storage spaces; staircase and 'rooftop' customer seating; 1 no. open-top (yellow) double decker bus with attached open sided pergola over customer seating; 1 timber shack comprising a drinks Bar; 2 no. portable modular buildings to public toilets; timber fencing, ramps and decking; 1 no. pink painted Volkswagen Beetle vehicle on the roof of one container. Stretch tent across part of the site (September to May). Temporary use of site for the sale and consumption of food and drink.
- 2 The use has already been implemented and therefore the application falls under section 73 of the Planning Act to modify the condition imposed which restricts the permission for a temporary period. The other conditions will still apply. The development is mainly on the site of the former Bistro on the beach but also includes a deck on the sand measuring 13m x 2.7m. The general arrangement of buildings is shown in the image below. In the winter most of the open parts of the site are covered with temporary tented and marquee coverings.



- 3 Apart from serving food and drink the site has music and disco events throughout the year. Events will be limited to one weekly recurring event and an additional monthly event using music above background level from 1st April to 30th September. There will be a reduced frequency of events out of season, with a maximum of 15 events with amplified music in total from 1st October to 31st March.

Description of Site and Surroundings

- 4 Seafront and beach location in the Southbourne area of Bournemouth. On the promenade in the location of the existing long-standing Bistro on the Beach restaurant/café which has now been demolished. There is a car park and footpath access up the cliff to the rear of the site.

Relevant Planning Applications and Appeals:

- 5 The following more recent applications:
- 2023-1696-M for “Retention of painted mural on front boundary treatment and installation of other ancillary fascia signs”. Advertisement applications are dealt with under delegated powers.
 - 2023-1696-L for Retention of 3no. shipping containers, comprising hot food kitchen, serveries, ice-cream kiosk and storage spaces; staircase and ‘rooftop’ customer seating; 1no. open-top (yellow) double decker bus with attached open sided pergola over customer seating; 1 timber shack comprising a drinks Bar; 2no. portable modular buildings to public toilets; timber fencing, ramps and decking; 1no. pink painted Volkswagen Beetle vehicle on the roof of one container. Stretch tent across part of the site (September to May). Temporary use of site for the sale and consumption of food and drink (revised description). Approved by the Planning Committee.
 - 2021-1696-K: Prior approval procedure - Demolition of buildings - Permitted Development. Granted: 4 November 2021
 - 2021-1696-J: Proposed construction of a new restaurant, public conveniences and kiosk at ground floor level, with 17 overnight lodges spread over two floors above with pedestrian access bridges and other associated landscaping. Alterations to Warren Edge Car including a new laundry store, cycle shelter, car park access control and electrical substation. cycle stands and beach showers on the promenade- Regulation 3. Granted: 28 July 2022
 - 2007-1696-F: Alterations and single storey extension to restaurant/cafe and formation of kiosk for the off sales of hot food. Granted: 29 June 2007

Constraints

- 6 The following constraints have been identified.
- Vulnerable coastal location although Flood zone 1 and Flood Zone 2 for the decking;

- The beach and promenade has an open space allocation and falls within the remit of policy CS31.
- The site adjoins the cliff slope which is a Site of Nature Conservation Interest.

Public Sector Equalities Duty

- 7 In accordance with section 149 Equality Act 2010, in considering this proposal due regard has been had to the need to —
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Other relevant duties

- 8 In accordance with section 40 Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.
- 9 For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area. In this case the site will be subject to normally licencing conditions which would help to control and anti-social behaviour.
- 10 For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

(Extensive consultations were carried out in respect of the previous consent and these are set out below and updated where appropriate)

- 11 Council Tourism Team – *Bistro on the Beach lies to the East of Boscombe Pier in Southbourne. The proposal positively contributes to the tourism offer along the seafront and it does not interrupt any sea views. The Seafront Visitor Survey (2023) supports the public views around investment in food & drink offers. Existing and new development along the promenade will form an active 'street' frontage and elements along the space will have a regular, ordered appearance*

and layout. Destination are supportive of the operation, which has proved very successful and publicly well received.

- 12 BCP Coastal Engineers (Flood and Coastal Erosion Risk Management) – No objection to drainage issues but recommended that flood risk and emergency evacuation measures are in place.
- 13 Environmental Health Officer – The EHO was satisfied with the information they had provided in respect of the previous approval. The Environmental Health Officer (EHO) remains satisfied with the control measures in place to mitigate music, noise and minimise the impact on local residents.
- 14 Highway Officer – No objection
- 15 Biodiversity Officer – No objection subject to a condition about lighting.
- 16 Natural England - It is noted that *“the application is adjacent to Bournemouth Cliffs Site of Nature Conservation Interest and that there may be some small impacts from shading. The advice of the Councils Biodiversity Officer should be sought. Natural England has no objection to the application”*
- 17 Police Architectural Liaison Officer – no objection but makes the following points – *“With a car park and easy access from the promenades, the location has had numerous problems with antisocial behaviour. The site is still on a hotspot patrol area by the Police because of its history. The previous restaurant attracted regular burglaries and damage, and the bus that is there now was broken into twice in rapid succession when it first arrived. Flat roofs with a view of the sea attract not only tourists but also antisocial behaviour. Roofs need to be appropriate to prevent someone breaking through and down into the unit below. Marine containers are historically easy targets for criminals, especially if there is limited passing surveillance as here. It would be sensible to have an integrated CCTV and alarm system installed, as well as quite substantial target hardening measures on any doors, windows or hatches.”*
- 18 Urban Design Officer - The Officer supports the use and does not object to the mural. *“However, I do not support the development in its current form due in particular to the extensive use of tall, solid timber hoarding which dominates the appearance of the site and detracts from the character of the seafront.”*

Representations

- 19 Site notices were posted in the vicinity of the application site with an expiry date for consultation of 27 June 2025.

- 20 A number of representations have been received. Many have been received from local residents concerned with mainly noise and nuisance from the events that take place and the general liveliness of the site. They also cite other concerns relating to ecology, parking, visual intrusion and concerns with travelling and sustainability. The online system for registering representations shows that the following has been received.

- 2 Non-objection-support comments:

- 10 Objections

- One of the objection letters is from a Planning Consultant responding on behalf of 22 local residents including some of those residents that have also written in separately.

- 21 Many of the residents objecting to the scheme have used the services of a planning consultant and the conclusions of his objection letter are as follows (summary).

1. National Planning Guidance states that it is ‘rarely justifiable’ to approve a second temporary permission. There are no exceptions or material considerations which would overcome this clear policy.

2. The previous temporary permission was only justified on the basis of the existence of a lawful fall-back position – that position has now been lost as it will expire in July 2025. Given the finely balanced officer’s report, it is now considered that the matter which carried the most weight in favour of granting consent until October 2026 has now fallen away – as such, how can this application to extend the temporary permission be justified?

3. Noise and parking pressures and harm continue to persist and the proposal offers no ways in which this can be minimised which is a requirement of CS38 and paragraph 8 of the NPPF. The proposal is in effect for the continuation of an open-air nightclub use within a peaceful residential area with zero opportunity for noise attenuation measures. There is no Management Plan provided which is surely fundamental and needs a period of open public consultation for it to be properly scrutinised.

4. There are clear grounds for refusal with regards to the impact upon highway safety and parking pressures. No Travel Plan or Travel Assessment has been provided by the applicant once again and given the distance that customers have been proven to travel and the amount of individual private car journeys that this use creates, then again, the Travel Assessment needs to be submitted and subject to a period of open public consultation.

5. Core Strategy policies CS7 and CS18 and the adopted Seafront Strategy clearly set out that the proposed use should be located in the central zone of Bournemouth. This site is not readily accessible by public transport and creates a huge carbon footprint for each event which hasn't been quantified at all as a stark contradiction to the Climate Emergency that BCP has called and its desire to be carbon neutral as an organisation by 2030.

6. There is a clear lack of infrastructure and facilities to cope with these events with men urinating behind beach huts and general use overspilling into the beach and promenade. There is evidence from objectors that the events are actively driving people away from the area and such alcohol consumption, dancing and DJ music is not conducive to creating a family friendly environment to which the Seafront Strategy identifies this part of the beach as being designated.

7. The proposed buildings are ramshackle in nature and garish and temporary. They detract visually from this part of the beachfront. The proposal is contrary to Core Strategy policy CS41 in this regard. The National Planning Policy Framework ('the NPPF') is also relevant to the determination of this application and in particular Paragraphs 131 to 135 which concerns design with good design 'being a key aspect of sustainable development'. Paragraph 135 states that planning decisions should ensure that all proposals 'are sympathetic to local character'.

8. The ecological impacts and SNCI harm have not been assessed appropriately by the applicant and require full consideration by the local planning authority. The proposal is considered contrary to CS34 and CS35.

- 22 As set out in the previous application Members will be aware the number of representations is not a determining factor in planning decisions. What is important is the validity of points that are made. Many of these issues are discussed below. However, it is clear that the current use is still raising some amenity issues with local residents. Conversely the venue is extremely popular to some beach visitors from the Southbourne area and further afield.

Key Issues

- 23 The main considerations involved with this application are:
- Principle of development
 - Impact on character and appearance of the area;
 - Impact on amenity;
 - Impact on the coastal engineering and flood risk
 - Biodiversity

- Transport Issues.

24 These points will be discussed as well as other material considerations below.

Planning Policy Context

25 Bournemouth Local Plan Core Strategy (2012)

CS1: NPPF and Sustainable Development
 CS4: Surface Water Flooding
 CS6: Delivering Sustainable Communities
 CS18: Increasing Opportunities for Cycling and Walking
 CS29: Protecting Tourism and Cultural Facilities
 CS30: Green Infrastructure
 CS31: Recreation, Play and Sports
 CS35: Nature and Geological Conservation Interests
 CS38: Minimising Pollution
 CS41: Quality Design

26 Bournemouth District Wide Local Plan (2002)

Policy 3.28: Flooding

27 Supplementary Planning Documents:

Public Realm Strategy: Guiding Principles – SPD

28 Other

The Seafront Strategy is a corporate policy. It does not form part of the Statutory Development Plan but is a key Council objective. It supports investment and tourism enhancement particularly in the areas between and close to the piers.

The seafront east of Boscombe Pier is categorised as follows: -

The promenade running east of Boscombe Pier features a high concentration of beach huts and is hugely popular with families and locals. It is characterised by three connected landscapes of cliff-top heath, cliff face geology and beach. There are four main visitor hub areas along this stretch clustered around the overnight short stay Bournemouth Beach Lodges at Manor Steps; the 1930's cliff lift at Fisherman's Walk, the soon to be regenerated Bistro on the Beach facility at Southbourne and the Hengistbury Head Visitor Centre.

Whilst the area generally is identified as a coastal nature park it does identify this site as a visitor hub as follows: -

Bistro on the Beach site regeneration introducing a new year-round eco-destination offer incorporating restaurant, kiosk, toilets and overnight rental Beach Lodges

The Seafront Visitor Survey (2023) supports the public views around investment in food and drink offers.

29 The National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and is a material consideration in planning decisions.

Including the following relevant paragraphs:

Section 2 – Achieving Sustainable Development;

Paragraph 11 –

“Plans and decisions should apply a presumption in favour of sustainable development.

For **decision-taking** this means:

- (c) approving development proposals that accord with an up-to-date development plan without delay; or
- (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.”

Section 6 – Building a strong, competitive economy;

Section 7 – Ensuring the vitality of town centres;

Section 8 – Promoting healthy and safe communities;

Section 12 – Achieving well-designed spaces;

Section 14 – Meeting the challenge of climate change, flooding and coastal change;

Section 15 – Conserving and enhancing the natural environment.

Emerging Local Plan

- 30 The draft BCP Local Plan was submitted to the Secretary of State on 27 June 2024 for examination however, it has now been withdrawn and due to the stage the Plan has reached, the majority of policies are attracting no weight at this time.

Planning Assessment

Principle of development

- 31 The principle has already been established with the previous temporary consent. In general terms the use is considered to be appropriate in this seafront location. The main issue is whether the temporary period should be extended and this will be assessed in the sections below.
- 32 Policy CS31 (Recreation, Play and Sports) states that planning permission will be refused for development that results in the loss of public and private open space. This is a key policy for the protection of public open space. However, it is considered that the proposal would not result in the permanent loss of a significant amount open space. Only a small deck (on the beach) is proposed here, and this is not considered to be a significant area in terms of the entire beach area. This can be balanced against the benefits of having a facility that people can enjoy as another key issue is the economy and the tourism function.
- 33 On the basis of the above, the proposal is still considered to be in general accordance with policy CS31 in so far as loss of open space. Whilst the proposal has an impact on the open space it is considered that the temporary loss in the summer period of the relatively small space is not significant and would not result in the proposal being contrary to this policy. As set out above the Council has reviewed its Corporate Seafront Strategy. Whilst this is not a planning policy it does set out a requirement that proposals should “sympathetically enhance the public amenity and open space”. It is considered that the fact this is a long established café/restaurant location and as the deck is modest the open space policy would not be compromised. The policy does indicate that the focus for the more intensive tourism event should be close and between the Piers. However, The Bistro on the Beach site has always been used as a tourism spot and the planning permission for the new restaurant and beach lodges will create a more intensive tourist hot spot compared with the quieter areas further east and west.

- 34 The proposal would support tourism as set out in policy CS29 (Protecting Tourism and Cultural Facilities). Food and beverage outlets have always been located on the beach front together with the shopping areas in the retail centres offering a different and complementary offering.
- 35 On the basis of the above the proposal is considered acceptable in principle and is also in accordance with policy CS6 (Delivering Sustainable Communities) by maintaining a balance in development opportunities whilst protecting key facilities.

Impact on character and appearance of the area

- 36 The main issue is the appearance of this temporary venue. Planning permission had been granted for a replacement building but in the interim this temporary use has been established. While the permission for the permanent building has now lapsed the site remains ideal for a replacement café development. The applicant is seeking permission to continue the use until the end of the summer 2027 which is one year longer than the current consent period. The various structures are not of a permanent design and have a temporary appearance. They are a mixture of portable hut type buildings, shipping containers, an old bus with a shelter attached, a stage for outdoor performance and a terraced seating area above the shipping containers. The original temporary period was imposed for the following reason.

Reason: The temporary nature of the materials used in the construction of the structures make it unsuitable for permanent permission and in accordance with policies CS31 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

- 37 In the previous officers' report to Committee it was recommended that as this is a particularly prominent and important location, it is considered appropriate to issue a temporary permission for **only** two summers. This would allow a degree of control over the proposed development, should the appearance of the decking and other structures deteriorate. Also, this could change with winter storms in the future. It also gives the Council the opportunity to review their beach strategy in the future.
- 38 However, on reflection and given that there is a requirement to refresh the site each season a further year until 2027 is considered acceptable. The structures are still in an acceptable condition and are unlikely to deteriorate to an unacceptable condition within a further year. When considering this issue an important factor is that many structures on and close to the beach are often ravaged by the weather and it is not uncommon for beach huts and similar structures to look well worn. Another factor is that the consent for the

development of the site has now lapsed and therefore it is unlikely that a replacement building will be on site by the end of the current permission. It is considered that the activity and facilities provided by the café operation are beneficial to the area and provide a good tourism facility to this part of the seafront. An empty site would make the area less vibrant and less characterful. Being at the base of the zig zag that gives access from the cliff top to the beach to many people a destination and café/bar is a positive feature even though the structures are temporary and not as smart as a new building.

- 39 On the basis of the above, subject to the planning conditions as outlined, the proposal is considered to accord with planning policy CS41 in respect of design and visual amenity.

Impact on amenity

- 40 The premises have increased activity in the area with more people coming and going from the site and creating a livelier 'party' atmosphere especially during the "events" the summer. Many of the beach operations have alfresco dining so this is commonplace. This location will already be relatively busy during the summer period with a throng from other beach users, children playing and those listening to music. During the winter it will also be relatively busy given the historic café use and the proximity to the car park. Therefore, it is considered that on this part of the beach, there is some scope for a more intensive restaurant/ bar use.
- 41 However, the main concerns raised previously related to the "events" that are held at the premises with music, live entertainment and discos on the beach. There are several blocks of flats just at the top of the cliff and they have indicated that they have suffered from nuisance in the past and some still suggest that the events are a disturbance. At times during the past summers the noise from the events has been intrusive. However, the site had been monitored during the summer by the Environmental Health Officer prior to the previous consent and has been monitored since. Following discussions with the Environmental Health Officer, applicant had reduced noise levels and is operating a noise management plan. The plan was developed following a noise impact assessment that was carried out and contains the following noise control measures:
- s) The permitted operating hours of the site will be strictly adhered to and effectively communicated to all site staff and patrons;
 - s) Maintenance of a complaints form for any complaints received directly to the business;
 - s) Security staff in attendance for any events that go over background level volume to monitor the behaviour of guests and ensure they follow the noise policy; persistent noise offenders may be barred from site;

- s) The speaker system within the site shall be set up to ensure that the sound generated by any amplified music is directed away from the sensitive receptors towards the sea.
- s) Maintain suppressor set level, with no changes permitted;
- s) Regular monitoring throughout events is essential to ensure that external conditions are accounted for (eg wind direction) as these can have an effect on noise travel;
- s) Music levels will be reduced to background level immediately as any events end;
- s) Notices will be displayed on external doors asking customers to leave the premises in a quiet and orderly fashion to show respect to local neighbours;
- s) Events will be limited to one weekly recurring event and an additional monthly event using music above background level from 1st April to 30th September. There will be a reduced frequency of events out of season, with a maximum of 15 events with amplified music in total from 1st October to 31st March;
- s) Using reputable DJ's who are aware of the constraints and sensitivity of the environment;
- s) Restricting events to 4 hours maximum with music elevated above background level;
- s) No Subwoofers shall be installed to the speaker system;
- s) Directing the speakers to the sea away from the residential properties;
- s) Installed 14mm glass barriers surrounding sensitive areas of the venue to attenuate the noise breakout. Speakers are installed below the height of the barrier to ensure the sound is directed into the venue;
- s) Installed a wooden structure to act as a stage housing the DJs and equipment (open side directed towards the sea). With back and sides covered with high density noise absorbing acoustic barrier;
- s) Engaged in the services of CPS sound engineers to set up their speaker system, with the installation of a two-stage audio compressor to compress the audio signal level at a preset threshold ratio of 4:1. Reducing the dynamic range of the signal and lessen the ferocity of the program material (effectively smoothing out the thumping of the signals). This threshold becomes active before the DJ can max out the available volume on the mixing deck. There is also a peak limiter section, providing a limit at a preset threshold which is set to become active when the DJ reaches +6dB on the mixer. The limiter heavily compresses the signal and reduces the output gain to maintain the preset level. The staff do not have knowledge of the audio systems and are not permitted to make changes without CPS. Tools are required to access any of the compressor limiter systems. This is not a noise limiter and does not limit the noise at source to a measurable level, this type of system would not work in this environment as the existing noise sources in the area would be picked up on any limiter installed, negating the effect;
- s) Regular monitoring is carried out when live amplified music is played at multiple locations outside nearby residential properties and along the

promenade. Corrective action is taken if the music noise is deemed too loud, i.e. if lyrics of songs and continuous bass beat from the music is audible outside residential properties it is too loud;

s) Dialogue with some residents in the area has already been established;

s) Events advertised on the website with start and finish times.

42 It is clear from the application submission details that there will be some noise associated with the proposal. As it is an open air venue it is not possible to fully insulate and mitigate noise so that no noise can be heard above background levels. There will be a change from when there were no events taking place and from when all of the activities were inside the building. Some residents may expect not to hear any noise however, on the other hand as this is a busy seaside resort a commercial operation on the seafront may expect to operate without unduly stringent conditions. It is a known fact that noise travels on water to a more significant degree, so this consideration needs to be factored. But in this case, because occasionally low frequency music noise is perceptible to local residents doesn't mean it's enough to amount to a statutory nuisance or even have an adverse impact on amenity. Important considerations also are the variable factors of the surrounding environment/ weather/ sea conditions, distance between the source and residents and frequency/ duration/ time of music played. One factor that is relevant is that under the permitted development regulations it is possible that an outdoor event such as a disco on the beach could take place for 28 days in any one year. Although subject to Environmental Health nuisance legislation this would only be able to control statutory nuisance whereas the restrictive conditions proposed in the recommendation and now in the noise management plan seek to control impact on residential amenity which is a higher bar in terms of nuisance protection. It is important that the noise management plan is strictly observed and this will be conditioned again.

43 The Environmental Health Officer is supportive of the proposal with the noise management plan in place. While there have still been some ongoing complaints it is considered that the site overall operates in an acceptable and reasonable manner. Although a consent until 2027 gives a lengthy period it is important to note that if there are any serious breaches there are enforcement powers available under the planning conditions imposed and the Environmental Health Officer has powers to deal with statutory nuisance separately from the planning position. Therefore, it is considered that the proposal wouldn't cause demonstrable harm to amenity and would accord with planning policies CS38 and CS41 of the Bournemouth Core Strategy.

Impact on the coastal engineering and flood risk

44 The application site is largely located in flood zone 1 where flooding is not normally an issue. However, the decking on the beach lies within flood zone 2. This

element of the scheme would fall within the minor development category and the Council would refer to the Environment Agency standing advice. The proposal, to facilitate an outdoor seating area, could be classed as a 'Water Compatible' use (NPPF Annex 3) (outdoor sports and recreation) and on this basis would not require the submission of a Flood Risk Sequential Test to determine alternative sites but a Flood Risk Assessment is required. The NPPF in paragraph 174 states – "Applications for some minor development and changes of use should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 59". There is some conjecture about whether the structures themselves are buildings although as they are clearly temporary and are easily moveable it is not considered that they need to follow the sequential test. However, a Flood Risk Assessment (FRA) is required. It is also noted that buildings for restaurants and cafes are classified as a less vulnerable use are also appropriate development in flood zones.

- 45 The previous consent considered the flooding issues and the agreed flood risk measures will still apply to the extended consent.
- 46 On the basis of the above, the proposal is considered acceptable and compliant with general flooding criteria set out by the Environment Agency and policy CS4 of the Bournemouth Core Strategy document.

Biodiversity

- 47 With regard to Statutory Biodiversity Net Gain as the original application was submitted prior to the requirement and as such any habitat has already been affected. In any event the proposal would be de minimis as less than 25 sq m of original habitat would not be compromised.
- 48 Further, as set out above the Biodiversity Officer and Natural England did not object to these facilities but a condition about lighting will be included to ensure that foraging bats are not disturbed by any bright lighting. Accordingly, the proposal is considered to be acceptable and compliant with policy CS30, CS35.

Transport Issues

- 49 Bins, servicing and cycle parking can be accommodated for the site. The bin collection and servicing is organised the same as all of the other promenade venues to ensure regular collections and deliveries outside of peak times. The venue is popular to those cycling and the approval for the redevelopment included a requirement to provide Sheffield stands. A similar condition has been implemented for the current proposal to help manage cycle parking at the venue. The objectors have raised concerns with regard to traffic and the location with

regard to public transport. However, the Highway Officer was previously satisfied with the proposals and has no objection to the additional period sought. On this basis, the proposal would be compliant with policies CS18, CS38 and CS41.

Summary

- 50 As set out above it is considered that the proposal is still acceptable on the basis that;
- The design is acceptable on the basis that the proposal is still for a temporary but extended period;
 - The impact on amenity is considered to be within acceptable limits based on the EHO recommendations with the Noise Management Plan in place;
 - The Council has approved several other similar decks and beach front facilities on the beach and promenade to support the tourism function;
 - Any loss of open space is not significant and temporary;
 - Biodiversity Net Gain issues acceptable.

Planning Balance / Conclusion

- 51 One of the objectors has made the point that a temporary consents should be a one off and not be renewed. That is the case where you are trialling something and then a permanent consent should be considered. However, in this case it is a question about whether the site would still be in an acceptable condition in 2 years time rather than one year. As set out above, on reflection, it is considered that a further year until the end of the 2027 season is acceptable especially as there is a condition to refresh the site each spring. Many of the core strategy policies and specifically CS6 and CS31 seek to ensure sustainable communities through good quality development, supporting tourism and protecting spaces for recreation, walking and general enjoyment. Whilst the application site is located on the promenade and partly on the beach which is classed as open space it also contributes to the seafront tourism offer and its appearance at present does not downgrade the seafront for the temporary period proposed. Appearance, residential amenity and nuisance considered under Policies CS38 and CS41 are also important considerations. As set out in the report the appearance whilst temporary in nature is considered appropriate in the beach front location. The events that are carried out do create a noisy atmosphere however, the Environmental Health Officer has been working with the applicant to agree a plan that will allow the events to be carried out on a restricted basis with noise control measures in place.
- 52 Therefore, having considered the appropriate development plan policy and other material considerations, including the NPPF, it is considered that subject to compliance with the conditions attached to this permission, the development

would be in accordance with the Development Plan, would not materially harm the character or appearance of the area or the amenities of neighbouring and proposed occupiers and would be acceptable in terms of traffic safety and convenience. The Development Plan Policies considered in reaching this decision are set out above.

Recommendation

53 **GRANT** with the following conditions;

1. Development to be carried out in accordance with plans as listed

The development hereby permitted shall be carried out in accordance with the following approved plans:

201004: 001A, 002A, 003A, 003.1, 004C, 004.1, 005B, 005.1, 006B, 006.1, 007A, 008A, 009C, 009.1, 010, 011, 012A, 013, 014

Reason: For the avoidance of doubt and in the interests of proper planning.

2. Temporary permission expiring

On or before the 31 October 2027 the use of the land as a temporary beach dining and bar area including decking and supporting structures, containers and fencing and any other temporary structures within the area identified on the submitted drawings shall cease and all structures and equipment shall be removed in their entirety and the land restored to its condition before the development hereby permitted took place (as part of the open beach and adjacent promenade areas).

Reason: The temporary nature of the materials used in the construction of the structures make it unsuitable for permanent permission and in accordance with policies CS31 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

3. External Lighting

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other order revoking and re-enacting that order with or without modification) no floodlighting shall be installed on any part of the application site as shown on approved plans and any lighting shall not illuminate the cliff slope behind the site. Any external lighting shall be directional to only illuminate the area of seating and lighting to be compliant with 'GN08/23 Bats and Artificial Lighting at Night' by Institution of

Lighting Professionals, that is: luminaires to have colour temperature less than 2700 K, with peak wavelengths no greater than 550nm.

Reason: In the interests of visual amenity and given the site location on the beach all to accord with policies CS31 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012) and in accordance with National Planning Policy Framework (2023) paragraph 174 "Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity"

4 Flood risk management and emergency evacuation plan

The flood risk management plan and emergency evacuation plan prepared by Chapman Lily Planning Ltd and dated 28 November 2024 shall be adopted immediately, and this shall be followed in full at all times.

Reason: To ensure the safety of customers and staff and in accordance with saved Policy 3.28 of the Bournemouth District Wide Local Plan (2002).

5. Waste management plan

The approved waste management plan approved for application 7-2023-1696-L shall continue to be adopted, and this shall be followed in full at all times.

Reason: To ensure that the proposed development includes a management plan for the collection of refuse in the interests of visual amenities, and to accord with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

6. Hours of use

The use hereby permitted shall not be used outside the following times by patrons and guests: 07.00 hours and 23.00 hours. Any music or other events that includes amplified sound shall cease at 22.00 hours. There shall be no amplified music after 22.00 hours.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

7. Noise Management Plan

The noise and sound management plan submitted with the application 7-2023-1696-L prepared by Noise Assessment Ltd and dated 2/9/24 shall be adopted and operated in full at all times when the use hereby approved is in operation.

Reason: In order to protect the environmental amenities of the immediate locality and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

8. Annual Maintenance

The scheme for the annual maintenance and repainting work to the structures approved for application 7-2023-1696-L shall continue to be adopted and the bus and containers shall be repainted/refreshed each March before the beginning of the season, and this shall be carried out in the future at all times.

Reason: The temporary structures proposed are inappropriate without suitable screening/ painting and maintenance and to ensure the site is acceptable in visual amenity terms in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

9. Cycle Parking

The scheme for the cycle parking approved for application 7-2023-1696-L shall continue to be adopted, and this shall be maintained in full at all times.

Reason: To promote alternative modes of transport and in the interests of amenity in accordance with Policies CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

10. CCTV Scheme

The scheme for the CCTV approved for application 7-2023-1696-L shall continue to be adopted, and this shall be maintained in full at all times.

Reason: To ensure that the proposed development includes measure to keep the site safe and secure in the interests of public safety, and to accord with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

Informative Note:

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Bournemouth, Christchurch and

Poole Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission does not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements listed is relevant”.

Informative Note:

The applicant is advised that as per the standing guidance, it is the owners responsibility to clear any damage that may arise to their structures as part of storms, and that if they do fix any part to the seawall that they are liable for repairs in the event of any damage (during installation, operation, removal or through storm damage from this fixing).

Informative Note:

This permission does not convey consent in respect of any advertising on the premises, for which a separate application under the Town and Country Planning (Control of Advertisements)(England)Regulations, 2007 (or any subsequent Order or Regulations revoking or re-enacting these Regulations with our without modification) may be necessary.

Statement required by National Planning Policy Framework

In accordance with paragraph 38 of the revised NPPF the Council takes a positive and proactive approach to development proposals focused on solutions. The Council work with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions,

In this instance:

the applicant was not provided with pre-application advice, but the application was dealt with following discussions with the applicant and subsequent amendments.

Background Documents:

Documents uploaded to that part of the Council’s website that is publicly accessible and specifically relates to the application the subject of this report

including all related consultation responses, representations and documents submitted by the applicant in respect of the application.

Notes. This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972. Reference to published works is not included.

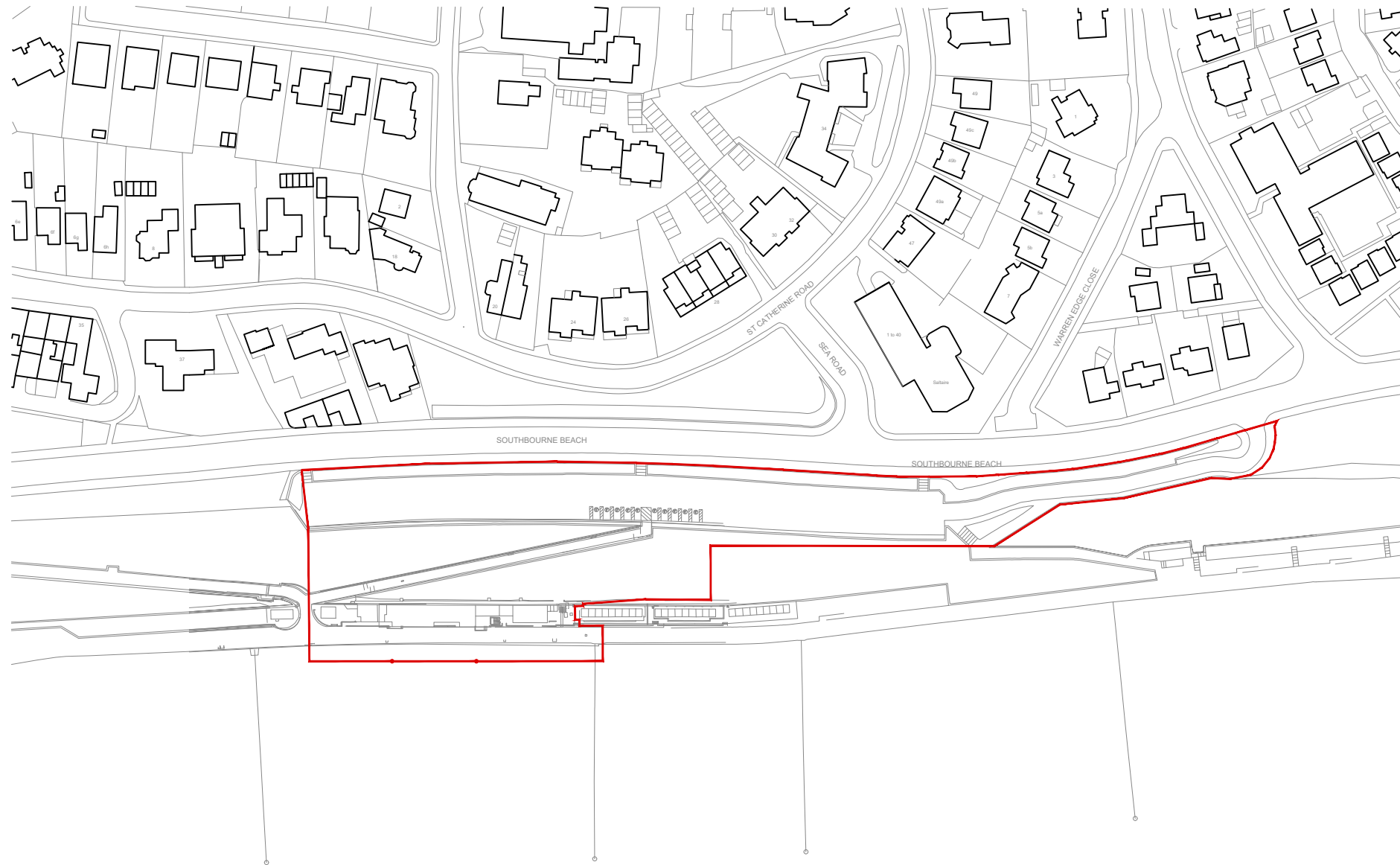
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All dimensions to be checked on site and any discrepancies reported to the Architect immediately. Please see structural engineers specification prior to any construction works



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0mm 1000 1500 1:50

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0m 2 4 6 1:200

0m 5 10 15 1:500

0m 10 20 30 40 1:1250

REV	COMMENT	DATE
A	ADDITIONAL INFORMATION ADDED AT REQUEST OF PO	02.08.23

Project: SOBO Beach
Southbourne Beachfront
Bournemouth

Client: Rich Slater
Drawing Title: Location Plan

Job No: 201004
Drawn: LW/RM
Date: 02.08.23
Scale: As Indicated @ A3

Drawing No: 001
Rev:

DMW

architects

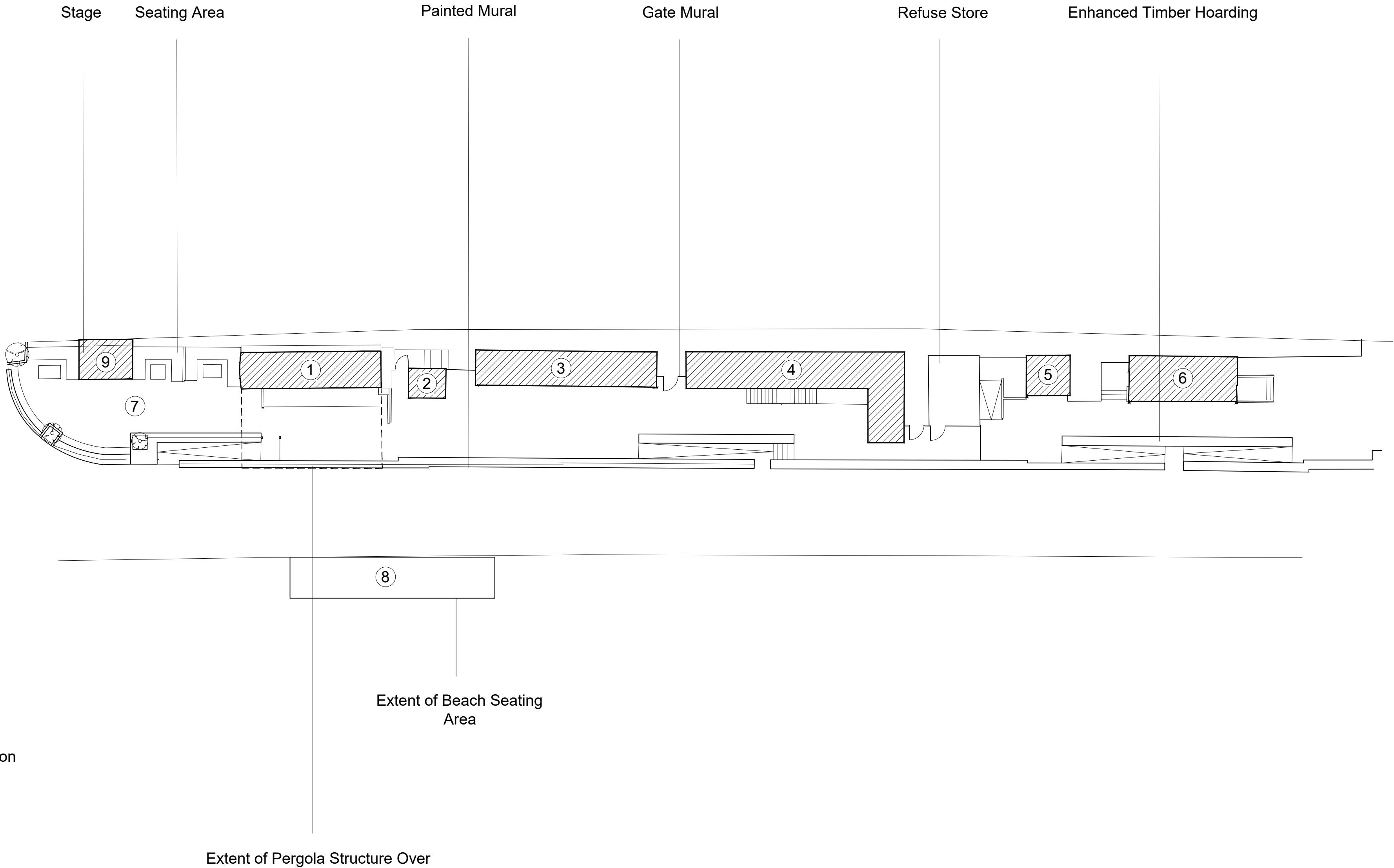
46a East St, Wimborne, Dorset, BH21 1DX
01202 884024 www.dmwa.co.uk

Location Plan
1:1250

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- 1. Bus Servery and Pergola
- 2. Tiki Hut Bar
- 3. Blue Container Serveries
- 4. Yellow Containers and Pink Ice Cream Concession with Terrace Seating Over
- 5. Disabled Toilet
- 6. Toilets
- 7. Outdoor Seating Area
- 8. Decked Seating Area
- 9. Stage

Proposed Site Plan
1:200



P L A N N I N G

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All dimensions to be checked on site and any discrepancies reported to the Architect immediately. All structural and specialist elements/components/details, including glazing, are to be approved by the Structural Engineer or Specialist Contractor.

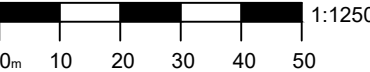
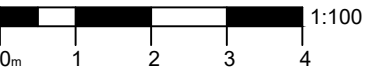
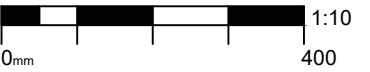
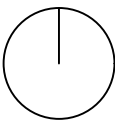
DESIGNERS RISK ASSESSMENT:
HEALTH AND SAFETY
THE CONSTRUCTION (DESIGN AND MANAGEMENT) REGULATIONS 2015
Building Products and Construction Execution Hazards

Common/everyday hazards associated with Building Products and Construction processes are not listed below and will be assumed to be controlled by the **Principal Contractor** following good safety, management and site practice procedures.

The proposed works are designed on a well established method of construction, which can be carried out by a competent contractor. However, should the contractor find any area of concern he must inform the designer immediately in order that appropriate action can be taken.

THESE DRAWINGS ARE PRELIMINARY ONLY AND THE INTENDED DETAILS ARE NOT COMPLETE!
THESE ARE NOT FOR CONSTRUCTION PURPOSES

NOTES:



REV	COMMENT	DATE
A	ADDITIONAL INFORMATION ADDED AT REQUEST OF PO	17.08.23

Project: SOBO Beach
Southbourne Beachfront
Bournemouth

Client: Rich Slater
Drawing Title: Proposed Site Plan

Job No: 201004
Drawn: LW
Date: 17.08.2023
Scale: As Indicated @ A1

Drawing No: 003
Rev: A

DMW
architects

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Planning Committee

Application Address	Bistro on Beach site, Southbourne Promenade, Bournemouth BH6 4BE
Proposal	Erection of a sauna with associated changing rooms and upper floor seating/changing area with associated works including installation of replacement public toilet facilities and relocation of bin store.
Application Number	P/25/01581/FUL
Applicant	Macemade Ltd T/A Sobo Beach
Agent	Mr Chris Meill – Pure Town Planning
Ward	East Southbourne & Tuckton Councillor Bernadette Nanovo Councillor Judy Richardson
Report Status	Public
Meeting Date	28 August 2025
Recommendation	GRANT subject to conditions
Reason for Referral to Planning Committee	Referred by the Director of Planning and Transport because BCP Council is the landowner and in view of the significant public interest with more than 10 letters of objection.
Case Officer	Jenny James
Is the proposal EIA Development?	No

Description of Proposal

1. Planning permission is sought for the erection of a sauna with associated changing rooms and upper floor seating/changing area with associated works including installation of replacement public toilet facilities and relocation of bin store.

Description of Site and Surroundings

2. The site is in a seafront and beach location; it was the long-standing Bistro on the Beach restaurant/café site which has now been demolished. Currently the wider site is operated by SOBO Beach, with an offering of hot food and beverages along with an ice cream kiosk, in an eclectic style including a double decker bus, shipping containers, and a beetle car.

Relevant Planning History:

3. 28/07/2022 - 7-2021-1696-J – Permission was granted with conditions for the construction of a new restaurant, public conveniences and kiosk at ground floor level, with 17 overnight lodges spread over two floors above with pedestrian access bridges and other associated landscaping. Alterations to Warren Edge Car Park including a new laundry store, cycle shelter, car park access control and electrical substation. Two proposed new timber platforms off of the promenade to incorporate cycle stands and beach showers. This permission has not been implemented and has now expired.
4. 24/12/2024 - for the retention of 3no. shipping containers, comprising hot food kitchen, serveries, ice-cream kiosk and storage spaces; staircase and 'rooftop' customer seating; 1no. open-top (yellow) double decker bus with attached open sided pergola over customer seating; 1 timber shack comprising a drinks Bar; 2no. portable modular buildings to public toilets; timber fencing, ramps and decking; 1no. pink painted Volkswagen Beetle vehicle on the roof of one container. Stretch tent across part of the site (September to May). Temporary use of site for the sale and consumption of food and drink. An application to extend the temporary permission until 31 October 2027 is under consideration at this meeting.

Constraints

5. The following constraints have been identified.
 - Vulnerable coastal location although Flood zone 1.
 - The beach and promenade has an open space allocation and falls within the remit of policy CS31.
 - Site of Nature Conservation located to the rear of the site on the cliff and cliff top. No development is proposed within this area.

Public Sector Equalities Duty

6. In accordance with section 149 Equality Act 2010, in considering this proposal due regard has been had to the need to —

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Other relevant duties

7. In accordance with section 40 Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.
8. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area. In this case the site will be subject to normally licencing conditions which would help to control and anti-social behaviour.
9. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

10. Environmental Health Officer - There is a sufficient distance between the source and nearest residential properties, and providing the wood burning appliance is installed in accordance with manufacturers guidance, by a HETAS engineer and maintained adequately there should not be any visible smoke emissions once the wood burner is up to operating temperature. However, we would recommend a condition to the following effect if a wood burning appliance is to be installed;

1. The proposed Wood Burner and flue must be installed by a HETAS qualified engineer. A certificate confirming this shall be submitted to the LPA within 3 months of installation. No materials other than those specified by the manufacturer shall be used to fuel the appliance. The appliance shall be installed in accordance with manufacturers instructions and maintained in effective working condition at all times thereafter.

2. The use hereby permitted shall only take place between the hours of 07.30 to 21.30. (These hours have been suggested in the application).

Informative: Environmental Health have previously dealt with cases where inadequate fluing or inappropriate locations for wood burners have caused problems in the locality and the property it serves. We recommend that planning consult with Building Control on this application so that compliance with Approved Document J can be determined. Another consideration is that wood burners are a source of particulates both outside and within buildings they serve and these can potentially impact upon health as well as becoming a nuisance. We would also signpost the

applicant to our webpage for further guidance on wood burning appliances installations and operations.

Officers comment – The wood burner was removed from the application and replaced with an electric system. The EHO advised that they would have no objection to this change and condition (1) was no longer required.

11. Highways Officer - Planning application 7-2023-1696-L secured the provision of cycle parking to this part of Southbourne Beach. This therefore gives cycling as an option to users of the proposed sauna. Warren Edge car park is located at the top of the cliff that provides pay & display car parking. In addition, pedestrians can walk to the site along the promenade.
12. The proposal is shown to be within the existing building line and does not project out over the promenade. There are therefore no concerns regarding pinch points. Access and siting is therefore considered acceptable.
13. No information has been provided regarding the construction method, and it is recommended that a condition is included for prior approval prior to commencement of the development to ensure that pedestrians using the promenade are protected during the development. Overall, no objections raised.
14. Waste officer - As this development is for commercial use, it will require commercial waste collections. The developer can determine the bin size and collection frequency in consultation with their chosen waste collection provider. Please note that the bin store door must be a minimum of 1.5m wide to safely manoeuvre the containers to and from the collection vehicle.
15. Dorset Wildlife Trust – no comment

Representations

16. Site notices were posted in the vicinity of the application site with an expiry date for consultation of 26/06/2025.
 - 49 Support comments were received.
 - 14 Objection comments were received, of which 13 are within the 1-mile radius of the site.
 - Both Ward Councillors have expressed concern with the scheme primarily in relation to residents' concerns about pollution and air quality that may have been affected by the use of a wood fired stove to heat the sauna.
17. A summary of the objections and support comments are as follows,

Objections

- Wood burning stove would not be environmentally clean.
- Fire Risk to the cliff and nature reserve
- Smoke from the stove would rise up to the properties above 7 days per week.
- Dry wood smoke can contain toxins and particulates that can harm health.
- Fire risk to nearby beach huts

- Smells from the woodburning would cause a nuisance to the residential properties above.
- Opening hours not specified
- The addition of saunas lowers the tone of the neighbourhood.
- Not the right location for a sauna
- Increased impact on parking
- Additional noise impacts to residents
- Energy required to run the saunas would be excessive and not environmentally considerate in an area.
- The product specification states there is No Permanent Data for the “Emission of hazardous compounds” with regards to the stove itself. How can this be acceptable when the stove will be by the beach with many people breathing in the possible fumes? Many people go to the beach to breath in fresh clean air.
- The stack is also below the clifftop and as the beach regularly has SW winds this would carry any potential pollutants upwards over the cliff to the properties above. This may impact people more who are affected by any breathing difficulties, asthma, COPD etc.
- For the first use, the stove must be placed outside, in a clear area, as the initial heating causes toxic fumes to be emitted.
- In the application, it is stated that the stove is filled and emptied from inside the sauna. What safety measures would be in place to stop someone or a child putting their hand on the stove and or opening the stove ? This cannot be supervised 14 hours a day, 7 days a week.
- Who would be responsible for any damages or liabilities should an injury or fire occur?
- Additional delivery vehicles on the promenade.

Support comments

- A sauna would be great in this location and offers a good option compared to Avon and Sandbanks.
- Great facility for all year use.
- The sauna is well thought out with good changing facilities and bag storage.
- The benefits to the community are huge and supports wellness and mental health.
- The upgrade to the public toilets and shower facilities is much needed and of benefit to the local and wider community.
- It will great asset and add value to the Southbourne area and make it desirable.
- The quality of the design is very good.

- The consideration of the bin store upgrade and improved toilets shows good consideration for the development and the surrounding community.
- The design is very good and aesthetic fits with the surrounding coastline.
- The saunas at Avon and Sandbanks are regularly booked out so it is certain this will be popular as well.
- The Council should support small businesses like this.

18. As Members will be aware the number of representations is not a determining factor in planning decisions. What is important is the validity of points that are made. Many of these issues are discussed below.

Key Issue(s)

19. The key issues involved with this proposal are:
- Principle of the use and loss of public open space.
 - Impact on character and appearance of the area
 - Impact on amenity
 - Impact on coastal engineering and flood risk
 - Biodiversity Net Gain
 - Ecology
 - Highways Safety
20. These issues will be considered along with other matters relevant to this proposal below.

Policy context

21. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the...

Bournemouth Local Plan Core Strategy (2012)

CS1: NPPF and Sustainable Development

CS4: Surface Water Flooding

CS6: Delivering Sustainable Communities

CS18: Increasing Opportunities for Cycling and Walking

CS29: Protecting Tourism and Cultural Facilities

CS30: Green Infrastructure

CS31: Recreation, Play and Sports

CS38: Minimising Pollution

CS41: Quality Design

Bournemouth District Wide Local Plan (2002)

3.28: Flooding

Supplementary Planning Documents:

Other

The Seafront Strategy is a corporate policy adopted in 2022. It does not form part of the Statutory Development Plan but is a key Council objective. It supports investment and tourism enhancement particularly in the areas between and close to the piers.

The seafront east of Boscombe Pier is categorised as follows: -

The promenade running east of Boscombe Pier features a high concentration of beach huts and is hugely popular with families and locals. It is characterised by three connected landscapes of cliff-top heath, cliff face geology and beach. There are four main visitor hub areas along this stretch clustered around the overnight short stay Bournemouth Beach Lodges at Manor Steps; the 1930's cliff lift at Fisherman's Walk, the soon to be regenerated Bistro on the Beach facility at Southbourne and the Hengistbury Head Visitor Centre.

Whilst the area generally is identified as a coastal nature park it does identify this site as a visitor hub as follows: -

Bistro on the Beach site regeneration introducing a new year-round eco-destination offer incorporating restaurant, kiosk, toilets and overnight rental Beach Lodges.

The Bistro on the Beach has been demolished and it is not clear when or if the redevelopment will come forward.

The Seafront Visitor Survey demonstrated the public views around investment into the provision of organised sport and healthy lifestyle activities and the provision of well-maintained toilets that are kept clean.

22. National Planning Policy Framework ("NPPF" / "Framework")

Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 –

"Plans and decisions should apply a presumption in favour of sustainable development.

.....

For decision-taking this means:

(c) approving development proposals that accord with an up-to-date development plan without delay; or

(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for refusing the development proposed; or

ii. 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.”

Planning Assessment

Presumption in favour of sustainable development

23. At the heart of the NPPF is the presumption in favour of sustainable development. NPPF paragraph 11 states that in the case of decision making, the presumption in favour of sustainable development means that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless policies in the Framework that protect areas of assets of particular importance provide a clear reason for refusing the development proposals or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
24. For decision-taking this means:
- (c) approving development proposals that accord with an up-to-date development plan without delay; or
 - (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - (ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies of this Framework taken as a whole.”
25. The relevant sections of the NPPF for this assessment are,
- Section 6 – Building a strong, competitive economy;
 - Section 7 – Ensuring the vitality of town centres;
 - Section 8 – Promoting healthy and safe communities;
 - Section 12 – Achieving well-designed spaces;
 - Section 14 – Meeting the challenge of climate change, flooding and coastal change;
 - Section 15 – Conserving and enhancing the natural environment.

Principle of development

26. The general principles of the core strategy seek to ensure sustainable communities through good quality development, support for tourism and protecting spaces for recreation, walking and general enjoyment.

27. Policy CS31 (Recreation, Play and Sports) states that planning permission will be refused for development that results in the loss of public and private open space. This is a key policy for the protection of public open space.
28. This part of Southbourne beach is already acknowledged as having a more intensive character, that is suitable for more intensive operations through the previous approval of a permanent three storey building with restaurant and overnight beach huts.
29. The proposal seeks to deliver a better provision of public toilets and a sauna facility. This is considered suitable development that will promote tourism and recreation to this established seafront visitor hub.
30. The existing provision of toilets is temporary in nature, being comprised of portable toilet blocks, with a total of 5 toilets and 3 urinals and around 4 handwashing basins, and a separate accessible w/c facility. The replacement provision includes 10 toilets, 5 urinals and 7 handwashing basins and a dedicated accessible w/c. There will also be 2 open air showers to the front of the toilet block and 3 more to the front of the sauna for patrons of the sauna. The upgrade of these facilities is considered a benefit to the local area as a tourist/visitor hub.
31. The proposal for the facility of a sauna provides a positive recreational asset that will add to the attractiveness and success of the local beach area in terms of the economy, environmental quality and social aspects such as physical activity, health and wellbeing.
32. The proposed facility supports wellbeing and is generally well supported by local residents and is considered a positive asset. Similar developments have been approved at Avon Beach and Sandbanks.
33. The built form is wider than the existing toilet block and bin store enclosure, however the parcel of land is enclosed by a timber fence, raised above the promenade and laid to hardstanding. It is therefore considered that the proposal would not result in undue impact to open space in this location and the proposal is considered to be in general accordance with policy CS31.
34. The proposal would support tourism as set out in policy CS29 (Protecting Tourism and Cultural Facilities) and preserves the tourism use of the site. It is also in accordance with policy CS6 (Delivering Sustainable Communities) as it maintains a balance in development opportunities whilst enhancing key facilities.
35. Overall, there is no objection to the principle of the proposed development, subject to its compliance with the adopted local policies. This is assessed below.

Impact on character and appearance of the area

36. Policy CS41 seeks to ensure that all development and spaces are well designed and of a high quality. Development should, through its scale, density, layout, siting, character and appearance be designed to respect the site and its surroundings, provide a high standard of amenity to meet the day-to-day requirements of future users, and contribute positively to the appearance and safety of the public realm.
37. The existing toilet block and bin store are very utilitarian in appearance and does not offer a visually pleasing addition to the beach front.
38. Proposed development should enhance the character, local distinctiveness, cultural identity of the area. The proposal forms an active 'street' frontage and

elements along the space will have a regular, ordered appearance and layout which is a positive improvement from the existing development.

39. The proposal uses a contemporary design that repeats the traditional form of the beach huts to the front with the vertical slated front façade. The façade is dark stained weather timber cladding; the upper part is hit and miss timber slating which sits in front of the flat roofed toilet blocks and bin store.
40. This approach creates a suitable contrast to the lighter natural timber enclosure that sits in front of the proposal that is existing.
41. The fenestration and articulation of the front is logical and will be easily understood by visitors to the area. A separate application for advertising consent is submitted alongside this application which will further aid in the legibility of the proposed scheme.
42. The height increases to the west to a maximum of 5.35m where the proposal is closer to the taller existing development at Sobo with the double height containers with a seating area on top. To the east the height of the façade decreases to 3.6m, and the height of the flat roof behind this is about 2.4m which will reduce visual impact in from the oblique views from this side. The scale and height of the proposal would not appear overly dominant and is suitable for this tourist hub location which is a focal point of this part of the beach.
43. Whilst the proposal will not be brightly painted to match the adjacent beach huts, it is considered that the proposed natural finish will be a muted colour that will sit comfortably within its setting.
44. The existing timber front boundary wall would mostly be unchanged, with the exception of low level planters being added to the top and a section being replaced with a glass balustrade, in front of the sauna. This would allow views both ways, to improve outlook from within the sauna, and to highlight the sauna from the promenade. This aspect of the proposal is considered positive as it breaks up what is quite a dominant unarticulated feature on the seafront. The application also notes an area on this wall that would be suitable for signage and a painted mural. This however would be assessed under a future application for advertising consent.
45. A second lower timber structure would sit behind the existing boundary wall and this would house planters to add a further green element to the proposal, while providing some separation between the toilets and the sauna. The details of these planters and the plant species would need to be appropriate to the coastal location and further details of this should be secured by way of condition.
46. It is considered that the scale and design of the proposal will integrate well with the adjacent huts and existing development at Sobo and will subsequently enhance the character and appearance of the area.
47. On the basis of the above, the proposal is considered to accord with planning policy CS41 in respect of design and visual amenity.

Impact on amenity

48. Policy CS38 focuses on ensuring that development proposals do not lead to unacceptable levels of pollution, while policy CS 41 sets out expectation that good quality design in proposals should ensure the amenity of surrounding development should not be detrimentally impacted.

49. The main concern from the public with the initial application was the use of a woodfired stove to heat the sauna and the resulting emissions into the environment of potentially harmful smoke, pollutants and odours. The nearest residential development is located at the top of the cliff on Southbourne Coast Road, St Catherines Road and Sea Road.
50. This element of the proposal has been amended to an electric system, similar to that which was approved at Avon Beach. This means that the sauna operation will not produce any emissions into the local environment, which has resolved any potential issues that could arise from smoke emissions and abated the related public concerns.
51. The Council's Environmental Health officer confirmed that the electric system was a betterment to the scheme and has no objection to the proposal.
52. The proposal is likely to slightly increase activity in the area with more visitors coming to the sauna offer and potentially a small increase in other visitors due to the better offer of w/c and shower facilities. The sauna capacity is for 25 people at a time maximum, and the slots are generally for 65 minutes at a time and are generally booked in advance.
53. The area is already considered a visitor hub and will be relatively busy during the summer months. The sauna business will be likely to continue to draw visitors during the winter months as this time of year is popular for sauna experience. The nature of the proposal is not likely to generate any undue increase in noise or disturbance to other nearby uses and there is considered to be opportunity for further intensification of recreation use at Southbourne.
54. It is considered that the proposal would not cause undue harm to amenity and would accord with planning policies CS38 and CS41 of the Bournemouth Core Strategy.

Impact on the coastal engineering and flood risk

55. The application is located entirely in Flood Zone 1 where flooding is not an issue. Previous similar or larger applications have been considered acceptable in this location. There are no fixings to the sea wall within the proposal.
56. Previous similar proposals along the beach front have been considered acceptable having regard to issues of flood risk and the approach has been the same for all the beach pop ups in that provided a and Emergency Flood Plan, is in place prior to any occupation of the development. This will demonstrate an evacuation protocol should a storm occur. This will be required via condition.
57. On the basis of the above, the proposal is considered acceptable and compliant with general flooding criteria set out by the Environment Agency and policy CS4 of the Bournemouth Core Strategy document.

Biodiversity Net Gain

58. Paragraph 40 of the Natural Environment and Rural Communities Act, under the heading of 'duty to conserve biodiversity' states "every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity."

59. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan Policy CS30 promotes enriching biodiversity.
60. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 though exemptions apply.
61. The proposal site is occupied by an existing toilet block and bin store, which are accessed by ramps from the Promenade. The land surrounding the existing structures is hard surfaced with no soft landscaping or trees. The site is entirely covered by a concrete sealed surface which has a biodiversity value of zero under the statutory biodiversity metric and there are no other onsite habitats.
62. This proposal is exempt as it is de minimis.
63. It will be necessary to condition any external lighting in to ensure that foraging bats are not disturbed by any bright lighting at night.

Ecology

64. The application site sits alongside the Site of Nature Conservation Interest (SNCI); SZ19/015 Bournemouth Cliffs, cited for its cliff and cliff-top grassland habitats. SNCIs are identified and selected for their local nature conservation value, acting as buffers, stepping-stones and ecological corridors for species between nationally and internationally designated wildlife sites.
65. The cliff is designated as a Site of Nature Conservation Interest. Policy CS30, Green Infrastructure refers to enhancing the cliff and enriching biodiversity and wildlife habitats and CS35 Nature and Geological Conservation Interests refers to maintaining and enhancing the biodiversity and geodiversity of the cliff.
66. The proposal is only on previously developed land adjacent to the promenade and does not encroach on the SNCI in any way. The development is of a relatively small scale that will not be likely to negatively impact the site. The inclusion of a construction management plan will control the construction period ensuring that dust and other construction operations will not impact the SNCI.
67. It will be necessary to condition any external lighting in to ensure that foraging bats are not disturbed by any bright lighting at night.
68. Accordingly, the proposal is considered to be acceptable and compliant with policy CS30 and CS35.

Highway Safety

69. Policy CS18 requires new development to provide adequate and suitable cycle storage. Policy CS38 requires the minimisation of pollution by way of noise, odour, light, effluent, vibration or any other waste materials.
70. Planning application 7-2023-1696-L secured the provision of cycle parking to this part of Southbourne Beach. This therefore gives cycling as an option to users of the proposed sauna. Warren Edge car park is located at the top of the cliff that provides pay & display car parking.
71. In addition, pedestrians can walk to the site along the promenade. The proposal is shown to be within the existing building line and does not project out over the

promenade. There are therefore no concerns regarding pinch points and access and siting is therefore considered acceptable.

72. The bin storage capacity is acceptable for the use of both the sauna operation and the existing temporary operation at Sobo. Its relocation to the other side of the toilet block is acceptable. Waste collection and servicing is organised in the same way as all of the other promenade venues to ensure regular collections and deliveries outside of peak times by BCP waste collection services as has been confirmed by council waste officers.
73. It will be necessary to include a pre-commencement condition for details of the construction method and management. This will ensure that people using the promenade are protected during the development.
74. Given the above, the proposal would be compliant with policies CS18, CS38 and CS41.

Summary

75. As set out above the proposal is considered to be acceptable given the following:
76. The principle of an intensified recreation use alongside improved public toilet and shower facilities is acceptable and the loss of any open space is not significant.
77. The design is acceptable in terms of scale and integration with existing development along with better activation of this section of the beach front, being an existing visitor hub location.
78. The proposal due to the distance from residential development and the intended use not being overly noise generating and the amendment to an electric heating system means there would be no adverse impact on neighbouring amenity.
79. The proposal would not give rise to flooding concerns.
80. The proposal does not cause any highways related concerns.

Planning Balance/Conclusion

81. Having considered the appropriate development plan policies and other material considerations, including the NPPF, it is considered that subject to compliance with the conditions attached to this permission, the proposal would not materially harm the character or appearance of the area or the amenities of neighbouring and proposed occupiers. The development would be in accordance with the Development Plan.

Recommendation

Grant with the following conditions:

1. The development hereby permitted shall begin not later than the expiration of three years beginning with the date this permission is granted.
Reason: As required by Section 91 of the Town and Country Planning Act 1990 (as amended).
2. The development hereby permitted shall only be carried out in accordance with the following approved drawings,

358.GA.01 rev b - Block and Location Plan

358.GA.02 rev d – Proposed Site Plan

358.GA.03 - Existing Toilet Floor Plans and Elevations

358.GA.04 rev c - Proposed Sauna Floor Plans & Elevations

358.GA.05 rev c - Proposed Toilets & Bin Store Floor Plans & Elevations

358.GA.06 rev c - Proposed Street Scene

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No part of the development hereby permitted shall be constructed that is visible above ground level unless details of all external facing and roofing materials have first been submitted to and approved in writing by the local planning authority. The development shall only be carried out in accordance with the approved details.

Reason: To safeguard the visual amenities of the locality.

4. The saunas shall not operate outside the hours of 07.30 to 21.30.

Reason: In the interests of residential amenity.

5. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- 24 hour emergency contact number;
- Hours of operation;
- Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for pedestrians using the promenade);
- Routes for construction traffic;
- Locations for loading/unloading and storage of plant, waste and construction materials;
- Method of preventing mud being carried onto the highway;
- Measures to protect vulnerable road users (cyclists and pedestrians)
- Any necessary temporary traffic management measures;
- Arrangements for turning vehicles;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development.

6. The details of the construction of the glass balustrade to the front of the sauna within the existing timber boundary wall must be submitted to the LPA and approved in writing prior to this part of the development commencing. The details should ensure the construction of this element does not undermine the construction or appearance of the existing timber boundary wall. The development should be carried out in accordance with the approved documents and or drawings prior to the first use of the development.

Reason: To ensure the design quality and appearance in accordance with policy CS41.

7. The details of the construction of the planters within the site and on the existing boundary wall, including the plant species to be used, is to be submitted to the LPA for approval in writing and then carried out in accordance with the approved documents and or drawings prior to the first use of the development.

Reason: To safeguard the visual amenities of the locality.

8. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any other order revoking and re-enacting that order with or without modification) no floodlighting shall be installed on any part of the application site as shown on approved plans and any lighting shall not illuminate the cliff slope behind the site. Any external lighting shall be directional to only illuminate the area of seating and lighting to be compliant with 'GN08/23 Bats and Artificial Lighting at Night' by Institution of Lighting Professionals, that is: luminaires to have colour temperature less than 2700 K, with peak wavelengths no greater than 550nm.

Reason: In the interests of visual amenity and given the site location on the beach all to accord with policies CS31 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012) and in accordance with National Planning Policy Framework (2023) paragraph 174 "Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity"

9. A flood risk management plan and emergency evacuation plan shall be submitted to the LPA for approval in writing prior to the building coming into use. The approved document shall be adopted immediately, and be followed in full at all times.

Reason: To ensure the safety of customers and staff and in accordance with saved Policy 3.28 of the Bournemouth District Wide Local Plan (2002).

Informative Note:

The applicant is advised that as per the standing guidance, it is the owners responsibility to clear any damage that may arise to their structures as part of storms, and that if they do fix any part to the seawall that they are liable for repairs in the event of any damage (during installation, operation, removal or through storm damage from this fixing).

Informative Note:

This permission does not convey consent in respect of any advertising on the premises, for which a separate application under the Town and Country Planning (Control of Advertisements)(England)Regulations, 2007 (or any subsequent Order or Regulations revoking or re-enacting these Regulations with our without modification) may be necessary.

BNG Informative Note

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition (“the biodiversity gain condition”) that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Bournemouth, Christchurch and Poole Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission does not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements listed is relevant.”

Advertising Informative Note

This permission does not convey consent in respect of any advertising on the premises, for which a separate application under the Town and Country Planning (Control of Advertisements) (England) Regulations, 2007 (or any subsequent Order or Regulations revoking or re-enacting these Regulations with our without modification) may be necessary.

Statement required by National Planning Policy Framework

In accordance with paragraph 38 of the revised NPPF the Council takes a positive and proactive approach to development proposals focused on solutions. The Council work with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service,
- as appropriate updating applications/agents of any issues that may arise in the processing of their application and where possible suggesting solutions,

In this instance:

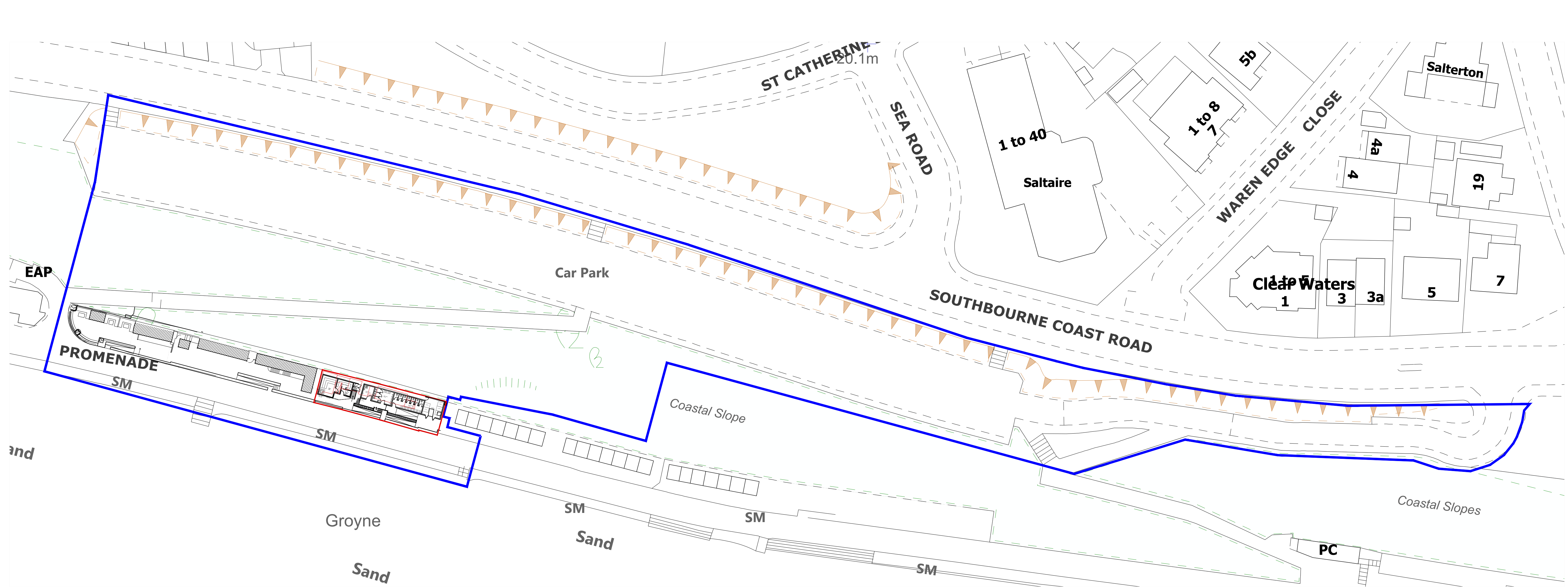
The applicant was not provided with pre-application advice, but the application was dealt with following discussions with the applicant and subsequent amendments.

Background Documents:

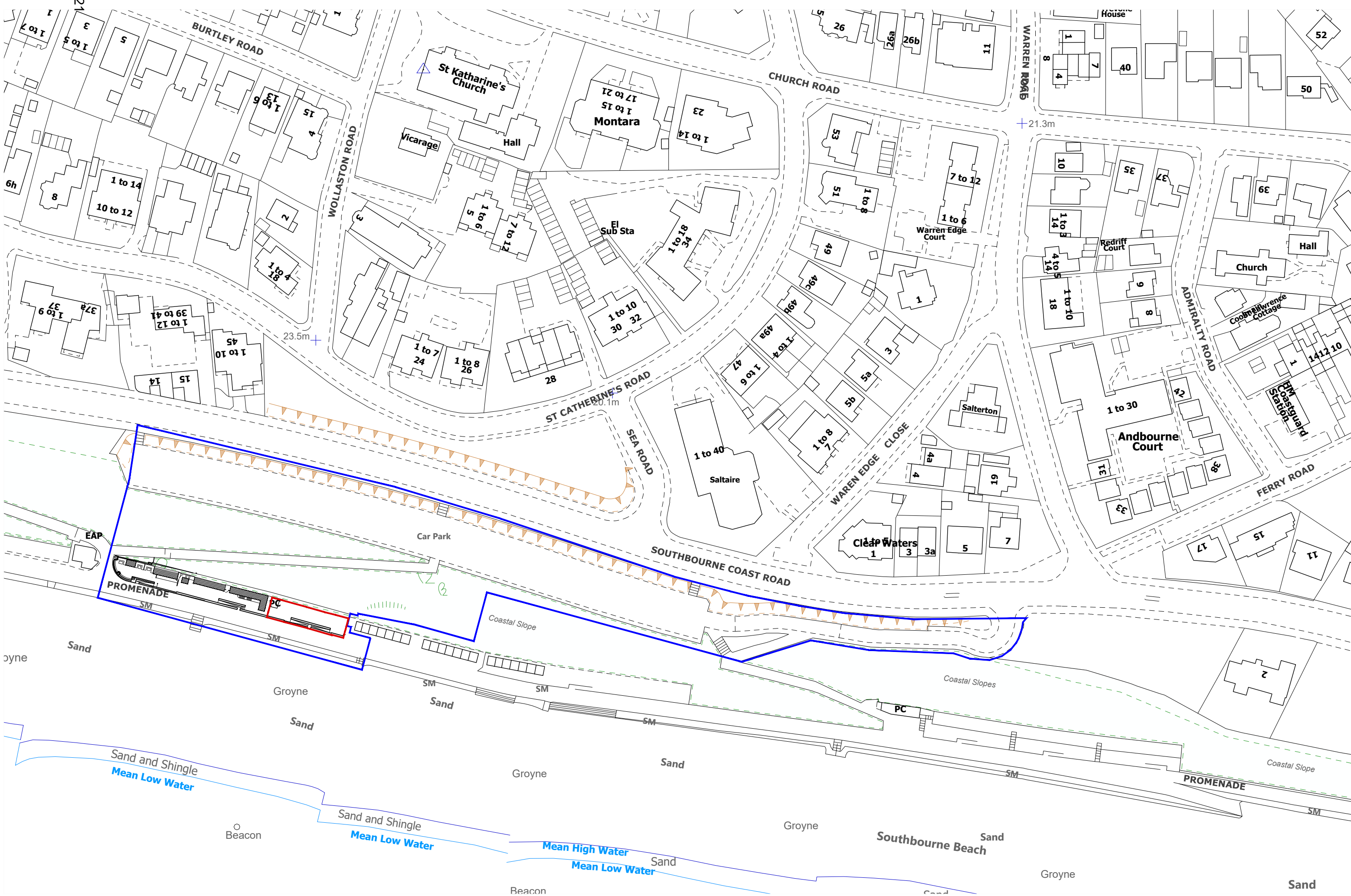
Documents uploaded to that part of the Council’s website that is publicly accessible and specifically relates to the application the subject of this report including all related consultation responses, representations and documents submitted by the applicant in respect of the application.

Notes. This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972. Reference to published works is not included.

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Block Plan
Scale 1:500 @A1



Location Plan
Scale 1:1250 @A1

Key.
Site Boundary
Area of Other
Boundary Ownership

Project. Southbourne Rd,
Southbourne Coast Rd,
Southbourne, Bournemouth
BH6 4BE

Client. SOBO

Drawing Title. Block and Location Plan

Scale. 1:500 & 1:1250 @ A1

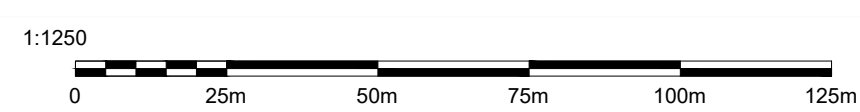
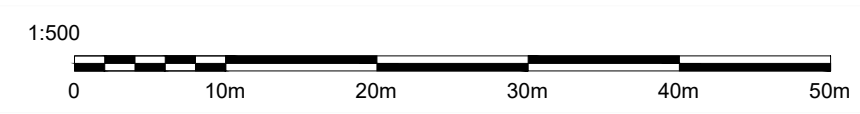
Drawing No. 358.GA.01b

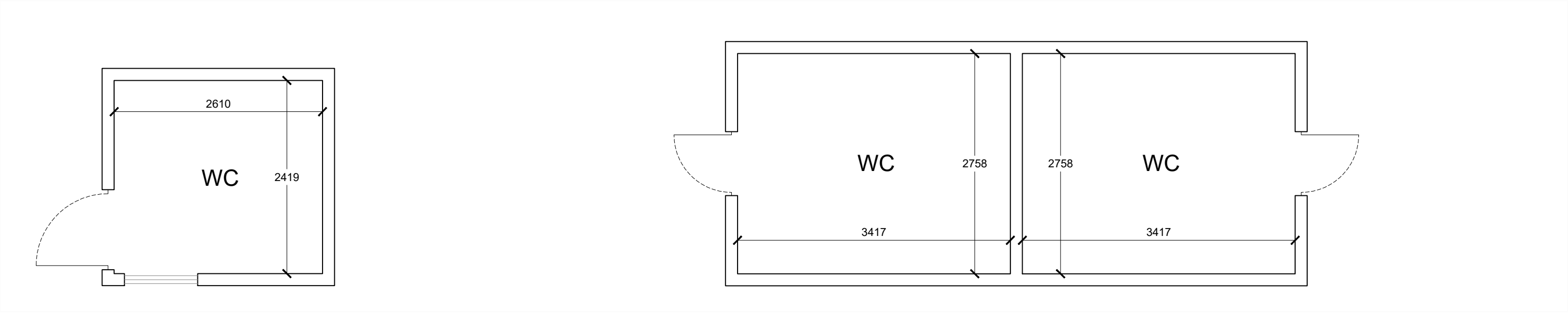
SHORE

Ether House, 23a Worthington Crescent,
Poole, BH14 8BW

Web - www.shorearchitecture.co.uk
Email - office@shorearchitecture.co.uk

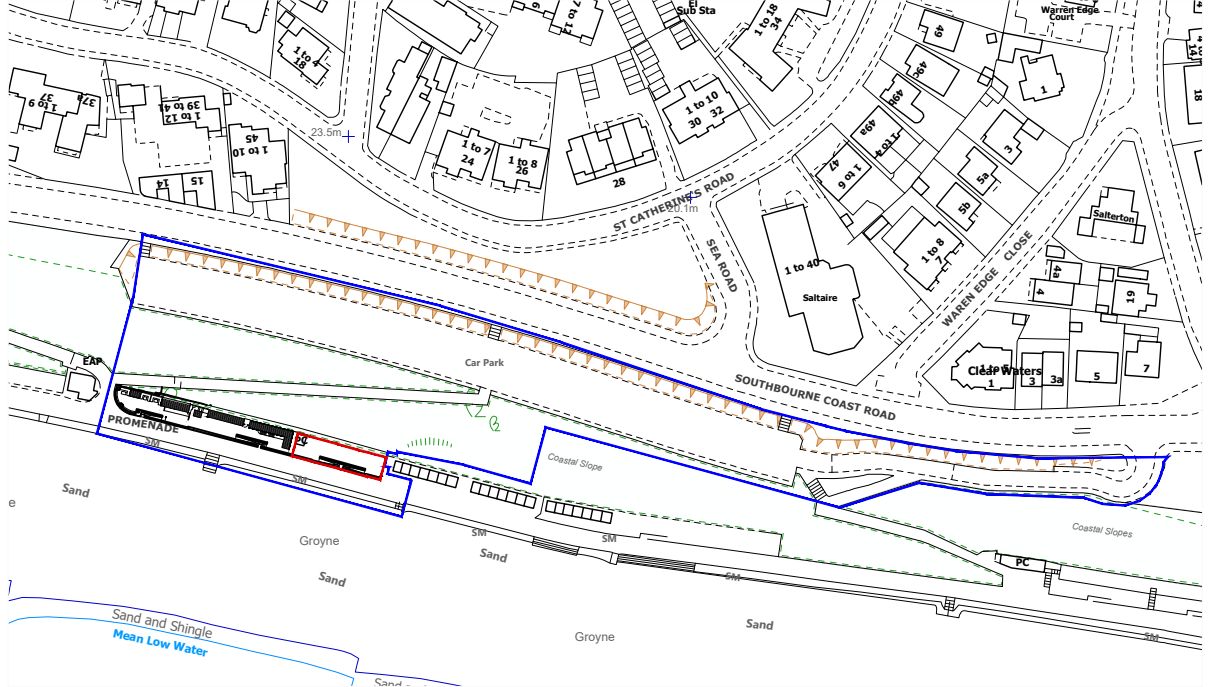
These drawings are for planning application purposes only
and may require additional details prior to a Building regs
application. All the dimensions to be checked on site prior
to commencement of work. Do not scale from drawing.





Existing Disabled Toilet Ground
Floor Plan Scale 1:50 @A1

Existing Toilet Ground Floor Plan
Scale 1:50 @A1



1:1250 Location Plan



Existing West Elevation Disabled Toilet
Scale 1:50 @A1

Existing West Elevation Toilets
Scale 1:50 @A1



Existing South Elevation of Toilet Blocks and Hoarding
Scale 1:50 @A1



Existing North Elevation of Toilet Blocks and Hoarding
Scale 1:50 @A1



Existing East Elevation Toilets
Scale 1:50 @A1

Existing East Elevation Disabled Toilet
Scale 1:50 @A1

Key.
Site Boundary
Area of Other
Boundary Ownership

Project.	Southbourne Rd, Southbourne Coast Rd, Southbourne, Bournemouth BH6 4BE
Client.	SOBO
Drawing Title.	Existing Toilets and Hoarding Floor Plans and Elevations
Scale.	1:50 @ A1
Drawing No.	358.GA.03

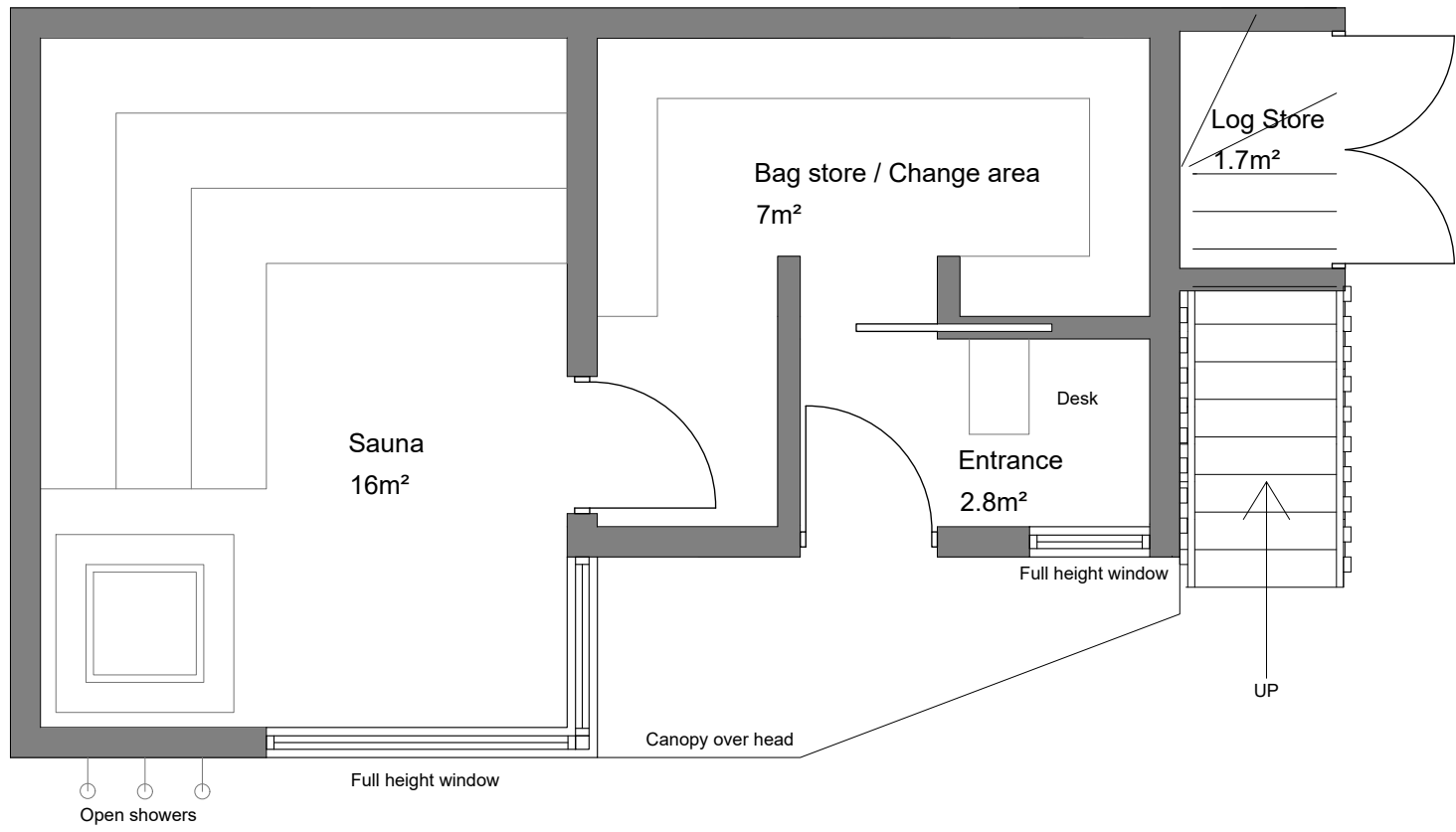
SHORE

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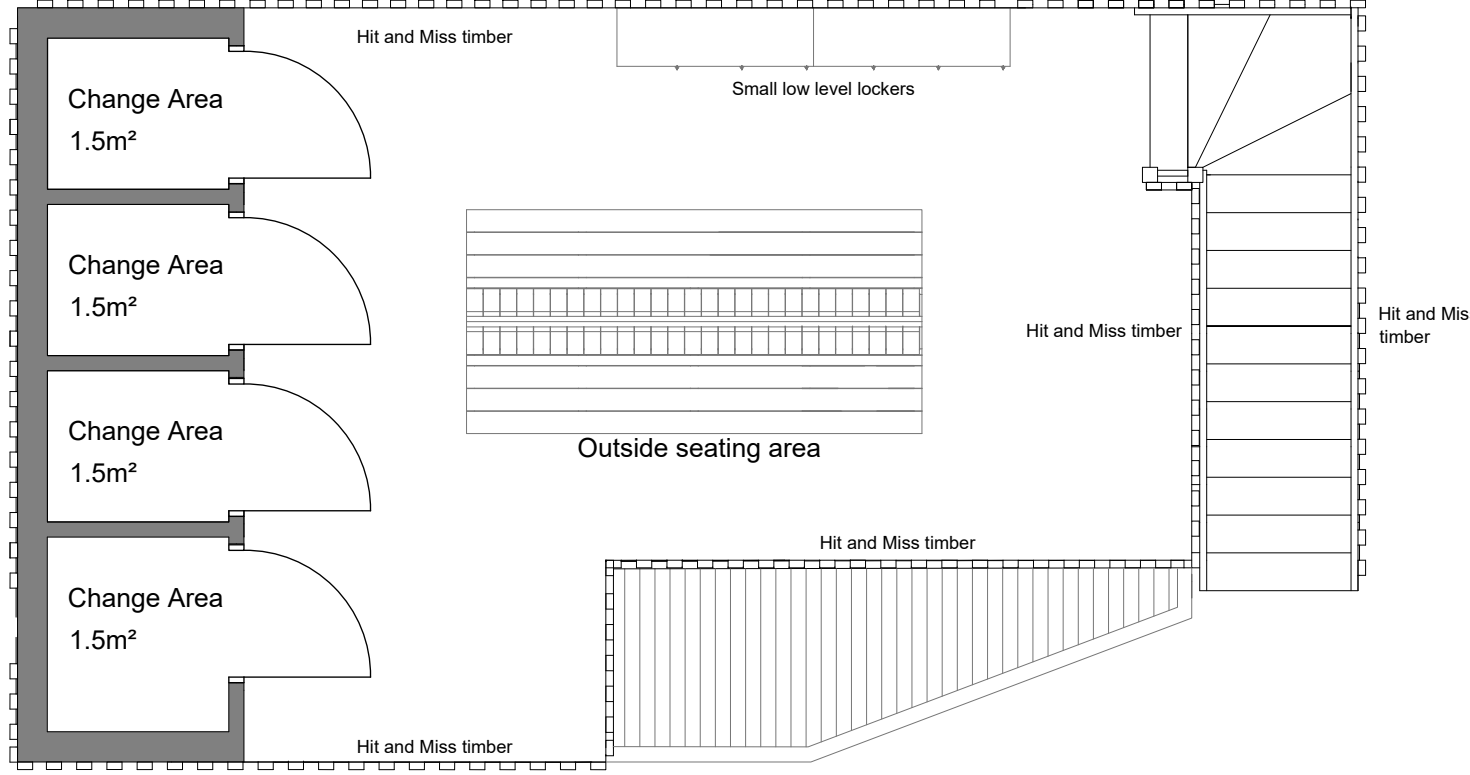
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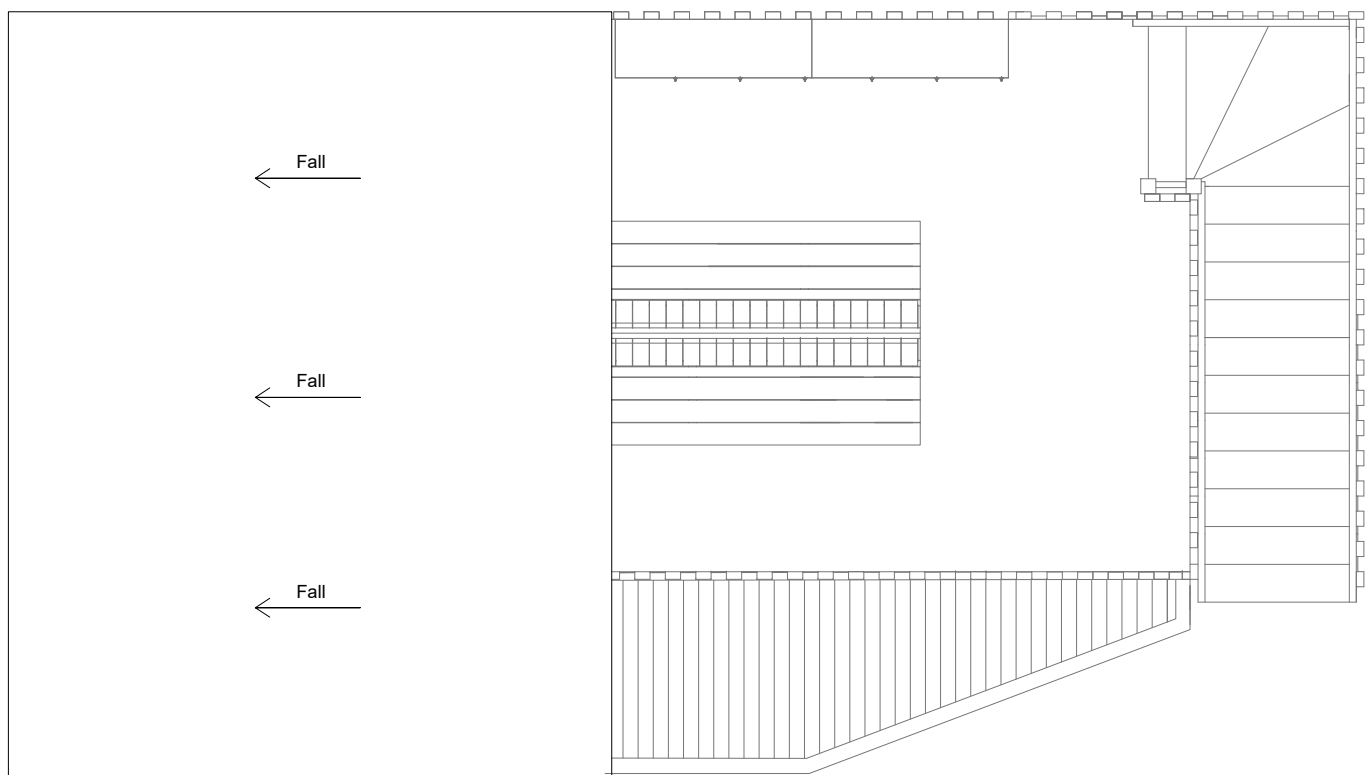




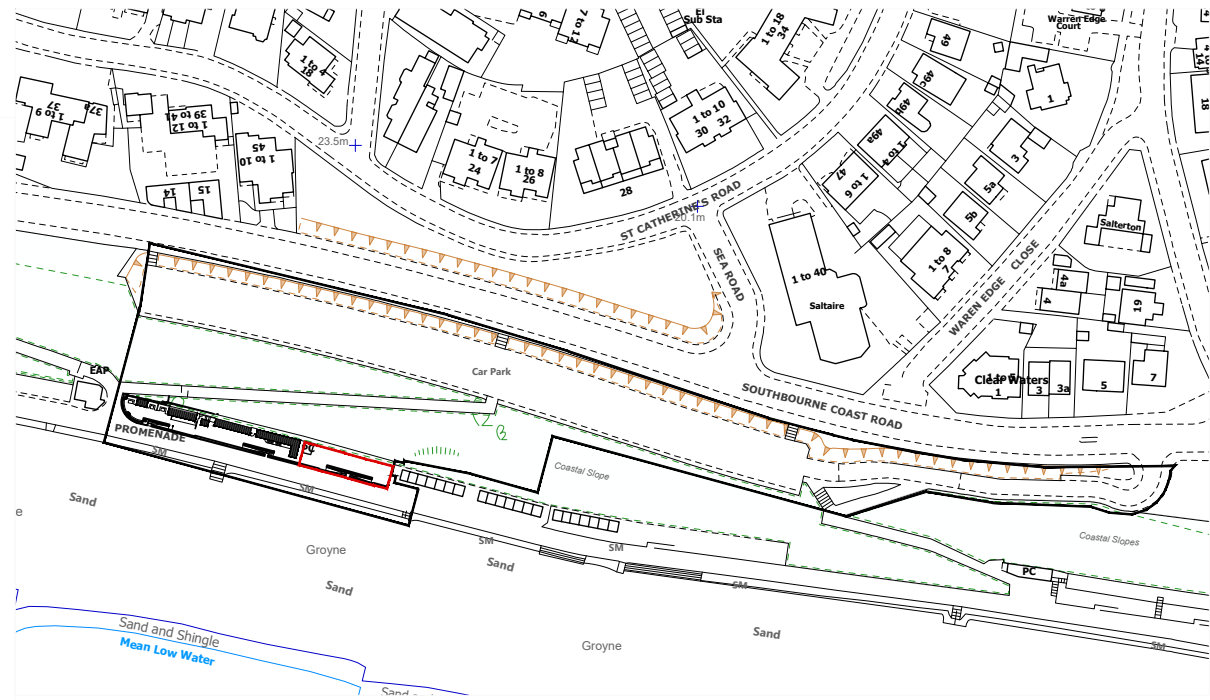
Proposed Sauna Ground Floor Plan
Scale 1:50 @A1



Proposed Sauna First Floor Plan
Scale 1:50 @A1



Proposed Sauna Roof Plan
Scale 1:50 @A1



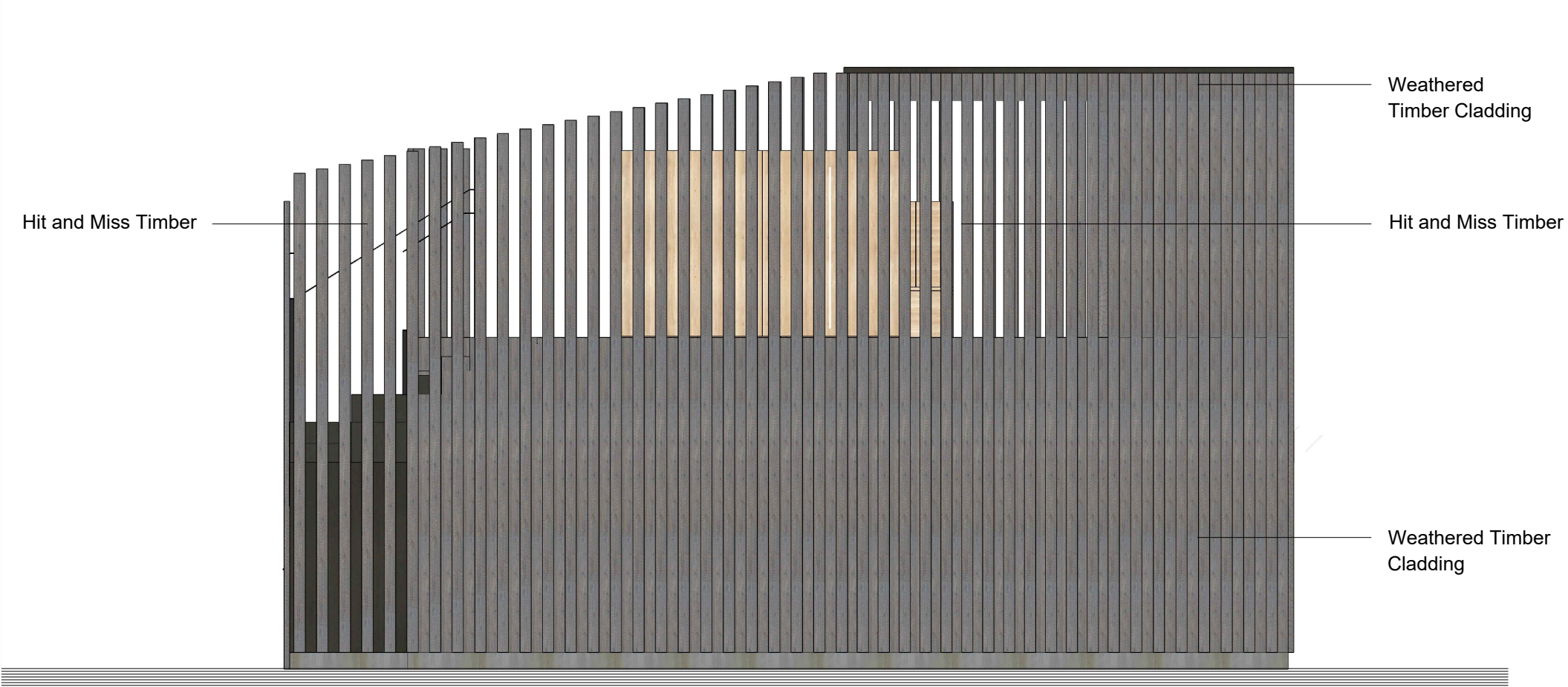
1:1250 Location Plan



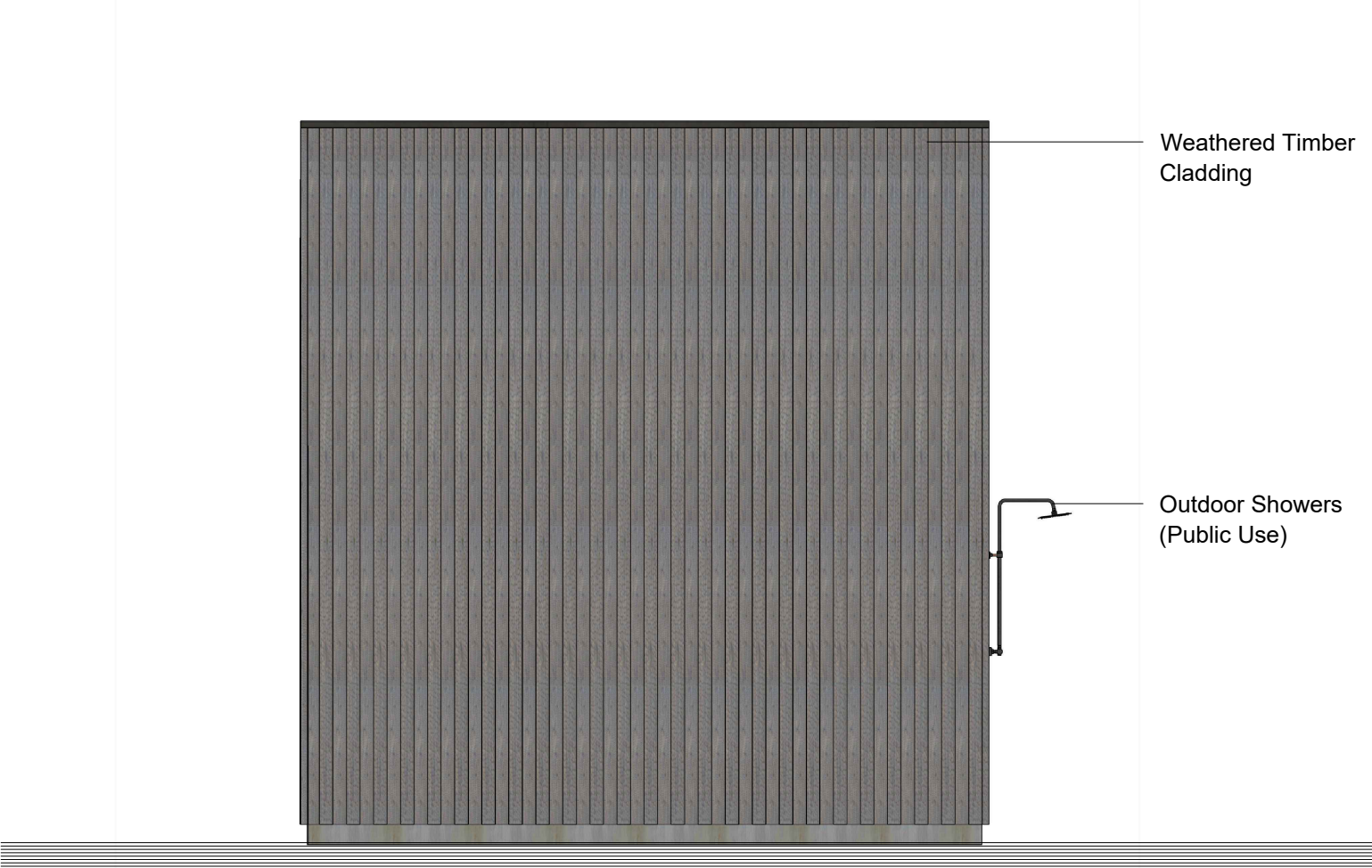
Proposed Sauna South Elevation
Scale 1:50 @A1



Proposed Sauna West Elevation
Scale 1:50 @A1



Proposed Sauna North Elevation
Scale 1:50 @A1



Proposed Sauna East Elevation
Scale 1:50 @A1

Key.
Site Boundary
Area of Other
Boundary Ownership

Project.	Southbourne Rd, Southbourne Coast Rd, Southbourne, Bournemouth BH6 4BE
Client.	SOBO
Drawing Title.	Proposed Sauna Floor Plans and Elevations
Scale.	1:50 @ A1
Drawing No.	358.GA.04c

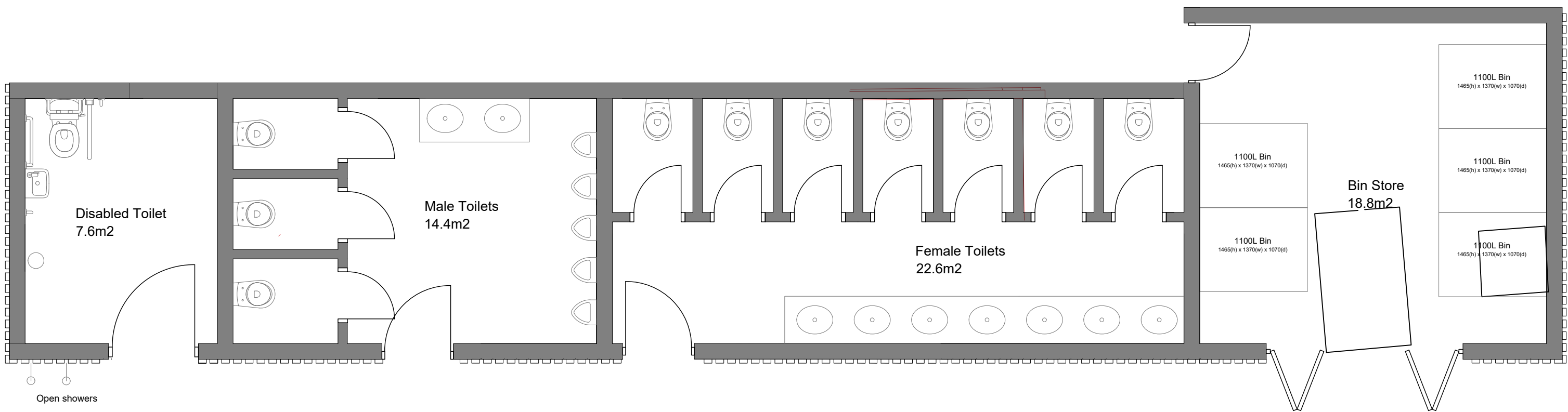
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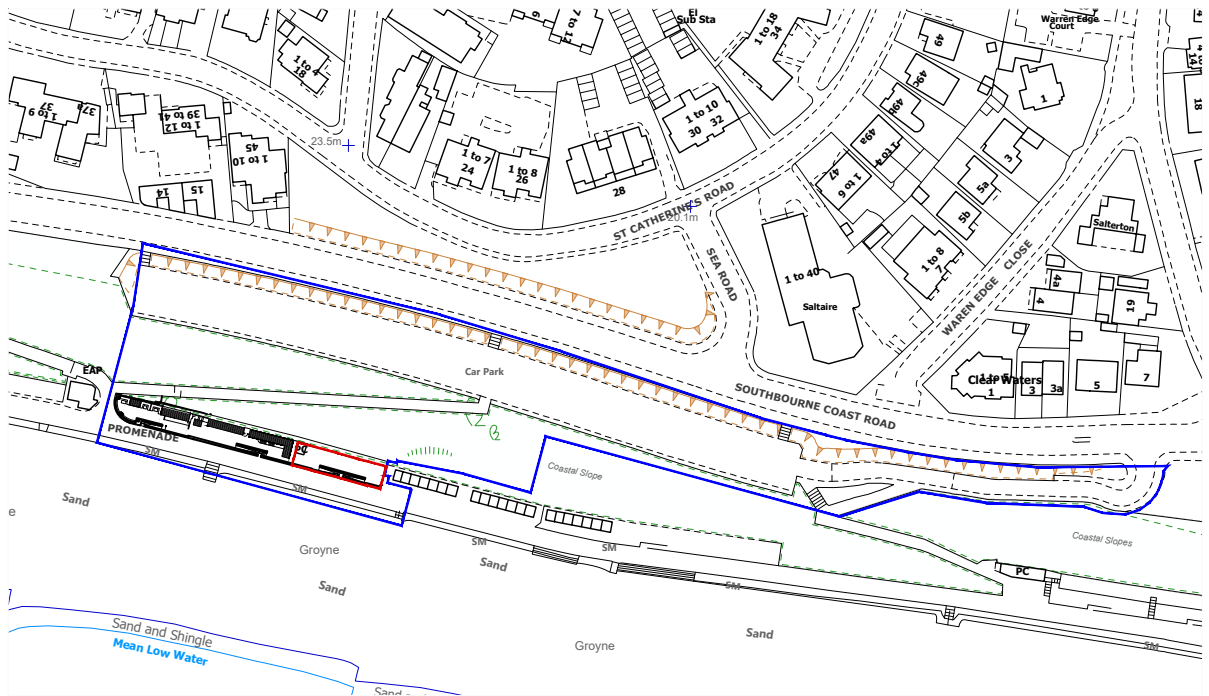
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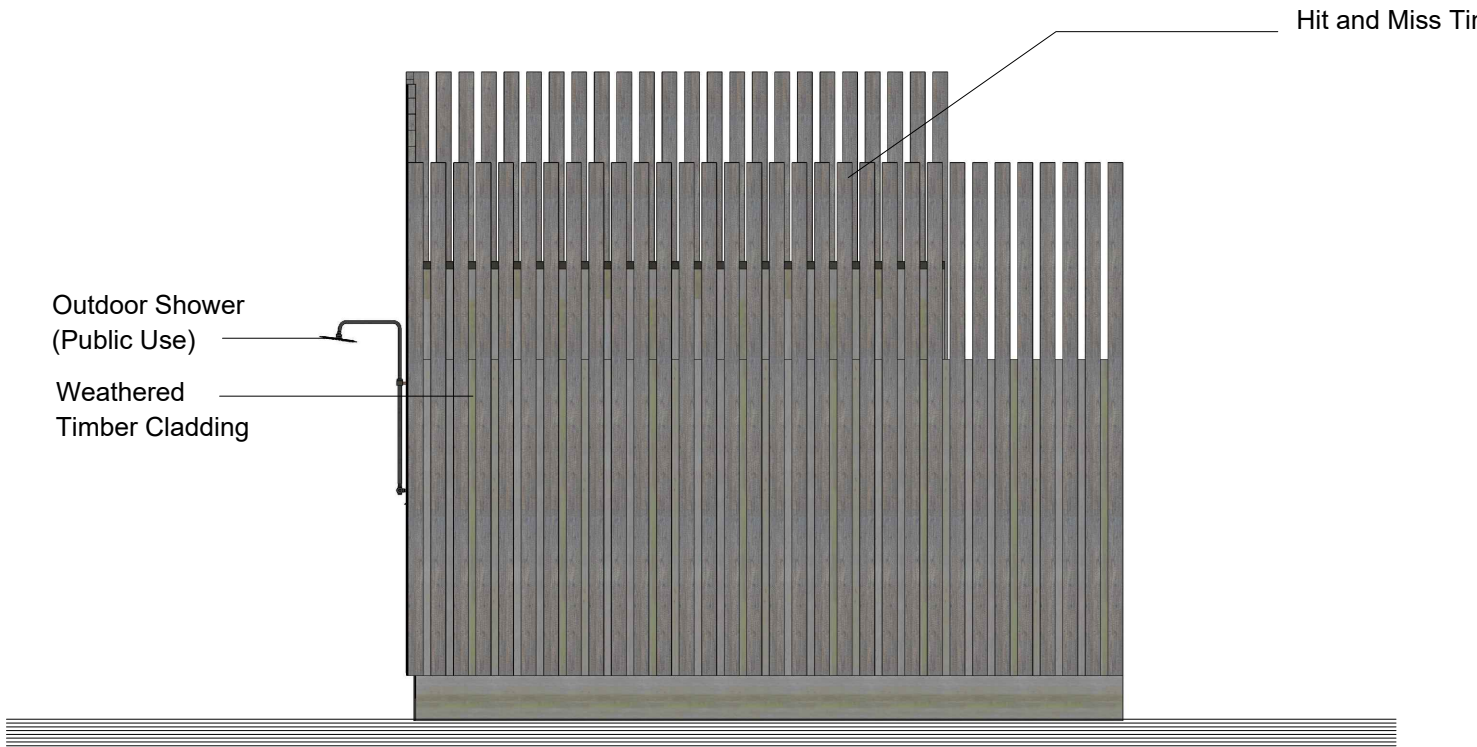
Proposed Toilets and Bin Store Ground Floor Plan
Scale 1:50 @A1



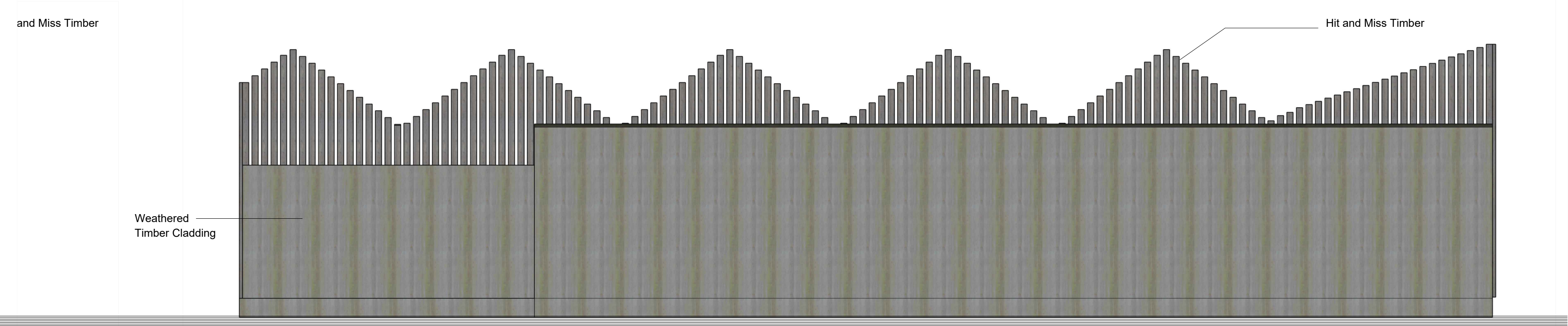
1:1250 Location Plan



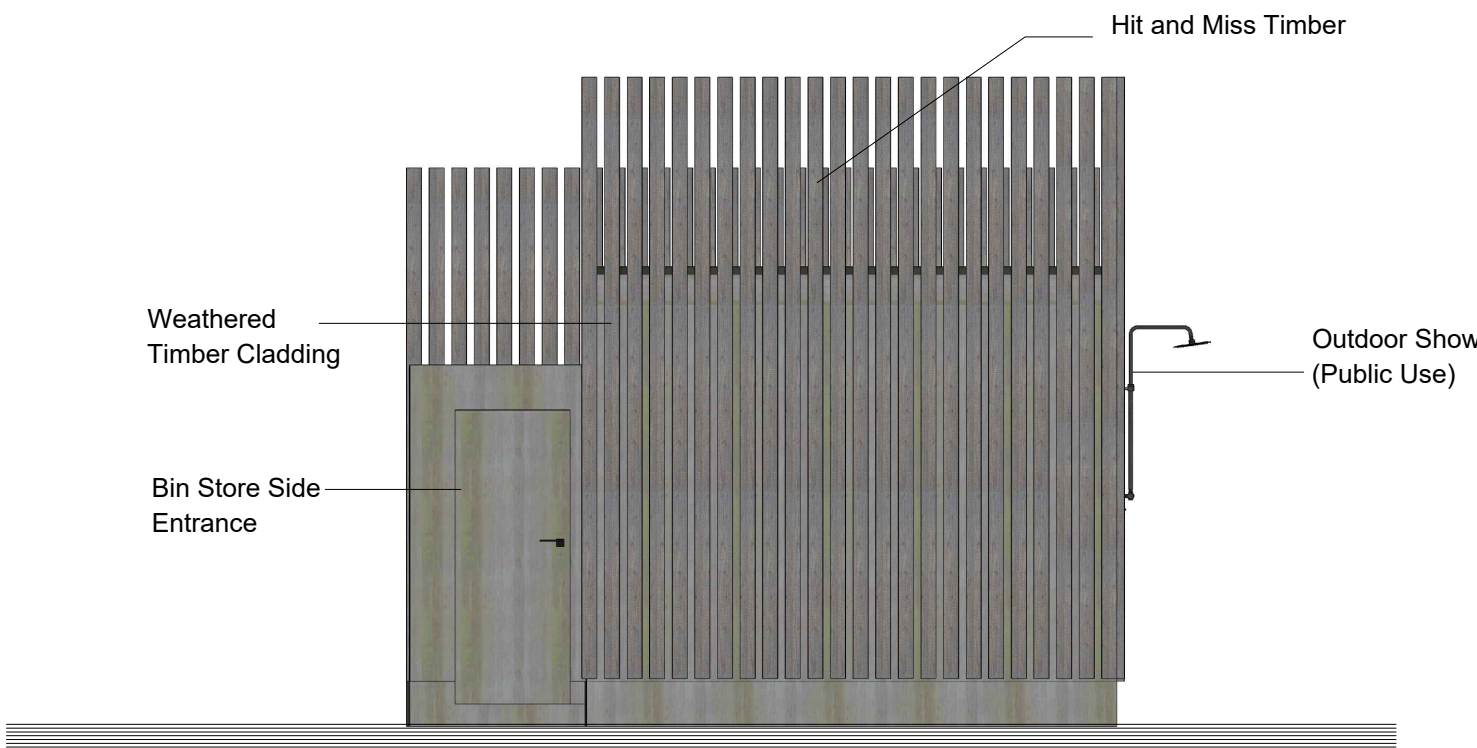
Proposed Toilets and Bin Store South Elevation
Scale 1:50 @A1



Proposed Toilets and Bin Store West Elevation
Scale 1:50 @A1



Proposed Toilets and Bin Store North Elevation
Scale 1:50 @A1



Proposed Toilets and Bin Store East Elevation
Scale 1:50 @A1

Key.
Site Boundary
Area of Other
Boundary Ownership

Project.	Southbourne Rd, Southbourne Coast Rd, Southbourne, Bournemouth BH6 4BE
Client.	SOBO
Drawing Title.	Proposed Toilets and Bin Store Floor Plans and Elevations
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Drawing No.	358.GA.05c

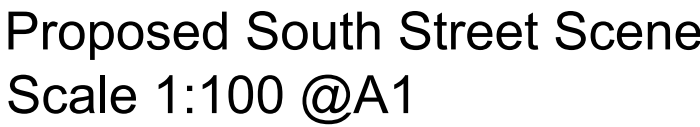
SHORE

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Key.

Site Boundary	
Area of Other Boundary Ownership	

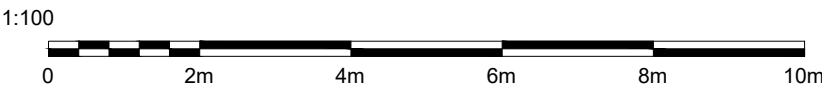
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Client.	SOBO
Drawing Title.	Proposed Street Scene
Scale.	1:100 @ A1
Drawing No.	358.GA.06c

SHORE

Grand Parade, High St, Poole, BH15 3AD

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**BCP EASTERN PLANNING COMMITTEE 28th
AUGUST 2025 / WESTERN PLANNING
COMMITTEE 15th SEPTEMBER 2025**



Report subject	Appeal report
Meeting date	28th August 2025
Status	Public Report
Executive summary	This report updates members of the planning committee on the Local Planning authority's' Appeal performance over the stated period
Recommendations	<p>It is RECOMMENDED that:</p> <p>The planning committee notes the contents of this report.</p>
Reason for recommendations	The content of this report is for information only.

Portfolio Holder(s):	Councillor Millie Earl, Leader of the Council and Chair of Cabinet.
Corporate Director	Glynn Barton, Chief Operations Officer
Report Authors	Katie Herrington and Simon Gould, Development Management Managers
Wards	Not applicable
Classification	For Information

Background

1. The purpose of this report is to feedback to members on planning appeal decisions determined by the Planning Inspectorate for the last 2 years. This includes a reflection and highlight of any key decisions or learnings arising from such decisions.
2. The fundamental purpose of this report is to provide transparency in the appeal performance of the planning service and to improve the quality of decision making where necessary.

Appeals Performance

3. National Government monitors the 'quality' of decision making in planning through appeal performance. It is measured by the percentage of planning decisions overturned at appeal, with a lower percentage indicative of better-quality decision making as less appeals are allowed.
4. Government targets are currently a maximum of 10% of the authorities total number of decisions on applications being made during the assessment period being overturned at appeal. This is set over an assessment period of 2 years, comprising April 2022 to March 2024, and April 2023 to March 2025¹. This includes non-majors and majors'.
5. As demonstrated by Figure 1 for major applications and Figure 2 for non-major applications, the Local Planning Authority (LPA) is performing within target for the Quality of Planning decisions. Note that the dataset has not been updated since June.

¹ [Improving planning performance: criteria for designation \(updated 2024\) - GOV.UK](#)

Proxy assessment period July 2022 – June 2024²	Total number of major application decisions³	Major decisions overturned at appeal	Quality of decisions (% overturned at appeal)	England Average (% overturned at appeal)
Total District Matters ⁴ (PS2)	210	4	1.9	2.8
Total County Matters ⁵ (SPS2)	0	0	0	0.4

Figure 1 Quality of major application decisions - taken from National Statistics Table P152 ([Live tables on planning application statistics - GOV.UK](#))

Assessment period July 2022-June 2024	Total number of non-major application decisions	Total number of decisions overturned at appeal	Quality of decisions (% overturned at appeal).	England Average (% overturn at appeal)
Total District Matters (PS2)	4,933	87	1.8	1.1

Figure 2 Quality of non-major application decisions - taken from National Statistics Table P154 - [Live tables on planning application statistics - GOV.UK](#)

6. Figure 3 provides a breakdown of appeal performance measured against appeals dismissed or allowed. It demonstrates that on average 35% of appeals are allowed.

Year: 2025 (Jan to July)	Dismissed	Allowed	Total	% overturned	NFA/ Withdrawn
January	19	9	28	32%	0
February	13	7	20	35%	0
March	18	7	25	28%	0
April	8	10	18	55%	0
May	7	5	12	42%	0
June	7	5	12	42%	0
July	10	1	11	9%	0
total	82	44	126	35%	0

7. Whilst the LPA is performing within target for the national measure for the 'quality of decision making', it is still necessary to review and reflect on appeal decisions in order to provide high quality decisions, and to avoid the potential for successful cost

² This period is proxy as it falls outside of the 'assessment period' as per the 'criteria for designation', the data in the table is updated on a quarterly basis, with the period to June 24 being published in June 25

³ This dataset excludes Appeals relating to planning conditions.

⁴ District Matters' comprise most applications, explicitly excluding 'County Matters'.

⁵ County Matters' applications refer to planning applications related to minerals, waste and associated development.

claims. Figure 4 below sets out a short summary of why the appeals in the month of June were allowed.

Appeal number	Location	Main issues	Why allowed
3363551	1 The Capstans, 25 Lagoon Road, Poole BH14 8JT	<ul style="list-style-type: none"> • character and appearance of the area; • The living conditions of the occupants of 2 The Capstans 	<p>Inspector did not consider it would have a harmful effect on the character and appearance of the area.</p> <p>Not result in a harmful loss of daylight/ sunlight due to distance separation and dual aspect windows enabling sufficient light. Existing experience of overlooking not harmfully alter this situation.</p>

General reflections on allowed appeals

8. It is not unusual for inspectors to come to a different view with regards to character, as it is a subjective issue. It also raises the importance of seeking to resolve harms through conditions where possible, and the importance of demonstrating harm with evidence where required.
9. It should also be noted that the majority of the dismissed appeals are where the Inspector had included an additional reason relating to the New Forest Special Areas of Conservation (SAC). The LPA at the time of writing this report is seeking an interim approach to address this matter.

List of live appeals

Appendix 1 provides a list of current appeals.

Options Appraisal

10. No options to consider.

Summary of financial implications

11. There are no financial implications as a direct result of this report.
12. However, it should be reminded that the Council can be subject to 'costs'⁶ if the Council were found to be behaving 'unreasonably'. Such 'unreasonable' behaviour includes procedural (relating to the process) and substantive (relating

⁶ [Claim planning appeal costs: Overview - GOV.UK](#)

to the issues arising from the merits of the appeal) matters. Examples of unreasonable behaviour include⁷;

- a. 'preventing or delaying development which should clearly be permitted, having regard to its accordance with the development plan, national policy and any other material considerations'
- b. not determining similar cases in a consistent manner
- c. imposing a condition that is not necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects, and thus does not comply with the guidance in the National Planning Policy Framework on planning conditions and obligation.
- d. vague, generalised or inaccurate assertions about a proposal's impact, which are unsupported by any objective analysis

Summary of legal implications

- 13. None in directly relation to the content of this report.
- 14. However, it should be reminded that the Council can be subject to Judicial Review. A Judicial Review is a mechanism for challenging the process of a decision, rather than the decision itself. An example of this is acting contrary to procedure. However such procedure can come with financial penalties.

Summary of human resources implications

- 15. There are no direct human resource implications resulting from this report. However, it is reminded that the servicing of appeals can be resource heavy, particularly at a hearing or Public Inquiry.

Summary of sustainability impact

- 16. There are no sustainability issues arising from this report.

Summary of public health implications

- 17. There are no public health implications arising from this report. Summary of equality implications

Summary of risk assessment

- 18. Any risks associated with any appeal decisions are discussed in the body of the report. No risks have been identified in this report.

Background papers

Published appeal statistics and appeal decisions

Criteria Document 2024

https://assets.publishing.service.gov.uk/media/674f2ec08b522bba9d991af9/Criteria_Document_2024.pdf

Live Planning Statistics tables - [Live tables on planning application statistics - GOV.UK](#)

⁷ [Appeals - GOV.UK](#)

Appendices

Appendix 1 – list of outstanding appeals.

Appeal types

REF = refusal of a planning application
 ENF = Appeal against an enforcement notice
 NON = Non Determination Appeal
 RTP = Refusal of works to a TPO
 RCL = Refusal of a Certificate of Lawfulness
 TRF = Tree Fast Track Appeal Process

Appeal Method

WR= Written Representations
 HH - Householder Fast Track Appeal

Reference	appeal type	appeal received	proposal	location	appeal method
P/25/00395/HOU	REF	31/07/2025	Two storey rear extension with modifications to existing roof and existing dormers, an additional front dormer and rear Juliet balconies	109 East Avenue BOURNEMOUTH BH3 7BX	HH
P/25/00585/FUL	REF	30/07/2025	Change of use of C3 dwelling to Sui Generis HMO (11 beds) for a maximum of 11 occupants, with outbuilding removal, cycle store, single storey rear extension and roof extension, dropped kerb and access and parking.	1 Wolseley Road Poole BH12 2DP	WR
C/2023/1437	ENF	30/07/2025	1. Means of enclosure; 2. Repairs to listed building; 3. the siting of a portable cabin.	Throop Mill Throop Road Bournemouth BH8 0DL	WR
TP/24/00278/X	RTP	28/07/2025	T1- Maritime Pine- Fell- Tree is a poor specimen that is leaning over boundary. Tree has recently had a branch failure. Due to lack of suitable pruning points tree should be removed. T2- Scots Pine- Fell- Tree is a poor specimen which is leaning into neighbouring cypress tree. Tree is causing damage to surrounding tree. T2 has a low future retention. T3- Monterey Pine- Reduce selected branches by 4m. With the removal of T1 over extended branches could fail due to less protection from the wind. Work will not be detrimental to the health of the tree.	21A Bury Road Poole BH13 7DE	TRF
P/25/00608/FUL	REF	28/07/2025	Extend and alter the existing building and sever the plot to create two houses with associated access and parking	9 Mountbatten Road Poole BH13 6JE	WR
P/25/00635/HOU	REF	23/07/2025	Demolition of garage and construction of replacement garage in the same location on the site. Erection of new timber fencing to adjacent rear gardens footpath. (Retrospective application)	1 York Close Christchurch BH23 2DB	HH
8/24/0861/IP	REF	23/07/2025	Development of the site to provide 9 residential properties	Land at Jesmond Avenue Jesmond Avenue Christchurch BH23 5AY	WR

Reference	appeal type	appeal received	proposal	location	appeal method
P/25/00885/HOU	REF	21/07/2025	Proposed demolishing of existing garage to side and the two storey projection to the rear aspect. Build single storey extension to side to form Granny annexe living accommodation integrated with main house and two storey extension to rear and new raised walkway / steps to the front entrance of the property. Convert existing hip roof to gables with the fitting of solar panels to all elevations.	29 Lascelles Road Bournemouth BH7 6NF	HH
ENF/25/0107	ENF	17/07/2025	The unauthorised erection of a boundary wall more than 1 metre in height adjacent to the highway, as shown in the approximate position outlined in red on the attached site location plan.	7 Leven Avenue Bournemouth BH4 9LH	WR
P/25/01129/HOU	REF	11/07/2025	Loft conversion extension by adding a new section of rear dormer to the rear, south-facing roof pitch.	79 Salterns Road Poole BH14 8BL	HH
P/25/00033/HOU	REF	11/07/2025	Rear & side extension and new roof incorporating loft conversion.	28 Ricardo Crescent Christchurch BH23 4BX	HH
P/25/00010/FUL	REF	11/07/2025	Installation of replacement UPVC windows to first, second and third floors of the front elevation (retrospective)	Caspian House 111 Old Christchurch Road Bournemouth BH1 1EP	WR
APP/24/01040/P	REF	02/07/2025	Outline application to erect semi-detached dwelling and block of 5no. flats with associated vehicular access and car parking.	39 Danecourt Road Poole BH14 0PG	WR
P/25/00851/ADV	REF	30/06/2025	3 No. Fascia signs on frontage of building and timber covered area. Flag advert displayed on roof above entrance. Mobile advert - banner flag.	Funky Griller 61 Westover Road BOURNEMOUTH BH1 2BZ	WR
7-2025-4531-AB	REF	30/06/2025	Retrospective consent sought for timber pergola and external seating	Funky Griller 58-61 Westover Road Bournemouth BH1 2BZ	WR
C/2024/2025	ENF	27/06/2025	Without planning permission, the erection of an extension to house an outdoor kitchen area with structures, the construction of a raised platform with balustrade and steps to the rear of the dwelling.	3 Ashford Road Bournemouth BH6 5QB	WR
P/25/00862/TTPO	RTP	27/06/2025	T2- Monterey Pine: fell to ground level. T5- Monterey Cypress: fell to ground level. T6- Monterey Cypress: reduce height to 10m and crown spread to 9m leaving a balanced crown. T7- Pine: fell to ground level. All reasons for this work and site map showing location of the trees are on the MWA Arboricultural Appraisal Report attached to this planning application.	Mudehaven Court 64 Mudeford Christchurch BH23 3NN	TRF

Reference	appeal type	appeal received	proposal	location	appeal method
P/25/00867/ CLP	RCL	26/06/2025	<p>Certificate of lawfulness to Lower the south side wall of the house by up to 525mm.</p> <p>The house is 3 storey (basement, ground and 1st) with living areas on the top (1st) floor. The wall forms the boundary to a balcony on the 1st floor level. The top of the existing wall is 1625mm above the finished floor level of the balcony. The proposal is to lower the wall so the top is at a height of at least 1100mm above the balcony finished floor level.</p> <p>The existing wall is zinc clad for the full height. The proposed reduced height wall would have identical finishes to that of the existing wall.</p>	8B Partridge Walk Poole BH14 8HL	WR
7-2024- 9354-F	RCL	23/06/2025	Application for a Lawful Development Certificate for proposed formation of 3 areas of hardstanding within the curtilage of the residential planning unit	1346 Christchurch Road Bournemouth BH7 6ED	WR
8/24/0677/F UL	REF	13/06/2025	Demolish existing dwelling and replace with two dwellings	4 Knightwood Close Christchurch BH23 4NE	WR
7-2024- 6653-U	RTP	13/06/2025	T1 Sycamore . Fell to ground level and carry out replacement planting with a 3M high container grown tree of a species to be agreed with the council.	22A Ken Road Bournemouth BH6 3EU	TRF
TP/24/0081 5/X	RTP	12/06/2025	2 x Western Red Cedars - Crown reduction by 5.5 m & 7.5 m	Pinehurst Hall, 23 Burton Road, Poole, BH13 6DT	TRF
7-2024- 4909-AS	REF	10/06/2025	Part-retrospective for Change of use of lower ground floor to 3no. holiday let rooms and manager's flat; change of use of ground, first and second floor to provide 12no. rooms for language school students for a temporary period of 3 years	31 Chine Crescent Bournemouth BH2 5LB	WR
7-2025- 27943-A	REF	09/06/2025	Retrospective planning application for single storey side extension with lean to structure. Introduction of new materials.	28 Haverstock Road Bournemouth BH9 3HE	HH
P/25/00187/ HOU	NON	08/06/2025	Convert loft to habitable space including a side dormer	44 Windsor Road Christchurch BH23 2EE	HH
P/25/00532/ HOU	REF	07/06/2025	Raise the roof and construct a first floor extension to create additional accommodation and use the outbuilding as an annexe, connected to the property at no. 7 Woodleaze Close, Poole.	7 Woodleaze Close Poole Broadstone BH18 8BN	HH
P/25/00524/ FUL	REF	07/06/2025	Sever plot and erect chalet bungalow adjacent to 15a Jacqueline Road (revised scheme)	15A Jacqueline Road Poole BH12 3JQ	WR
P/25/00030/ FUL	REF	07/06/2025	Sever land and erect 1 No 3 bedroom house with parking	15 Uppleby Road Poole BH12 3DB	WR
P/25/00676/ HOU	REF	06/06/2025	Rear/side extension, roof alterations including addition of dormer to accommodate new first floor, internal & fenestration alterations	35 Harbeck Road Bournemouth BH8 0AH	HH

Reference	appeal type	appeal_receive	proposal	location	appeal method
APP/24/00860/F	REF	25/05/2025	Site severance and erection of new dwelling	5 Cobham Way Poole Wimborne BH21 1SJ	WR
7-2025-26319-D	RTP	21/05/2025	T1 - Monterey Pine - Fell to ground level	Tasso 1 Riverbank 40 Wick Lane Bournemouth BH6 4JX	TRF
APP/24/01342/F	REF	13/05/2025	Change of use from single garage to a dwellinghouse	The Garage Between 22 Banks Road and 1 Panorama Road, Poole, BH13 7QE	WR
APP/24/01063/F	REF	13/05/2025	Loft extension and conversion including; raising roof eaves and ridge.	42 Bournemouth Road, Poole, BH14 0EY	HH
8/24/0700/FUL	REF	09/05/2025	Retrospective application for a separate self-contained dwelling.	44 Portfield Road Christchurch BH23 2AG	WR
P/25/00201/TTPO	RTP	02/05/2025	T1 Lime - Fell to ground level and replant with Fastigate Hornbeam.	15 Shelley Close Christchurch BH23 4HW	TRF
7-2024-891-AF	REF	01/05/2025	Outline Application for partial retention of building including main facades at three levels on the Westover Road and Hinton Road frontages to allow for the construction of 936sq.m. commercial floorspace at lower ground and upper ground levels, comprising three units for use within either E (a) (retail), E(b) (restaurant), F1 (learning and non-residential institution) or F2 (b, c & d) (local community); 85 apartments, 26 car parking spaces, associated servicing facilities, refuse and cycle storage.	35 43 Westover Road Bournemouth BH1 2BZ	WR
8/24/0208/FUL	REF	30/04/2025	Change of use from agricultural to dog day care and erection of associated buildings and infrastructure	Land off Christchurch Road West Parley Bournemouth Dorset BH23 6BB	WR
7-2024-28401-E	REF	23/04/2025	Erection of two-storey dwellinghouse	100 Boscombe Grove Road Bournemouth BH1 4PG	WR
7-2025-4582-AA	RTP	22/04/2025	T1 - Holm oak - Cut back branches which grow above the garden of Tattersalls back by 4m to the edge of the lawn. T2 -Sycamore - Prune back branches to provide a 2m separation from the summer-house.	East Cliff Manor 45 Christchurch Road Bournemouth BH1 3PH	TRF

Reference	appeal type	appeal_receive	proposal	location	appeal method
7-2024-11568-F	NON	16/04/2025	Demolition of garage and erection of four terraced dwellings and a coach house style dwelling and associated landscaping and infrastructure	57 Lansdowne Road Bournemouth BH1 1RN	WR
7-2024-9354-G	NON	15/04/2025	Demolition of 2 storey side elevation, sever land and erect an extension to form additional dwelling to the side of existing dwelling. Sever land to the rear and erection a detached 2 storey building comprising 2no. 1 bedroom flats with on site car parking and provision for bicycle and refuse storage	1346 Christchurch Road Bournemouth BH7 6ED	WR
APP/24/008 15/F	REF	09/04/2025	Use of outbuilding as self-contained unit of accommodation. Retrospective application.	12 Dalkeith Road, Poole, BH13 6LQ	WR
8/24/0718/HOU	NON	07/04/2025	Retrospective consent for outbuilding for use in part associated with short term holiday lets and partly for family use as spare bedroom accommodation	6 Stroud Gardens Christchurch BH23 3QY	WR
ENF/25/001 2	ENF	03/04/2025	Refused retrospective planning application 8/24/0180/FUL for change of use to commercial airport car parking with associated works, APNR etc. Refused retrospective advertisement application 8/24/0181/ADV for 49 x non-illuminated signs.	Theme Park Merritown Lane Christchurch BH23 6BA	WR
APP/24/008 07/F	REF	03/04/2025	Removal of existing sunroom and addition of bespoke garden room to rear elevation	1 Rowington Hall, 4 Dover Close, Poole, BH13 6EA	WR
7-2023-6116-G	REF	01/04/2025	Erection of 2 x 1-bed flats (Use Class C3) with associated access at the rear of existing commercial unit (Use Class E(a))	561 Christchurch Road Bournemouth BH1 4AH	WR
7-2024-18783-D	RCL	18/03/2025	Certificate of lawfulness to establish use as a 7-bedroom HMO (Sui Generis)	61 Gresham Road Bournemouth BH9 1QS	WR
8/23/0675/CLE	RCL	14/03/2025	Application for a Lawful Development Certificate for an existing conservatory to the West Elevation.	The Barn 41A Burley Road Christchurch BH23 7AJ	WR
APP/24/007 78/F	REF	10/03/2025	Part conversion of the existing triple garage to form a maisonette (revised scheme)	Forest Lodge 16 Burton Road Poole BH13 6DU	WR
7-2024-5603-AQ	REF	07/03/2025	T43- Red Oak - To reduce branches close to the building to a clearance of 3m. To reduce the whole crown by 2m and shape.	Homedale House 30A Wimborne Road Bournemouth BH2 6QB	TRF
C/2024/195 2	ENF	06/03/2025	Without planning permission, a single storey side extension with extract flue, covered outdoor structure located to the rear, and pergola structure located to the front, fixed jumbrella and new boundary treatment in the approximate positions hatched black.	Palm Lounge Bar, Poole Hill, BOURNEMOUTH, BH2 5PW and Bermuda Cafe, Poole Hill, BOURNEMOUTH, BH2 5PW	WR

Reference	appeal type	appeal_receive	proposal	location	appeal method
8/24/0752/FUL	REF	27/02/2025	Division of existing garden and construction of new dwelling	Glenlyn Bramble Lane Christchurch BH23 5NB	WR
8/24/0674/HOU	REF	26/02/2025	Retain an existing 1.8m high fence that replaced a section of an existing hedge. Retrospective application.	2 Jellicoe Drive Christchurch BH23 3SL	HH
APP/24/00829/P	REF	24/02/2025	Demolition of existing dwelling and erection of four no. detached bungalows, formation of access and parking.	48 Hillbourne Road, Poole, BH17 7JB	WR
7-2024-2952-J	REF	17/02/2025	Outline planning application for extension and conversion of the existing building into a block of 8no. flats and a 10no. bedroom HMO with car parking.	117-119 Malmesbury Park Road Bournemouth BH8 8PS	WR
APP/24/00938/F	REF	13/02/2025	Demolition of an existing dwellinghouse; erection of a replacement dwelling and workshop/store outbuilding and subdivision of the plot to erect a further single detached dwellinghouse with associated access, parking and landscaping.	40 Brownsea View Avenue, Poole, BH14 8LQ	WR
C/2022/1023	ENF	11/02/2025	Without planning permission, the erection of raised platforms to the rear of the dwelling.	17, The Litzo, 37-39 Boscombe Spa Road, Bournemouth, BH5 1AS	WR
7-2024-26969-D	REF	03/02/2025	Outline application with some matters reserved for the demolition of existing house and the erection of a block of 5 flats with off road car parking and associated works	5 Seafield Road Bournemouth BH6 3JE	WR
7-2024-23085-I	REF	03/02/2025	Application for a Lawful Development Certificate for an Existing Use of Flat 2B as a single dwelling house	Flat 2B Whitley Court West Cliff Gardens Bournemouth BH2 5HL	WR
S78/2025/7598	REF	28/01/2025	Alterations & additions including replacement of existing roof with 2 additional floor levels incorporating pitched roof with dormers & second floor balcony facilities to provide 4 flats	Chessel Court 1A Chessel Avenue Bournemouth BH5 1LQ	WR
APP/24/00362/F	REF	15/01/2025	Plot severance and the conversion and extension of the existing outbuilding/garage to create a detached dwelling with associated access and parking.	29 Western Road, Poole, BH13 7BH	WR
S78/2025/7595	REF	14/01/2025	Erection of a single storey rear extension, erection of a two-storey side extension, hip to gable roof alteration and associated internal remodelling.	120 Parkwood Road Bournemouth BH5 2BN	WR
8/23/0878/FUL	REF	08/01/2025	Proposed new chalet dwelling (As Amended By Plans Received 13/02/2024 showing Revised Red Line and Correct Ownership Certificate Received 17/04/2024)	Land at the Corner of Comet Way Christchurch Dorset	WR
APP/24/00906/F	REF	07/01/2025	Demolish garage to create a vehicular access and erect a detached bungalow	Marina Court, 34 Banks Road, Poole, BH13 7QE	WR
S78/2025/7594	REF	06/01/2025	Change of use from established House in Multiple Occupation (Class C4), to 8 bedroom House in Multiple Occupation (Sui generis)	34 Somerley Road Bournemouth BH9 1EN	WR
APP/23/00147/F	REF	30/12/2024	Demolition of 2no. flats and 1no. dwelling and outbuildings; erect 8no. flats and 1no. detached house to the rear	80-82 Parkstone Heights, Poole, BH14 0RZ	WR

Reference	appeal type	appeal received	proposal	location	appeal method
S78/2024/7593	REF	23/12/2024	Retrospective application for the erection of a single storey extension and outdoor covered area to rear, pergola to the front and alterations to boundary treatment	Bermuda Cafe Poole Hill Bournemouth BH2 5PW	WR
APP/24/00785/P	REF	16/12/2024	Outline planning permission with some matters reserved for the construction of three bungalows with associated parking and landscaping with access from Wheelers Lane	Land rear of 41-43 Wheelers Lane, Bournemouth, BH11 9QQ	WR
S78/2024/7585	REF	14/11/2024	Outline submission for the Demolition of existing office building and replacement of a new building to form ground floor commercial and 9 flats.	Athena House 612 616 Wimborne Road Bournemouth BH9 2EN	WR
APP/23/00327/F	REF	15/10/2024	Full demolition of the existing dwelling and erection of replacement dwelling.	1 Avalon, Poole, BH14 8HT	WR
8/22/0445/OUT	REF	15/10/2024	Outline application for demolition of existing buildings and erection of a mixed use block consisting of 3 offices and 25 apartments with associated bin and cycle stores	195 & 195A Barrack Road Christchurch BH23 2AR	WR
S78/2024/7582	REF	08/10/2024	Alterations, extension and conversion of existing dwelling to form 10 apartments. Erection of a coach house with associated bin/bike stores, parking and access. Demolition of existing extension and carport.	34 West Overcliff Drive Bournemouth BH4 8AB	WR
TP/24/00452/X	RTP	04/10/2024	T1 - Monterey Cypress - Fell tree to ground level	21 GORSEHILL ROAD POOLE BH15 3QH	TRF
EN/23/00097	ENF	03/10/2024	Email from Building Control regarding an office building being built	227 Bournemouth Road, Poole, BH14 9HU	WR
EN/24/00123	ENF	09/09/2024	Linked to previous case EN/22/00262 - Change of use from office to self contained living unit. APP/22/01304/F Refused on 09/04/2024 - Retrospective planning application for a ground floor flat to be used as a dwelling which was formerly office area.	300 Ringwood Road, Poole, BH14 0RY	WR
APP/23/01383/F	REF	20/08/2024	Single storey rear extension; single storey side extension; first floor dormer; Juliet balcony to rear, car port; demolition of garage and associated works.	Conifers, Merley Park Road, Wimborne, BH21 3DD	HH
8/24/0197/TPO	RTP	12/08/2024	T1-Lime-Fell and replace with Cherry tree or similar.	25 Hynesbury Road Christchurch BH23 4ER	TRF
8/24/0221/FUL	REF	01/07/2024	Demolition of the existing building and erection of 2 detached dwellings with associated access and parking arrangements (revised scheme)	Beech Lawn 51 Hinton Wood Avenue Christchurch BH23 5AE	WR
APP/23/01228/F	NON	25/04/2024	Partial demolition of the garage, erect new side elevation walling, sever land and erect 2 detached houses with associated car parking (revised scheme)	4 Burton Road, Poole, BH13 6DU	WR
APP/22/01570/F	REF	23/04/2024	Proposed change of use from annex to guesthouse (C1)	Annexe, 40 Sterte Esplanade, Poole, BH15 2BA	WR

Reference	appeal type	appeal_receive	proposal	location	appeal method
APP/23/01318/F	REF	17/04/2024	Erection of 2 storey front and side extension, new porch and chimney stack to side. Amend finishing materials and replace windows.	10 Felton Road, Poole, BH14 0QS	HH
APP/23/01397/P	NON	16/04/2024	Outline application to demolish existing bungalow and garage. Construct 3 houses.	6 Pinewood Road, Poole, BH13 6JS	WR
APP/23/00154/F	NON	09/04/2024	Use of the buildings and land for commercial activities falling within Sui Generis restaurant/takeaway, erection of toilet facilities.	Unit 3 Sharp Road, Poole, BH12 4BG	WR
8/23/0279/TPO	RTP	26/03/2024	T1 - Oak - Fell.	8 Redwood Drive Winkton Christchurch BH23 7BP	TRF
APP/23/00466/F	REF	22/03/2024	Replacement dwelling	49 Cliff Drive, Poole, BH13 7JF	WR
TP/22/00810/X	TRF	13/03/2024	T1 Oak in group 2, reduce crown radius from 10m to 5m to stop it overhanging garage and greenhouse, also reduce height to 5m to maintain overall shape. The base of the trunk is 7.9m from the garage and 6.3m from the greenhouse, but the tree is leaning so that the centre of the crown is 1m closer than the base of the tree.	5 Sharlands Close, Broadstone, BH18 8NB	TRF
TP/23/00360/X	RTP	13/02/2024	T7: Silver Birch - Fell to ground level. Replacement planting: One container grown lime to be planted in the rear garden within 5m of tree.	23 Widworthy Drive, Broadstone, BH18 9BD	TRF
APP/23/01163/K	REF	09/02/2024	Certificate of Lawfulness for Proposed use or operation for the erection a rear extension to the dwelling, insertion of velux windows and the erection of a detached garage.	98A Ashington Lane, Wimborne, BH21 3DG	WR
8/21/0331/C ONDR	REF	31/01/2024	Demolition of existing dwelling and erection of 14 apartments with underground parking. Variation of Condition 2 (approved plans) of Planning Application 8/20/0752/OUT to make revisions to the design of the building. - Application to discharge conditions 10, 11 and 14 Does the	20 Chewton Farm Road Christchurch Dorset BH23 5QN	WR
S78/2024/7515	REF	30/01/2024	Demolition of existing buildings and erection a 3/4 storey block of 10 flats with basement bin and cycle stores	9-11 Upper Norwich Road Bournemouth BH2 5RA	WR
ENF/23/0222	ENF	24/01/2024	Unauthorised marquees	The Boathouse 9 Quay Road Christchurch BH23 1BU	WR
S78/2024/7507	REF	11/01/2024	Extension to roof to form an additional flat with associated access, bin and cycle storage, and car parking	The Willows 27 Grosvenor Road Bournemouth BH4 8BQ	WR

Reference	appeal type	appeal_receive	proposal	location	appeal method
APP/23/01064/F	REF	20/12/2023	Demolish existing garage and erect a replacement 2 storey detached garage with first floor recreational area (to be used by the occupiers of no. 1B Mount Grace Drive, Poole)	1B Mount Grace Drive, Poole, BH14 8NB	HH
APP/22/01691/F	REF	29/11/2023	Change of use application to erect extensions including a new roof with raised ridge height; convert the resultant building from a C3 dwellinghouse to 10 bedroom HMO, 'sui generis' use	227 Bournemouth Road, Poole, BH14 9HU	WR
APP/23/00019/P	REF	28/11/2023	Demolish existing chalet bungalow and erect a pair of chalet bungalows.	7 Hilda Road, Poole, BH12 2HW	WR
APP/23/00067/P	REF	02/10/2023	Outline permission for a dwelling	Land to the rear of 22 Bond Road, Poole, BH15 3RT	WR
S78/2023/7461	REF	14/07/2023	Subdivision of the existing 2 x flats into 4 x flats, replacement of the aluminium framed windows with UPVC glazing units, and internal alterations	106-108 Poole Road Bournemouth BH4 9EQ	WR
S78/2023/7423	REF	14/03/2023	Replacement of windows on front elevation to aluminium and upvc and the windows on rear elevation to upvc	24-26 Westover Road Bournemouth BH1 2BZ	WR
S78/2022/7384	REF	14/09/2022	Change of use from visitors' accommodation hostel to a 15 bedroom HMO.	Wessex House 10 Fir Vale Road Bournemouth BH1 2JG	WR
TPO/2022/7379	RTP	12/08/2022	Maidenhair tree (T1; T1 on TPO) Fell.	21 Malvern Road Bournemouth BH9 3AE	WR
S78/2022/7352	REF	01/03/2022	Alterations, extension and conversion of retail storage area and flat into 4 flats, relocation of external staircase, formation of balcony at 1st floor level and erection of bin and cycle stores	573 Christchurch Road Bournemouth BH1 4AH	WR

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