Notice of Eastern BCP Planning Committee

Date: Friday, 22 May 2026 at 1.30 pm

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

Membership:

Chairman:
Cllr P Hilliard

Vice Chairman:
Cllr M Le Poidevin

Cllr P Canavan	Cllr M Gillett	Cllr T Slade
Cllr J Clements	Cllr G Martin	Cllr M Tarling
Cllr D A Flagg	Cllr Dr F Rice	Vacancy

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?MId=6731

If you would like any further information on the items to be considered at the meeting please contact: Claire Johnston on 01202 096660 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

AIDAN DUNN
CHIEF EXECUTIVE

14 May 2026

DEBATE NOT HATE

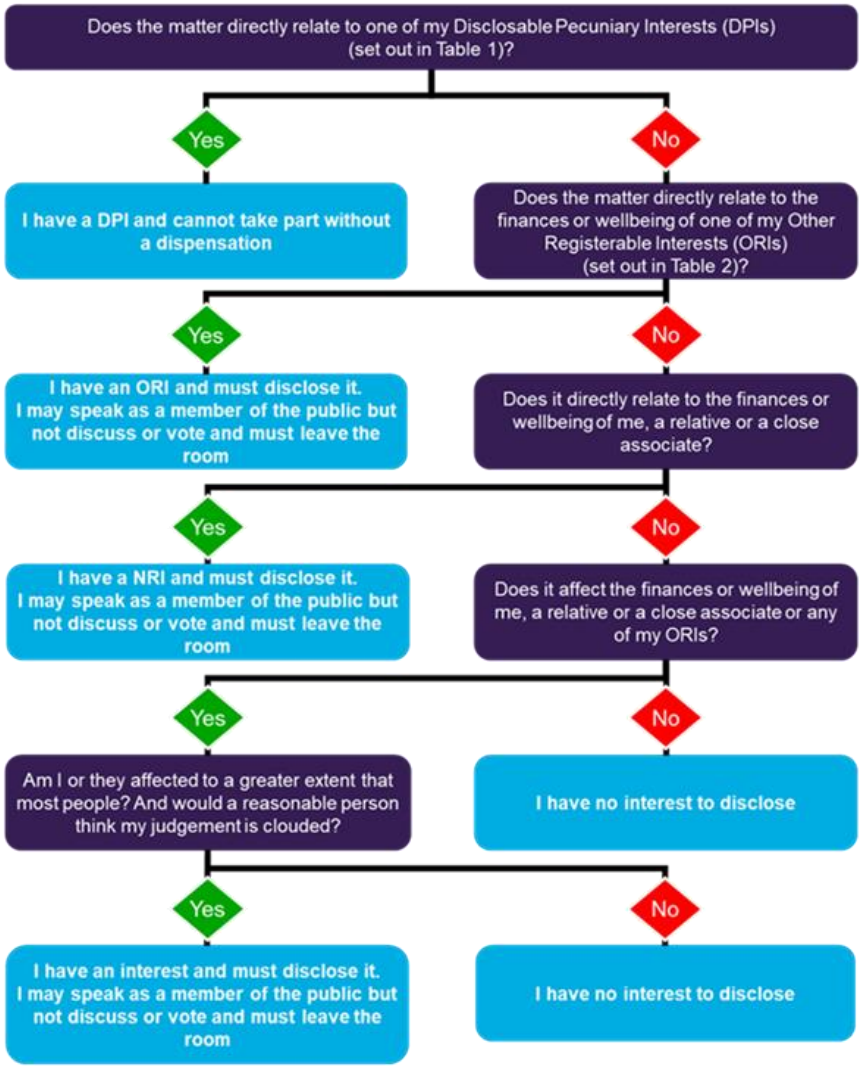
Available online and on the Mod.gov app

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	Predetermination 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?	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

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. Election of Chair

To elect a Chair for the Eastern BCP Planning Committee for the 2026/27 municipal year.

4. Election of VIce-Chair

To elect a Vice-Chair for the Eastern BCP Planning for the 2026/27 municipal year.

5. 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.

6. Confirmation of Minutes 7 - 8

To confirm and sign as a correct record the minutes of the meeting held on 16 April 2026.

7. 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 Thursday 21 May 2026. 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.bcpcouncil.gov.uk/mgCommitteeDetails.aspx?ID=613

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

8. 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.bcpcouncil.gov.uk/Planning-and-building-control/Planning-policy/Current-Local-Plans/Current-Local-Plan.aspx

a) **Vitality Stadium Kings Park Drive Bournemouth BH7 7AF** 17 - 172

Littledown and Iford / East Cliff & Springbourne

P/25/04900/FUL

Demolition of south stand and structures at the stadium. Phased expansion of stadium to provide additional general admission seating, hospitality and associated floorspace through replacement south stand, refurbishment and expansion of north, east and west stands and infilling of corners, erection of new perimeter fence line including turnstiles and access gates, new fan zone and ticket office, food and beverage kiosks, creation of outside broadcasting area with welfare, power and media facilities, lighting (including replacement floodlights), creation of secure away team coach parking, realignment of combined pedestrian / cycle path, amendment to groundskeepers' compound, amendments to layout of car parking areas and circulation routes, replacement security building, cycle parking, relocation of equipment, plant and services and erection of new electricity substations, landscaping, public realm and ancillary and associated works.

No other items of business can be considered unless the Chairman 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 16 April 2026 at 10.00 am

Present:-
Cllr P Hilliard – Chair

Present: Cllr P Canavan, Cllr J Clements, Cllr D A Flagg, Cllr M Gillett, Cllr G Martin, Cllr Dr F Rice, Cllr T Slade and Cllr M Tarling

111. Apologies

Apologies were received from Cllr M Le Poidevin and Cllr J Salmon.

112. Substitute Members

There were no substitute members.

113. Declarations of Interests

There were no declarations of interest.

114. Confirmation of Minutes

The minutes of the meeting held on 19 March 2026 were confirmed as an accurate record and signed by the Chair.

115. Public Issues

There were a number of requests to speak on the planning application as detailed below.

116. Schedule of Planning Applications

The Committee considered one planning application report, a copy of which had been circulated and which appears as Appendix A to these minutes in the Minute Book. A Committee Addendum Sheet was published on 15 April 2026 and appears as Appendix B to these minutes.

117. 1 Avon Run Close, Christchurch BH23 4DT

Mudeford, Stanpit and West Highcliffe ward

P/26/00634/FUL

Demolition of existing dwelling and erection of two detached dwellings with associated access and parking.

Public Representations
Objectors
- Chris Lake

Applicant/Supporters
- Matt Annen, on behalf of the applicant

Ward Councillors
- Cllr Lesley Dedman, objecting

RESOLVED to GRANT permission in accordance with the recommendation set out in the officer's report as updated by the committee addendum dated 15.4.26 and subject to power being delegated to the Head of Planning Operations to determine the final wording of the following additional conditions to protect residential amenity and safety of footpath for users:

- **The 1.2m high balustrade glazing to units 1 & 2 is to be frosted/ obscure glazed**
- **The outer edges (SW & NE) to the balcony to unit 2 are to be a minimum of 1.8m high and frosted/obscure glazed.**
- **Boundary treatment, to include the section adjacent to the public footpath to be no taller than 1.5 metres high**

Voting: For – 5, Against – 4, Abstain – 0

118. Appeals Report

The Development Management (DM) Manager presented a report, a copy of which had been circulated and which appears as Appendix C to these minutes in the Minute Book.

The report provided an update on the Local Planning Authority's (LPA) appeal performance over the stated period. In particular the Committee was asked to note that two out of five appeals were allowed in February 2026. Although at 40% this was slightly higher than the national average, in the overall context of previous months the LPA was still performing in line with or slightly better than the national average.

The report was noted.

The meeting ended at 11.30 am

CHAIR

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

speak 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 in 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

Planning Committee

Application Address	Vitality Stadium Kings Park Drive Bournemouth BH7 7AF
Proposal	Demolition of south stand and structures at the stadium. Phased expansion of stadium to provide additional general admission seating, hospitality and associated floorspace through replacement south stand, refurbishment and expansion of north, east and west stands and infilling of corners, erection of new perimeter fence line including turnstiles and access gates, new fan zone and ticket office, food and beverage kiosks, creation of outside broadcasting area with welfare, power and media facilities, lighting (including replacement floodlights), creation of secure away team coach parking, realignment of combined pedestrian / cycle path, amendment to groundskeepers' compound, amendments to layout of car parking areas and circulation routes, replacement security building, cycle parking, relocation of equipment, plant and services and erection of new electricity substations, landscaping, public realm and ancillary and associated works.
Application Number	P/25/04900/FUL
Applicant	AFC Bournemouth Ltd
Agent	Mr Peter Lamb Savills UK Ltd
Ward and Ward Member(s)	East Cliff & Springbourne: Councillor Sara Armstrong Councillor Anne Filer

	Councillor Anne-Marie Moriarty Littledown and Iford ward: Councillor Bobbie Dove Councillor Lawrence Williams
Report status	Public
Meeting date	22 May 2026
Summary of Recommendation	Grant subject to conditions and legal agreement in accordance with the details set out below It should be noted that the recommendation to grant permission is subject to the need to refer this decision to the Secretary of State for a 21-day period to decide whether they wish to intervene in the decision and call-in the planning application before the decision notice is issued.
Reason for Referral to Planning Committee	As per paragraph 2.3.4 of the Council's Scheme of Delegation, applications where the council is the applicant or landowner and with 10 or more representations that meet the criteria under paragraph 2.3.8 and are not an application listed under 2.3.7 need to go to committee.
Case Officer	Frances Summers BA(Hons), MSc, MRTPI
Is the Proposal EIA Development?	No

Description of Proposal

1. The proposal involves the redevelopment of Vitality Stadium through the expansion and construction of stands to provide an additional 9,120 general admission (GA) seats. This would increase the existing GA capacity from 11,329 to approximately 20,000 seats, representing a significant uplift.

2. The current stadium has a limited capacity of approximately 11,307, which restricts ticket availability and contributes to operational challenges on match days, including difficulties with timely access due to the stadium's layout. The Club has made notable progress in recent

seasons, finishing 9th in the Premier League last year with a potentially higher position this year.

3. AFC Bournemouth aims to build on its recent success by securing long-term, sustainable income in line with the Premier League's Profit and Sustainability regulations. The existing stadium does not meet Premier League compliance standards, and in response to wider trends among top-tier clubs redeveloping their facilities, the Club seeks to increase stadium capacity. This would enable more supporters to attend matches and ensure the development aligns with both the Club's trajectory and financial viability.

4. To deliver the increased capacity, the application includes the following components:

- **Demolition of existing south stand and erection of new south stand -** the existing South Stand currently provides 2,220 general admission seats. This existing structure is of a temporary nature and operates under a time-limited planning permission that ends in 2028. The new south stand would have a capacity of approximately 6,800 seats with 60 elevated wheelchair places. The new stand (c.26m high compared with the current c.9.2m) will include concourses, toilets, concessions, and a kitchen and be located directly behind the current south stand. A tunnel for grounds staff and emergency access is proposed in the south-east corner. Floodlighting will be integrated beneath the roof.
- **Extension of North stand** – the extension will facilitate an additional 1200 seats. A serviced concourse with toilets and food/drink provision will be located at ground level. No new windows are proposed. The structure will increase in height from approximately c.9m to c.13m (not including the steel frame) and extend further towards Thistlebarrow Road from c.26m separation distance to c.12m. The underside of the upper tier will remain open for emergency vehicle access. Floodlighting will be installed beneath the new roof.
- **Extension of the East stand –** the extension will facilitate an additional 1800 seats. The central camera platform and press seating will be relocated upward and backward into the new structure. Some of the seating will be dedicated to away supporters will be seated her and in the south east corner. Ground-level concourses will include toilets, and pitchside wheelchair viewing areas will be provided. A transition space will maintain segregation between home and away fans. No additional windows are proposed. A new large screen will be installed in the north-east corner. The stand height will increase from approximately c.9.3m (not including the steel frame) to c.12m and extend further towards Middleton Gardens by c.8m**.** The underside of the upper tier will remain open for emergency vehicle access. Floodlighting will be integrated beneath the roof.

- **West Stand infilling –** Infilling underneath the already approved infills to allow for more media rooms. Some of the seating will be reorganised but otherwise the stand would remain largely as it is.
- **Infilling corners** – corners of all stands will be infilled to create further seating for approximately 1500 fans including provision for wheelchair users.
- **Flood lights** – the four flood lights will be removed and new flood lights erected to all four corners with a cranked pole to allow for the corner structures beneath and to direct the lighting onto the pitch. Flood lights will also be integrated into the underside of the new roof.
- **Erection of Fan Zone and Ticket Office –** a covered open air fan zone is proposed including pop up drink and food offerings and merchandise. A ticket office and staff accreditation area will also be created to replace the current office in the west stand and enabling a larger away fan changing rooms to be provided and meet Premier League requirements.
- **Roof structure –** the roof structure will be of galvanised steel and exposed framing. The edge of the roof structure will be polycarbonate to improve pitch growth and providing light for spectators.
- **Materials –** concrete walls are proposed for the lower elements of the stadium's outside wall with wall cladding above which will be of a light colour. On the south stand there will also be a layer of vertical dark grey cladding before the horizontal lighter cladding to add interest.
- **Security hut –** a new security hut with green roof would be placed into the north of the West car park replacing the existing one.
- **Substation –** a new substation and emergency back up generators would be installed adjacent to the current substation providing suitable power.
- **Bin store –** a new bin storage area is proposed at the north end of the west stand behind the shop and it would have a wooden close board fence around it.
- **Relocation of gas boiler –** the existing gas boiler is proposed to be relocated in the groundskeepers compound – this is used to heat the playing surface.
- **Landscaping** – both hard and soft landscaping is proposed with street furniture also doubling up as hostile vehicle mitigation in places.
- **Cycle parking** – Sheffield stands will be providing throughout the south car park and a new cycle hub with green roof would provide secure and covered storage within the western car park.

- **Beryl Bike and Scooter parking** – next to the cycle hub a Beryl Bike hub is also proposed.
- **Public art** – within the newly configured public realm, public art is proposed to provide focal points and act as meeting points.
- **Inclusivity** – a Changing Places and sensory room are proposed, along with 10 new accessible lifts. 114 elevated wheelchair positions and 38 pitchside wheelchair positions will provide an increase to the current 42 elevated and 134 pitchside.
- **Fan segregation** – away supporters will have separate entrances to their terraces on the east stand and in the south east corner.
- **Diversion of combined cycle and pedestrian path -** the combined path will be realigned where it crosses Kings Park Drive.
- **Reconfiguration of car parks –** The west car park will be designated for hospitality and VIP use only. The south car park will operate on a pre-booked basis. Layout changes will improve vehicle circulation. A total of 590 car parking spaces are proposed, a reduction of 44 spaces.
- **BNG planting –** planting will be introduced within car parks and on council owned land.
- **Mitigation** - is also proposed to offset any potential harms caused to Kings Park and the surrounding areas though the additional footfall from the uplift in fans and tourists.

5. A previous application consisting of enabling works was approved at planning committee (P/25/03733/FUL) and forms a material planning consideration. These works were subject to a separate application to allow completion during the football season without affecting matchday operations. The current application includes some of these works to allow for the scheme to be assessed as a whole. The previously approved works consist of the following:

- **Foundations for south stand covering 1757sqm, positioned directly behind the current temporary south stand.** The existing South Stand currently provides 2,237 general admission seats. This existing structure is of a temporary nature and operates under a time-limited planning permission that ends in 2028. The enabling works application approved the installation of piling foundations, pile caps, and ground beams in anticipation of a future expansion proposal for the redevelopment of the South Stand into a permanent facility. The rationale for undertaking these works at this stage is to enable the club to commence development during the active football season without adversely affecting the spectator experience, thereby reserving the closed season for the redevelopment of the remaining stands.

- **Creation of outside broadcasting compound** measuring 1,564 sqm, including glass reinforced plastic (GRP) (units that house the cabling and wiring connections required by broadcasters and other media channels in order to broadcast the games), facilities, a toilet block, and Hawk-Eye systems (goal line technology). The area is where TV broadcasters vehicles will park and obtain access to drainage, waste disposal, recycling, male and female toilets with hot running water, working lights and an unobstructed view of the southern horizon as is required for the Premier League. It also requires 20 parking spaces within close proximity which is achieved at the south or west car park. On non match days the area will be empty with a fence around it, on match days there will be vehicles parked within the area.
- **Diversion of combined cycle and pedestrian path** between Harewood Avenue and Kings Park Drive to allow for the extension of the south stand and the creation of the OB compound. The path is not a right of way, it will be diverted and surfacing, size will be similar to the current standards.
- **Coach parking area** of 125.4 sqm located within the stadium fence line.
- **New stadium perimeter fence line** with 44 turnstiles (the existing fence line will be extended further out from the stadium to incorporate the turnstiles and provide additional space).
- **Extension of the west grandstand** through infill structures to accommodate hospitality facilities and TV broadcasting areas. The terraces at the top floor restaurant and Bubbles Lounge would be enclosed to create an additional 184sqm of hospitality space. The gaps between the back of the West Stand seating and the main west stand would be enclosed to create 144sqm of additional floor space to allow for additional TV broadcasting space – a requirement of the Premier League. Two new lifts would also be created to access ground, first and second floors.
- **Loss of 161 car parking spaces to accommodate new fence line and path next to fence line**. Net loss of 155 once enabling works is complete.
- **BNG planting on council owned land**

6. In addition, the following elements already approved are superceded by this application:

- **Beryl Bike station and three sets of Sheffield stands for cycle parking in various locations –** superceded by a Beryl Bike parklet, Sheffield stands throughout the development and a designated secure cycle parking hub.

7. The primary use of the stadium will continue to be outdoor sport (Use Class F2). Ancillary uses include retail (club shop), food and beverage concessions and hospitality spaces for hire.

8. The stadium also holds a licence for non-sporting outdoor entertainment events such as music concerts which fall into the use class of sui generis. The licence restricts noise levels, operating hours, duration and number of events permitted annually. Where an audience would exceed 5,000 an agreed noise management plan is required. Given this proposal seeks to almost double the capacity of the stadium, and therefore potentially hold more people at a music concert, it is pertinent that this permission also considers the stadium's suitability as a music venue and impacts that may arise as a result.

Phasing

9. The development phasing is shown below though the operational date could move.

Element	Capacity increase (approx)	Operational by date *subject to change	Cumulative
A - South East and North West Corners	800	Sep-26	12,086
B - South Stand Upper Tier	4,000	Apr-27	16,086
C - South Stand Lower Tier (~2320 replaced with ~3000)	680	Aug-27	16,766
D - South West and North East Corner	720	Nov-27	17,486
E - North Stand	1,200	Est. late 2028	18,686
F - East Stand	1,800	Est. late 2028	20,486

Description of Site and Surroundings

10. Vitality Stadium is situated within Littledown and Iford Ward, in Kings Park, which sits between the residential areas of Littledown, Boscombe, Pokesdown and Springbourne. The Park functions as a vital natural space and a "green lung" for the urban community, and policies aim to protect the Park and the Bournemouth Borough Council Act 1985 (known as the Five Parks Act) provides further protection of its recreational use. The stadium has a long-established and widely recognised role as a professional football ground. To the immediate north and west, the site borders residential neighbourhoods.

11. The stadium is close to transport links, with Pokesdown and Bournemouth Railway Station nearby, well-established bus routes, and a combined cycle and pedestrian path running along its southern boundary. This path is heavily used by both local residents and commuters, with

daily usage exceeding 900 people. In addition, council-owned car parks are located to the west and south of the site, further supporting accessibility.

12. The application site is characterised by landscaping and mature trees, including notable specimens of the Cherries, a nickname for AFC Bournemouth. This vegetation enhances the verdant quality of the setting, contributing to the leafy character of the wider park and reinforcing its integral role within the natural environment.

Relevant Planning History

13. There is an extensive planning history for the stadium, applications listed below are selective and relevant to this proposal.

14. Paragraph 41 of the NPPF highlights the importance of seeking pre-application advice. Preapplication advice was sought in March 2025 at an early stage of the design.

Reference	Proposal	Decision	Decision date
P/25/03733/FUL	Enabling works	Granted	02/04/2026
P/25/01457/PAP	Expansion Project	Written response given	05/09/25
P/25/02400/SCRN	EIA Screening Request for expansion of Vitality Stadium	Written response given	18/08/25
7-2023-4667-BJ	Erection of a temporary food and beverage outlet, associated covered area and associated works (part retrospective)	Granted	23/02/24
7-2016-4667-BC	EIA Screening Opinion in respect of replacement of the South stand	EIA not required	04/04/16
7-2015-4667-AY	Variation of condition no. 2 of application 7-2012-4667-AV and condition no. 8 of application 7-	Granted	11/03/15

	2013-4667-AX to relocate cycle stands		
7-2013-4667-AX	Erection of a temporary South stand	Granted	08/07/13
7-2012-4667-AU	Construction of car park adjacent to the east stand (Existing unauthorised)	Granted	13/11/12
7-2010-4667-AM	EIA screening opinion for South Stand Development and Masterplan	Written response given	10/11/10
7-2006-4667-AK	Environmental Impact Assessment screening for residential development on land to the east of the stadium and outline submission for hotel, stadium stand and leisure complex	Written response given	12/10/06
7-1996-03625-O	Erection of ten 18m high floodlights - Regulation 3.	Granted	10/06/96
7-1995-04667-X	Erection of stadium with ancillary facilities and incorporating public house. Formation of car parking areas and part-repositioning of model railway track.	Granted	18/03/96
7-1992-04667-V	Alterations and single storey extensions to football stadium to form physio/treatment room, first aid room and police briefing room.	Granted	09/11/92
7-1992-04667-T	Use of car park area of Football Ground as open air market	Refused	16/03/92

Constraints

15. In considering whether to grant planning permission or permission in principle for development which affects a listed building special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest - section 66 - Planning (Listed Buildings and Conservation Areas) Act 1990.

16. The site has following constraints:

- BCP Car Park
- Close proximity to residential properties
- Surface water flood risk (1 in 1000)
- Car parks are designated as open space designation in Local Plan
- Five Parks Act
- Bournemouth East Cemetery Chapels, Gloucester Road – grade II listed. Listed in 1982, the CoE & Non-Conformist chapels of 1897 are linked by a feature tower topped by a spire.
- Kings Park Café, part of the cricket pavilion – non-designated heritage asset.
- Cricket pavilion building (to be locally listed) to west of site
- Site is within recreational and natural setting of Kings Park
- Combined cycle/pedestrian route to immediate south of stadium
- Site was previously land fill
- Protected trees along northern and eastern boundaries.

Public Sector Equalities Duty

17. 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

18. 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".

19. 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.

20. 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.

21. 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.

Consultations

- BCP Economic Development – support
- BCP Planning Policy – comments
- BCP Public health – no response received
- BCP Ecology – no objection subject to condition
- BCP Environmental Health (noise, land contamination and air quality) – no objection subject to conditions
- BCP Highways – no objection subject to conditions, s106 and s278
- BCP Parking – no objection subject to s106
- BCP Lead Flood Authority/ Drainage – no objection subject to conditions

- BCP Waste & Recycling – no objection
- BCP BNG – objection based on initial information submitted. Further information was submitted to rectify concerns. Conditions and s106 will secure BNG.
- BCP Conservation (Heritage) – no objection
- BCP Trees & Landscaping -no objection subject to conditions
- BCP Greenspaces – no objection subject to conditions and s106 obligations.
- BCP Urban Design – objection due to concerns over design.
- Dorset & Wilts Fire & Rescue – standard advice received
- Dorset Wildlife Trust – no comments received
- NHS Dorset (DCCG – Dorset Clinical Commissioning Group) – no response received
- Public Health Dorset – no response received
- Wessex Water – no comments received
- Dorset Police Crime Prevention Design Advisor – no objection subject to conditions
- Environment Agency – no objection subject to conditions
- Sport England – no objection
- Natural England – no objection
- Morebus – support
- Network Rail – no objection subject to mitigation
- Active Travel England – no objection subject to s106, contributions and conditions
- Development and Light – no objection
- East Cliff & Springbourne Neighbourhood Forum – there is no formal response from the forum though 6 responses were submitted under this name erroneously. They raise the following issues:
    - Do not support permits of any kind
    - Parking issues are significant particularly for those with mobility issues
    - Residents payment for parking – no
    - Permits will make parking issues worse

- Supports extension
- Need better infrastructure to ease congestion and complaints
- Does not support permits on Boscombe Grove Road – no parking issues there

Representations

22. The first site notice was erected outside the site on 02/02/2026 with an expiry date of 23/02/2026. Following the receipt of amended information, an additional site notice was erected on 27/04/2026 with an expiry of 12/05/2026.

23. 58 letters of objection, 129 letters of support and 9 comments were received.

24. The comments of support raised the following points:

- Create a shared sense of community and identity for people of all ages within Bournemouth
- Enhanced matchday experience for fans
- Current lack of available tickets for fans which means many can't attend matches
- Beneficial for local economy and wider Bournemouth area through increased foot traffic and matchday spending
- Provides local job opportunities
- Clubs' community programmes will be beneficial for residents
- Improvement of facilities such as disability access will create an inclusive environment
- Competing in Premier League and European football offers great exposure for Bournemouth

25. The general comments raised the following points:

- Travel plan must be sustainable and care needs to be taken to avoid parking pressures on matchdays
- Discussion must be had around who is paying for permits
- Matchday parking must be enforced with wardens
- Travel plan underestimates future demand
- Park and ride scheme is necessary

26. The comments of objection raised the following points:

- Existing high levels of matchday traffic which restricts access for residents and emergency services- this will only get worse with more capacity

- Already an issue of illegal parking- street parking management must be considered
- East and North stand will impact daylight coming into houses on Middleton gardens and Thistlebarrow Road -20-30% reduction in daylight for some properties
- Scale and mass of proposal far too large for the residential character of area- will create a visually dominant and oppressive structure
- Loss of outlook from principal rooms (kitchens, bedrooms) in some surrounding houses
- Decrease in property value of surrounding houses
- Viable alternatives to expansion that do not result in a harm to residents (such as expansion of south and west stands) have not been fully considered
- Music events will increase late night disturbance

Key Issues

27. The key issues involved with this proposal are:

- Consultation with the public
- EIA screening
- Habitats Regulations Assessment
- Principle of development
- Character of the area
- Designing out crime
- Impact on fans
- Impact on residential properties
- Movement and transport
- Pollution
- Energy and sustainability
- Flood risk
- Biodiversity considerations

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

Policy Context

29. The starting point of decision making is the Development Plan in accordance with S38 (6) of the Planning and Compulsory Purchase Act 2004 and paragraph 12 of the NPPF reinforces that by stating, "*The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making*". Paragraph 11 of the NPPF clarifies that "*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:

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

any adverse impacts of doing so would significantly and demonstrably outweighs the benefits, when assessed against the policies in this Framework, takes 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.

30. Paragraphs 231 – 232 of the NPPF provide further information on whether policies within a local plan should be considered out of date for the purpose of decision-making:

231. The policies in this Framework are material considerations which should be taken into account in dealing with applications from the day of its publication. Plans may also need to be revised to reflect policy changes which this Framework has made.

232. However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

31. In this instance, the Development Plan comprises Bournemouth Core Strategy and saved policies from the Bournemouth Local Plan 2002 along with the Dorset Heathlands Interim Air Quality Strategy 2020-2025, The Bournemouth Public Realm Strategy and Parking Standards SPD (adopted January 2021).

32. Officers conclude that the policies which are most important for the determination of the proposal are not out of date and as such, the application needs to be determined by applying policies contained in these plans in accordance with paragraph 11 of the NPPF.

Local documents:

Bournemouth Core Strategy 2012

- CS1 Presumption in Favour of Sustainable Development
- CS2 Sustainable Homes and Premises
- CS3 Sustainable Energy and Heat
- CS4 Surface Water Flooding
- CS5 Promoting a Healthy Community
- CS6 Delivering Sustainable Communities
- CS7 Bournemouth Town Centre
- CS9 Enhancing District Centres
- CS12 Retaining Community Uses
- CS13 Key Transport Routes
- CS14 Delivering Transport Infrastructure
- CS16 Parking Standards
- CS17 Encouraging Greener Vehicle Technologies
- CS18 Increasing Opportunities for Cycling and Walking
- CS30 Promoting Green Infrastructure
- CS31 Recreation, Play and Sports
- CS32 International Sites
- CS33 Heathland
- CS34 Sites of Special Scientific Interest
- CS35 Nature and Geological Conservation Interests
- CS38 Minimising Pollution
- CS39 Designated Heritage Assets
- CS40 Local Heritage Assets
- CS41 Quality Design

Bournemouth District Wide Local Plan 2002 (saved policies)

- 3.20 Contamination
- 3.28 Flooding
- 4.20 Access for Disabled People
- 4.24 Public Works of Art
- 4.25 Landscaping
- 5.1 Job Creation
- 5.2 Small Businesses to Have Regard For Neighbouring Residential Amenities
- 5.9 Minor Business Uses
- 7.10 Indoor and Outdoor Sport and Recreation Facilities
- 7.11 West Hants Tennis Club and Dean Court
- 8.11 Development Prejudicing Highway Network Improvements
- 8.12 New Distributor Roads
- 8.20 Rail Network
- 8.22 Development Affecting Public Car Parking Spaces
- 8.3 Highway Improvements
- 8.33 Taxi Stands
- 8.39 Access for Mobility Impaired
- 8.40 Parking for the Disabled
- 8.41 Disabled Access Ramps

Supplementary Planning Documents

- Dorset Heathlands Interim Air Quality Strategy 2020-2025
- The Bournemouth Public Realm Strategy
- Parking Standards (adopted January 2021)
- Dorset Heathlands Planning Framework 2020-2025(2020);
- Nitrogen Production in Poole Harbour (2017); and

- New Forest Site Access Management and Monitoring (SAMM) Strategy 2023).

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

33. 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 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, 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."

Section 4 - Decision making

Section 6 - Building a strong competitive economy

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 12 - Achieving well designed places

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

Section 15 - Conserving the natural environment

Section 16 - Conserving the historic environment

34. A revised draft of the NPPF has recently undergone consultation but has not been updated. As such it currently carries no weight.

Planning Assessment

Consultation with public

35. Effective consultation is a cornerstone of community-led planning and is underpinned by the Localism Act 2011. The National Planning Policy Framework (NPPF) supports this approach, with Paragraph 131 recognises how essential it is for effective engagement to enable good design that is acceptable to communities with paragraph 137 encouraging early dialogue to help shape the design of proposals. Paragraph 137 also states that "applications that can demonstrate early, proactive and effective engagement with the community should be looked on more favourably than those that cannot".

36. A Statement of Community Involvement (SCI) accompanies the application and outlines early consultation with approximately 600 people and with separate briefing sessions for ward councillors and local businesses. 502 consultation responses were collected from the public exhibitions showing that 96% of respondents supported the expansion project (100% of respondents who live more than 2 miles from the stadium support the project).

37. Key themes arose from the consultations primarily related to:

- Concern regarding the height of the north and east stands
- Questions regarding the west stand's limited expansion
- Support for fan zone and reducing of queues
- Support for design
- Concern around exacerbation of existing poor parking
- Concern of increased traffic jams and delays on wider network on matchdays
- Concern regarding accessing Kings Park
- Concern around increased use of public transport and cycling infrastructure
- Support for use of bus and train
- Concern around Kings Park needing improved play equipment and footpaths
- Opportunity to improve links to Park Run
- Support for public art
- Improvements to Holdenhurst Road and Pokesdown Station to give a good impression of the town to away fans

- Welcome provision for spaces for local businesses within the perimeter fence
- Support for additional tickets
- Request for safe standing areas
- Concerns related to construction

38. A local residents briefing was held separately to a public exhibition and councillor sessions were also held.

39. All of the concerns have been considered in the design of the proposal, for example, the height of the north and east stands have been reduced since this consultation and traffic and investment in the Park has been developed. As such, the proposal accords with Paragraph 131 and 137 of the NPPF in that the applicant has consulted with the public prior to submitting the scheme for determination and used the information collated to refine the design of the scheme.

EIA screening

40. The proposal was screened for Environmental Impact assessment (P/25/02400/SCRN). It was concluded that an Environmental Statement was not required in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The overall conclusions of the EIA screening were that the scheme would not have a significant effect on the environment once mitigation measures were taken into account

Habitat Regulation Assessment

41. The Habitat Regulation Assessment (HRA) undertakes a Stage 1 Screening Habitat Regulations Assessment given the site's proximity to a number of international designations which receive protection under the Conservation of Habitats and Species Regulations 2017 (as amended), namely Ramsar sites, Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

42. If a stage 1 screening identifies any likely significant effects, an appropriate assessment would be required considering mitigation and avoidance of effects. If there is any uncertainty, the precautionary principle must apply, and an appropriate assessment carried out.

43. The HRA concludes that there are no likely significant effects arising from the proposal and no appropriate assessment is required, Natural England's response to the HRA is included in Appendix 2 - Summary of Discretionary Advice Service (DAS) response with Natural England of the HRA and Natural England's response to the Local Planning Authority concludes that "the proposal can be screened out from further stages of assessment because significant

effects are unlikely to occur, either alone or in combination. On the basis of the information provided, Natural England concurs with this view".

44. Furthermore, the Council's ecologist does not object to this conclusion and independent advice was sought on this point at preapplication stage and the consultant agreed that likely significant effects were discounted, and no appropriate assessment was required.

45. Therefore the proposal is compliant with Policy CS33 in that it would not lead to an adverse effect on the integrity of international designations.

Principle of development

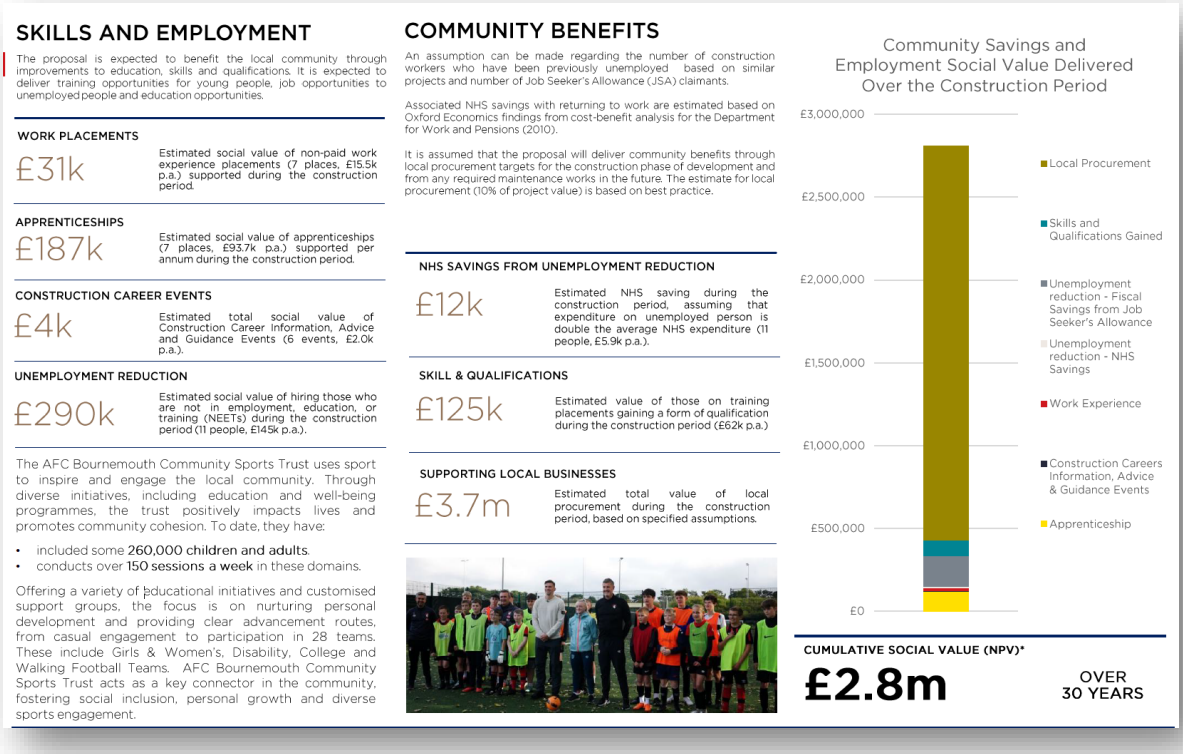
Economic and social benefits and tourism

46. The decision to redevelop the stadium rather than relocate the stadium is supported by sections 6 and 8 of the NPPF. By retaining the stadium in this location the club retains its position close to the centre of Bournemouth town. This is culturally and socially beneficial. The uplift in seating for supports means that additional economic activity would be a side product of the proposal particularly in the local area.

47. Paragraph 85 of the NPPF states that significant weight should be given to supporting economic growth and productivity, taking account of both local business needs and wider development opportunities.

48. The Socio Economic Report submitted with the application provides details on the fiscal benefits of the scheme claiming that overall the Gross Value Added (GVA) from this development could achieve £6.0 million per annum from the operational phase with £24.1 million in new gross spending as a result of the construction phase.

49. The report also discusses the social value of the scheme by providing apprenticeships thereby increasing qualifications, (which can be conditioned), procuring local workers thereby making savings by reducing unemployment. hosting career events, providing community benefits and also health benefits with a total social value estimated at 2.8 million over 30 years as demonstrated in the infographic submitted with the application, an extract of which is shown below.



50. The council's economic development team commented on the proposal confirming the scheme would result in a positive growth of economic activity. The most growth would be seen fairly close to the stadium itself but there would also be a rise in accommodation bookings within Bournemouth as a result of the increase in away supporter seats. In addition, there would be associated increased footfall into the town centre and increased revenue to the local retail and hospitality sector. This holds particular relevance should the club qualify for European competitions whereby the away fans may stay in Bournemouth or surrounding areas for a longer period of time than away fans of clubs within the UK achieving the aims of paragraph 7.42 of the Bournemouth Local Plan that recognises the valuable assets that new and improved recreational facilities can provide for local residents but also for the promotion of tourism.

51. The evidence submitted and the council's economic development response leads to the conclusion that paragraph 85 of the NPPF is achieved in that it would support economic growth.

52. Saved Policy 5.1 of the Bournemouth District Wide Local Plan (2002) supports development that increases opportunities for job creation. The agent of the scheme has confirmed that the redevelopment of the stadium would result in 130 jobs per year during construction, 275

operational jobs of which 160 would be new. In addition, there would be an uplift in casual workers from 400 to 900, an increase of 72 FTE.

53. The economic development team advocate for local trade persons as well as the local supply chain to be used during construction and for work experience opportunities which is suggested by the applicant in the statement of community involvement and welcomed as a benefit.

54. At preapplication stage the club were advised to utilise both paid aprenticeships, paid and unpaid internships and unpaid work experience to increase local taining opportunities and upskilling. The statement of community involvement submitted with this application confirms work experience and apprenticeship opportunities will be provided and this is a welcome benefit of the scheme.

55. Preapplication advice also suggested that local economic benefit could be further enhanced by providing "pop up stalls for local start-ups and small businesses within the stadium boundary or near the ticket office on match days…Offering reduced or waived hire fees could incentivise participation from local businesses and producers" and it is noted this proposal includes this which is also a welcome benefit.

56. Due to the assessment above it is clear the scheme meets saved policy 5.1, and 7.10, and CS31, the objectives of section 6 of the NPPF and paragraph 85 of the NPPF in that it provides significant economic and social benefits for the local area.

57. Section 8 (Promoting healthy and safe communities) of the National Planning Policy Framework (NPPF) supports sporting venues, recognising their contribution towards promoting healthy lifestyles.

58. Saved Policy 7.11 protects the existing stadium from loss.

59. Policy CS31 of the Bournemouth Core Strategy (2012) also safeguards open spaces, including sports grounds, from inappropriate loss or redevelopment.

60. Retaining AFC Bournemouth within the local area delivers substantial social and community benefits, as the local community appears to demonstrate strong support for the Club's presence as is evidenced in the number of letters of support submitted as part of this application process, this accords with policy 7.11 and CS31.

61. The AFC Bournemouth Community Sports Trust plays an active role in local engagement, delivering educational programmes and informal outreach through over 150 weekly sessions. The stadium also contributes meaningfully to the cultural identity of Bournemouth and the wider BCP area. This accords with section 8 of the NPPF.

Location of development outside of main town centre

62. The proposed development is located on previously developed land and currently accommodates the existing AFC Bournemouth stadium. The NPPF glossary identifies *intensive sport and recreation uses* as main town centre uses.

63. Paragraph 91 of the NPPF requires a sequential test for main town centre uses proposed outside existing centres. Town centre sites should be considered first, followed by edge-of-centre locations, with out-of-centre sites only considered where no suitable and available alternatives exist. Policy CS7 aims to direct retail, cultural, leisure and business uses, high density residential accommodation, tourism facilities, education facilities and student accommodation in the Bournemouth Town Centre.

64. Paragraph 92 of the NPPF goes on to state that were out of town proposals are considered, sites well connected to the town centre are preferred.

65. The Bournemouth Core Strategy establishes a hierarchy of centres including Bournemouth Town Centre, district centres and shopping parades, though the boundaries to the latter two are not clearly defined. The application site falls outside of Bournemouth Town Centre, close to Boscombe and Springbourne District Centres and near Holdenhurst Road.

66. Preapplication advice recommended a sequential test was undertaken and a discussion of alternative sites can be found in the Planning Assessment and an extract is shown below.

Address	Site Description	Assessment
Winter Gardens, Bournemouth	Currently a surface level car park in the western part of Bournemouth, located to the north of The BIC.	The site is not considered appropriate for the following reasons: Size and Capacity • The site is of insufficient size to accommodate the stadium • It is bordered to three sides by protected trees (TPOs), which would further constrain the area available for development Availability • The site is jointly owned by BCP Council and Muse. • Recent BCP Cabinet papers indicate that the BDC is exploring options to deliver housing on the site. Planning Policy • The site is allocated in the Bournemouth Core Strategy for housing and leisure uses and it has an extant consent for a residential-led mixed use scheme (Bournemouth Development Company).

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		• The Housing need in BCP is so great that it would not be appropriate to deliver a new stadium with no housing in this sustainable town centre location, as it would negatively impact the Council's ability to deliver its housing strategy. Adjacent Uses • Adjacent to a Conservation Area and in very close proximity to residential and commercial properties
100 Holdenhurst Road, the Lansdown	Sustainably located in close proximity to Bournemouth Train Station, adjoining Station Roundabout.	The site is not considered appropriate for the following reasons: Size and Capacity • Insufficient size and space – the site would not provide adequate space for the expanded stadium and essential ancillary features • Land adjoining 100 Holdenhurst Road would be required to create a big enough site, and this land is not currently available
The BIC	Located in the west of Bournemouth town centre, set just off Bournemouth Beach.	The site is not considered appropriate for the following reasons: Land Availability • The BIC remains in active use and the site is fully occupied by the BIC. • Whilst it is understood that the long-term future of the BIC is being considered, it would not be available in the timeframes required for the proposed development. It cannot therefore be considered an available alternative site

67. The assessment of alternative sites considers the larger sites in the Bournemouth Town Centre area and is clear that these sites are not suitable alternatives. Furthermore, the club has longstanding history with Boscombe, having been founded there in 1899, with the current

site in use since 1910. Redevelopment of the existing site was therefore pursued due to its historic significance. The proposal involves extensions to the existing stadium, and such extensions cannot be reasonably accommodated within the town centre, as the stadium is not located there.

68. The site is well connected to the town centre by way of the train station at Pokesdown and bus routes as well as being a twenty minute walk to the town centre, it also has a range of district centres and local shopping parades within walking distance.

69. In addition, local saved Policy 7.11 protects the existing stadium from loss and therefore a relocation of the stadium would be non compliant with this policy.

70. Accordingly, it is accepted that the extensions of the stadium should take place at the existing stadium and on this well-connected, well established site.

Impact on district centres

71. Though the scheme is not located precisely within a district centre or shopping parade, its impact on such areas needs to be considered to ensure the scheme would not negatively impact these areas. Policy CS9 seeks to enhance the district centres with consideration of development proposals within or outside of the district centres where they would be impacted.

72. The proposal includes retention of the club shop however this primarily sells AFC Bournemouth merchandise and therefore would not compete with retail uses within district centres or local shopping parades, this can be conditioned. Preapplication advice provided that the fan zone makes good use of local produce and vendors, with stalls available to rent on match days, providing further support to local businesses and this is proposed. Representations from local businesses indicate strong support for the scheme because footfall would increase as a result, the majority of which would likely pass either Old Christchurch Road or Holdenhurst Road benefitting local trade in these centres. As such it is considered that the proposal is compliant with Policy CS9.

73. Taken together, the evidence demonstrates that the proposed stadium extensions accord with both national and local policy relating to main town centre uses. The sequential approach required by paragraphs 91 and 92 of the NPPF has effectively been satisfied, as no suitable, available or viable alternative sites exist as extensions cannot be reasonably accommodated within the town centre, as the stadium is not located there and the application site benefits from good connectivity. While the site does not fall within a designated district centre or shopping parade, the nature of the proposed uses ensures that the development would not undermine, and is likely to support, the vitality and viability of nearby centres. The proposal is

therefore considered compliant with Policy CS9 and the wider spatial strategy of the Bournemouth Core Strategy.

Open space as a designation

74. The car parks are designated as open space in the Local Plan, as such Policy CS31 applies. The car parks' primary function remains as vehicle parking.

75. Policy CS31 states permission should be refused for any loss of public and private open spaces including sports grounds and playgrounds which contribute to the recreational, visual, ecological or environmental value of an area, or contribute to a network of green infrastructure unless the benefits arising from the development outweigh the loss of space.

76. Though this scheme would encroach into the car parks, their value as open space is questionable given, on their own and not in their wider context in which the designation assumedly was undertaken, there is little value attributed to their recreational or visual value. The ecological and environmental value is also limited and though some vegetation needs to be removed due to the altered circulation of the car parks and some due to the need to design out crime, (the reasoning for this is discussed in the designing out crime section of this report), but replacement planting is proposed.

77. The proposed changes would not materially alter the recreational function of the site, nor diminish its contribution to the visual, ecological, or environmental value of the area or the wider green infrastructure network, as assessed against the policy tests of CS31. The harm identified is considered negligible and is outweighed by the overall benefits of the scheme.

Impact on sport and recreational facilities

78. The site is within the setting of Kings Park that has long been identified as a common or important recreational area. It is of strategic importance to the surrounding area as a green space for health but also for social benefits. The Five Parks Act 1985 was introduced to ensure the land was retained for recreational use.

79. Bournemouth District Wide Local Plan (2002) states that "*Recreation facilities in Bournemouth include …. stadiums for sporting and athletic events*" (paragraph 7.41). Paragraph 7.42 recognises the valuable assets that new and improved recreational facilities can provide for local residents but also for the promotion of tourism, and paragraph 7.43 recognises AFC Bournemouth as an existing private recreational facility. The plan gives the same weight to public and private recreational facilities. Saved policy 7.10 of the same plan states that "*The development or extensions of public or private indoor and outdoor sport and recreation*

facilities and local community facilities will be permitted throughout the local plan area providing that the benefits arising from the development outweigh:

i) Any adverse effect on the amenities of nearby residents by way of noise, traffic generation or visual intrusion;

ii) any adverse effects on the local natural environment".

80. In applying this policy, the proposal would be permitted if the benefits of the development outweigh the type of harm outlined in the criteria.

81. Turning to criterion i) of saved policy 7.10, there would be a slight increase in noise associated with event day activities for example spectator movements but the degree of disturbance is not considered to be significant, and any potential impacts would be addressed through the imposition of planning conditions suggested within this report.

82. In terms of traffic generation, as outlined in the Movement and Transport section of this report, the Highways Authority are content that the proposal would not cause significant material harm on the amenities of nearby residents.

83. In terms of visual intrusion, as outlined in the Neighbouring Impacts section of this report, there would be a significant adverse effect on nearby residents. This would be experienced by some of the residents of Thistlebarrow Road and Middleton Gardens due to the increase in height of the north and east stands as well as their closer proximity to residential properties, resulting in a sense of enclosure contrary to policy 7.10.

84. Turning to criterion ii) of saved policy 7.10, the scheme would deliver a net gain of biodiversity and species enhancements by way of providing statutory Biodiversity Net Gain, though some of the gain will be provided by way of purchasing units - this is explained in the biodiversity section of this report. It is concluded that the overall scheme would not have a negative impact on the natural environment.

85. Further, the use of the stadium contributes to the recreational value of the area along with the Leisure Centre, Cricket Pavillion and Athletics Stadium, and Sport England have been consulted and consider the proposals accord with Paragraph 104 of the NPPF and exception 2 of Sport England's Playing Fields Policy.

86. As such the proposal is contrary to saved policy 7.10 of the BDWLP for the reasons outlined above. Discussion as to whether the benefits of the development outweigh this harm will be discussed in the planning balance.

Principle of development conclusion

87. Overall, the principle of the proposed works will contribute to the economy by way of providing a significant number of jobs, social value, enhancements for local businesses and GVA. The scheme accords with saved policy 7.10, and CS9 and CS31 of the Bournemouth Core Strategy, and Chapter 6 and paragraphs 85, 91 and 92 and 117 of the NPPF and is acceptable in principle subject to other material considerations, as discussed below.

Character of the area

88. The site itself is characterised by the existing stadium. The stadium is however softened by vegetation around the fenceline and throughout the car parks.

89. Paragraph 11, 135 and 139 of the NPPF guides design of development as does the Bournemouth Public Realm Strategy SPD and policy CS41 of the Bournemouth Core Strategy 2012.

90. Policy CS41 states "*The Council will seek 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 occupants, and contribute positively to the appearance and safety of the public realm. The Council will seek to ensure that new developments, including changes of use, enhance the character, local distinctiveness, cultural identity, amenities of future occupants and neighbouring residents. New developments should also aim to conserve and improve landscape and townscape, biodiversity and habitats. The Council will encourage all new residential developments to meet Building for Life standards. Development which by virtue of its design would be detrimental to the built environment, amenity or character of any part of the Borough will not be permitted*."

Visual impact

91. This site is characterised as an Urban Designation in the Dorset Local Landscape Character Assessment. The Boscombe Masterplan focuses on town centre improvements and does not extend beyond this area.

92. The site is however within Kings Park.

93. Views of the south stand would be most prominent across the south car park, within the Park itself and from the cricket pavilion/Ashley Road. Views of the increased north and east stand would be felt on Thistlebarrow Road and Middleton Gardens.

94. Urban design object to the design of the development and describes the south stand as '*blocky and unrelenting with a utilitarian appearance'*. Urban Design suggested the south stand could provide a better proportioned landmark with an interesting appearance in long views by way of providing a central feature to break up the mass and create a focus by introducing an active ground floor such as an entrance to a pub on the south stand ground floor elevation.

95. An active ground floor frontage would not be seen from further afield as it would be blocked by the OB compound and structures that will take permanent residence there and vehicles that would operate in the compound on match/event days. As such this would not significantly improve the appearance of the stand. However, breaking up the upper mass by providing a central feature would be easily achievable and create a better appearance. Therefore, this can be conditioned.

96. Material choices can also help break up the mass of this elevation and reduce its visual prominence, softening its appearance. Changing the dark grey vertical section of the Eurobond cladding to silver and lightening the appearance of the canopy and the supporting structure by making them white would also help. It will also be important to ensure any silver is not too reflective or too dull and grey and samples will be needed to be considered. Extensive areas of 'clay colour' render are now proposed, mainly at the base of the building and this could have a poor-quality appearance and would not complement the 'grey slate slip' proposed elsewhere. Furthermore, a sample of the steel net cover will need to be provided.

97. Details and samples of materials will be conditioned and will extend to include details of signage to ensure a coherent colour scheme is used and large blank areas are avoided.

98. Urban design also objected to enclosures and outbuildings proposed that create a cluttered appearance. They recommended consolidating the built form. They also mentioned the fence being irregular and creating left over spaces and that the groundsmans yard sits outside of the stadium. Most importance was placed on the Outside Broadcasting area creating an unattractive obstruction with structures within it that would have a utilitarian appearance which would detract from the south stand and creating an awkward cycle path realignment.

99. However please note that the Outside Broadcasting Area and its structure and the realignment of the cycle path already has permission as per P/25/03733/FUL and as such the details of this have already been established and there's no reason to take a different view in this proposal. Also the structures within the OB compound (the GRP enclosure, toilets and Hawkeye) would be a consistent dark green colour as requested by Urban Design.

100. Importantly, there's no other location on the site where the OB could be accommodated and still achieve premier league requirements and as such it is accepted that this area is suitable. Furthermore, the OB compound is currently situated to the south of the existing south stand, and this would continue to be the case albeit in a more southerly location to accommodate the new south stand - the location isn't changing significantly from its current position.

101. In terms of the groundsmans yard, again the location is not changing and there's no other place for it on site. A relocation of this is not justifiable.

102. The remaining objections from urban design relate to two substations within the site, one at the north west corner of the site and one to the east of the site. They would be screened by coloured materials that match the stands and would be located against the boundary and would not stand out as inappropriate structures.

103. Urban Design do not comment on the visual impact of the increase to the north and east stand, but given this is a relatively proportional increase, and the corners are merely 'filled in', the visual impact will be negligible to most. However, residents would be affected, particularly those at Thistlebarrow Road and Middleton Gardens as already discussed. Though the residents already look onto the stand elevations, they will experience a greater visual impact given the height of the stands are proposed to increase but also encroach closer towards those properties. This will change their visual amenity, a material change, but it would not result in significant harm to their visual amenity given they already look onto those stands.

Soft landscaping

104. Urban design objected to the loss of vegetation around the fenceline and there being no proposed replacement planting along the fenceline. Trees and hedges currently soften the impact of the stadium and help blend the site with the park. A number of these existing hedges as well as the prominent row of cherry trees at the front of the site would unfortunately be lost. The proposed plans include large expanses of hard standing with rather limited planting.

105. Paragraph 102 of NPPF states

"Planning policies and decisions should promote public safety and take into account wider security and defence requirements by:

a) anticipating and addressing possible malicious threats and other hazards (whether natural or man-made), especially in locations where large numbers of people are expected to congregate44. Policies for relevant areas (such as town centre and regeneration frameworks), and the layout and design of developments, should be informed by the most up-to-date

information available from the police and other agencies about the nature of potential threats and their implications. This includes appropriate and proportionate steps that can be taken to reduce vulnerability, increase resilience and ensure public safety and security. The safety of children and other vulnerable users in proximity to open water, railways and other potential hazards should be considered in planning and assessing proposals for development; and

b) recognising and supporting development required for operational defence and security purposes, and ensuring that operational sites are not affected adversely by the impact of other development proposed in the area."

106. The NPPF Paragraph 135 requires development to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

107. Dorset Police and counter terrorism was consulted for this application and worked with the Council and the applicant in the design of the stadium. They set out the context from a crime perspective stating:

"A crime analysis of the area shows that the main issues within the locality are violent and public order offences, linking in with knifepoint robberies and theft of mobile phones, vehicle and bike crime. ASB occurrences are also high in the area, with Ebikes, drugs, and criminal damage linked to ASB being the main issues.

Kings Park is a space that hosts the gathering of groups and events in the park. This has in the past, caused community tensions with racially motivated offences taking place.

The park also sees unauthorised encampments each year, usually in the spring and summer months, which has caused disruption to the community, and has been the source of community tensions."

108. As such and given the scale of public attendance at this venue, it is of vital importance for this scheme to create a safe environment. This is a primary consideration when it comes to design of this scheme.

109. The development is constrained in size meaning there is limited stand-off distances (a distance outside of which the public would be safe from a blast from an improved explosive device for example). Therefore, it is important to remove the ability to conceal weapons and IED devices, construct the layout to make it difficult for vehicles to approach the stadium at speed and use materials that will withstand blasts and not splinter causing potential injuries.

110. The result of the need to place priority of public safety has meant that the leafy character of the current stadium needs to change. However the design evolution, along with help from Dorset Police has helped reduce a utilitarian appearance of the stadium as far as is possible.

111. Dorset Police and Counter Terrorism officers have said that no planting can take place next to the fenceline as this would provide either footholds by which the fence could be climbed, or it could provide places to conceal weapons and potentially IED devices.

112. To maintain a leafy feel, planting is proposed throughout the car parks away from the fenceline, this includes Cherry Trees to reflect the nickname of the club. This planting will allow lines of sight throughout the car parks. In addition, green roofs are proposed on the cycle hub and security hut providing some relief from the built form and BNG planting is proposed around the edges of the site where vegetation currently exists.

Trees

113. There are no trees within or adjacent to the application site that are subject to a Tree Preservation Order, nor is the site located within a designated Conservation Area. Furthermore, there are no proposals to remove the mature trees situated along the western and southern boundaries of the car parks.

114. 23 trees will be removed, 12 of which are B grade, 10 of which are C grade and one tree is in poor condition. 134 trees are proposed for planting with 600 native hedge whips and over 250 linear metres of as well as shrub and herbaceous planting across the car parks. 1,900sqm of wildflower seeding is proposed and 153sqm of green roof.

115. The council's tree officer is supportive of the scheme stating the tree planting is positive and will improve the future amenity of the site. Subject to condition, the scheme is therefore compliant with paragraph 156 of the NPPF, CS41, CS31 and CS5 with regards to protecting trees.

Hard Landscaping

116. Hard landscaping and public art is proposed along with Hostile Vehicle Mitigation. Hostile Vehicle Mitigation (HVM) are essentially barriers that stop a vehicle travelling at speed that intends to do harm, and providing danger to the public. An example of this are the barriers on Westminster Bridge in London.

117. Though this sounds like it could be an eyesore, they do not need to be, they can take the form of planters, innovative art and can be interesting. Examples of innovative HVM are shown below.

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118. Urban design is disappointed in the extent of the asphalt proposed having preferred to see bands or areas of block paving to break it up. Instead the club have opted for a pentagonal shape pattern which reflects the shape of a football. It is considered that though the council would have preferred bands or areas of block paving, the pentagonal shapes do not result in any harm and they reflect the stadium's use so assimilate with the character of the stadium.

119. Urban design also advise the public art proposed should be replaced in part by more decorative features from additional planting and this can be conditioned.

120. In addition, urban design requested the type of fencing is not pointed palisade as this is not what was approved in the enabling works application (P/25/03733/FUL) and this will also be conditioned.

Conclusion

121. In essence the site will continue to be a football stadium in its character and the design reflects this and therefore complies with CS41 in the sense that it respects its immediate surroundings.

122. The wider character of the area is defined by its leafy parkland setting. Existing hedging, trees and planting help the stadium assimilate into Kings Park.

123. Green roofs are proposed for the cycle hub and security hut and planting is proposed throughout the site however this must be moderated to allow for visibility and natural surveillance the significance of this is explained in the designing out crime section of this report. Some layering effect as a result of planting through the car parks would help retain some of the leafy character.

124. Therefore, the proposal protects the character of the wider area of Kings Park and Policy CS41 in terms of Visual Amenity.

Heritage considerations

125. The Cricket Pavilion is deemed a non-designated heritage asset and its setting (being relatively open) would be impacted. The Heritage Officer has commented on the proposal having assessed the Heritage Statement and its addendum.

126. The Pavillion's cricket pitch is mainly what contributes to the heritage's importance. There is limited intervisibility with the presence of the tree belt along Kings Park Drive although the TIA notes (7.47 & 7.48) there would be glimpsed views of the stadium from the cricket ground in winter, resulting in a negligible adverse impact in terms of this viewpoint.

127. The result is a negligible adverse impact from that viewpoint and the enhancement to the existing leisure use of the wider setting provides no harm to the Pavillion.

128. In terms of the cemetery, as well as the listed chapel building to the centre, the site contains other elements of Heritage interest including the lodge building and adjacent entranceway with feature gate piers and gates. Next to the cemetery is Kings Park Hospital, which contains the main villa and buildings behind, as illustrated on the 1899 OS map, showing this as the Sanitary Hospital (for infectious diseases). Like the cemetery chapels, the hospital buildings would be well screened from the works at the site by mature trees.

129. Therefore there are no impacts on heritage assets, and the scheme is compliant with Policy CS40 and CS39.

Wayfinding

130. At present the 'front' of the stadium is very much the west stand where the reception is located. The fan zone and ticketing office would become the focal point and provides wayfinding with its public realm area in which fans are expected to meet and congregate.

131. Reaching the stadium from wider afield will be guided by signage, as well as public art and planting through Kings Park. Locations and design of signage will be subject to condition to ensure the design of the wayfinding is suitable.

Kings Park impacts as a result of increased capacity

132. Kings Park is actively used by the communities and by commuters with over 900 people using the cycle and pedestrian path daily. It functions as an important natural green space for the urban area which needs protection.

133. As well as Paragraph 11, 135 and 139 of the NPPF and Policy CS41 of the Bournemouth Core Strategy, the following policies also apply.

134. Saved Policy 7.10 plan states that

"The development or extensions of public or private indoor and outdoor sport and recreation facilities and local community facilities will be permitted throughout the local plan area providing that the benefits arising from the development outweigh:

- *Any adverse effect on the amenities of nearby residents by way of noise, traffic generation or visual intrusion,*
- *any adverse effects on the local natural environment".*

135. Policy CS30 requires the council through its own strategies and work programmes, and working with developers…will provide for a well-connected and distributed multi-functional green infrastructure network…that: retains and enhances Bournemouth's attractiveness as a tourist destination…; promotes a healthy population through environmental enhancements and increased access to open space, formal and informal recreation and sport opportunities; enhances the townscape, landscape, historical and cultural identity of the Borough; and offer residents opportunity to grow their own food through allotment and community garden provision.

136. Policy CS31 requires the Council, through its own strategies and work programmes, and working with developers and other partners, will seek to ensure that the quality, quantity, type and location of open space, sports grounds and playgrounds meet demand for recreation and sporting activities.

137. CS5 – Promoting a healthy community and CS6 - Delivering Sustainable Communities.

138. The increased stadium capacity will directly increase footfall in Kings Park. This will be as a result of additional fans, but also additional tourism expected as outlined in the socio-economic report submitted to support the proposal.

139. The transport strategy further increases usage of the park by directing fans from Avonbourne School, the Sovereign Centre, and Pokesdown station all with direct routes through Kings Park. Parking restrictions and reduced on-site parking will also encourage walking and cycling through the park.

140. This in turn will result in quicker degradation of the Park's facilities than is currently anticipated.

141. Without mitigation, this would be contrary to saved policy 7.10 as the benefits would not outweigh the adverse effects on the local natural environment and the visual impact of the scheme on park users.

142. With regards to Policy CS31, the Local Planning Authority needs to refuse planning permission for development that results in the loss of public and private open spaces that contribute to a network of green infrastructure, and if it did not meet the demand for recreation and sporting activities.

143. As such, the Council has worked with the applicant to ensure that the quality of the open space keeps pace with increased demand and provides benefits that outweigh the visual impact on park users.

144. A contribution has been agreed to provide street furniture (benches, bollards, knee rails etc), lighting, wayfinding, additional trees, some of which can be cherry trees to assist with wayfinding, and upgrades to Clarence Road play park. These are outlined in the Heads of Terms and draft S106.

145. The proposed contribution would support the development of a positive social and cultural bond between the club and the community, providing facilities that enhance the experience of both home and away supporters and contribute to local pride, thereby delivering benefits for the club, its fanbase and the wider community.

146. Subject to securing the contributions, the character of Kings Park will be maintained, meeting the aims of saved policy 7.10, Policy CS31 in that it will ensure the quality of the open space is retained, Policy CS6 and Policy CS30 similarly in relation to interconnected green infrastructure, improving accessibility and permeability on food and by cycle and retaining and enhancing the features that contribute to each place's heritage, character and local distinctiveness, and Policy CS41 in that the scheme respects the site in which it is situated.

Character of the area conclusion

147. To conclude, the south stand would result in a visual impact from places within the Park itself, from the south car park and cricket pavilion, and Thistlebarrow Road and Middleton Garden residents would experience a visual impact due to the north and east stand extensions.

148. The impact is dampened given that the current use of the site is already a stadium, though the current stadium is small in stature and provides vegetation to soften its impact, due to the need to create a safe public realm for this type of use and given the scale and mass of the proposals, the softening effect cannot be replicated to the same extent. Instead, the vegetation proposed throughout the site, along with suitable materials that will be conditioned.

149. The scheme partly accords with Policy CS41. It respects its surroundings with the exception of visual impact on the Park from the perspective of Park users. It contributes positively to the safety of the public realm and its appearance and by way of Cherry tree planting both in the car parks at Kings Park, the scheme also ensures that cultural identity of the club is respected. The scheme also conserves the landscape and townscape.

150. The scheme accords with Policy CS39 Designated Heritage Assets in that it protects the setting of the designated heritage assets. The scheme also accords with Policy CS40 Local Heritage Assets as it sustains the significance of the Cricket Pavillion.

151. Regarding policy CS31 there is no loss of public and private open spaces but the Park and publicly accessible parts around the stadium car parks contribute towards the recreational,

visual, ecological and environmental value of the area and the network of green infrastructure. The quality of the open space both in the car parks and the Park itself will be retained by way of planting in and around the car parks, and by way of contributions securing enhancements to the park to offset additional footfall and faster degradation.

152. The green infrastructure proposed in the planting and by way of contributions to the park, will help provide for a well connected network, and retaining Bournemouth's attractiveness as a tourist destination. Improvements to routes through the Park will improve waking and cycling routes, and promote healthy populations. In this sense the scheme would also accord with Policy CS5 Promoting a Healthy Community.

153. The scheme accords with Policy CS6 as it improves accessibioity6 and permeability on foot and by cycle by way of contributions for improvements to the Park and through wayfinding to the stadium that is currently sparse, it also supports the public transport system and this is discussed in the Movement and Transport section, it encourages an increase in local employment opportunities, provides a range of interconnected green infrastructure and the management of existing spaces promoting biodiversity and helps adaptation to climate change impacts by way of the transport strategy, again discussed in the Movement and Transport section.

154. The impact of the stadium on the character of the area is considered acceptable subject to contributions and relevant conditions as outlined in this section.

Designing out crime

155. As already mentioned, Dorset Police and Counter Terrorism officers have worked with the Council and the club to facilitate a safe design in relation to paragraph 102 and 135 of the NPPF.

156. In addition to points already noted, the following issues were considered:

157. Controlled access to the fenceline and into the building will be conditioned as will anticlimb measures along the eastern wall to prevent unsanctioned access to the grounds.

158. Bins need to be conditioned to ensure they are either blast-resistant or designed to prevent the concealment of devices. A litter strategy will also be conditioned to prevent antisocial impact on nearby residents and users of the park.

159. Urban design objected to the undercrofts as these areas provide secluded areas beneath the north, east and south stands. The undercrofts are required for emergency vehicle access. Following discussion with Dorset Police and the club it is considered acceptable as these areas are not accessible to the general public outside of match days, When they are

accessible, they will be heavily monitored by stewards (and this will be secured by condition) and by natural surveillance due to fans moving around the areas into the concourses. CCTV provides a secondary protection.

160. As such the scheme is compliant with Paragraph 102 and 135 of the NPPF relating to safety.

Impact on fans

161. Policy CS41 requires development to provide a high standard of amenity to meet the day to day requirements of future occupants which in this instance are predominantly spectators or fans of the club. Given the new fence line provides an easier and quicker access into the stadium, coupled with the increased capacity allowing more fans to obtain tickets, and with the new stands and fan zone with plenty of access to beverages and food, it is considered the scheme would positively impact on fans and accord with CS41 in relation to them.

Impact on residential properties

162. Policy CS41 Quality Design is applicable to this consideration in that the policy requires development to ensure that all development and spaces…through its scale, density, layout, siting, character and appearance be designed to respect the site and its surroundings…and contribute positively to the appearance and safety of the public realm.

163. In terms of impact on residential properties, outside of the other elements assessed in this report, it is considered those residents living in Thistlebarrow Road and Middleton Gardens, particularly those from No. 35 – No. 47 Thistlebarrow Road and No. 8, 9 and 10 of Middleton Gardens will be particularly affected by the scheme primarily as a result of increase to the north and east stand.

164. The loss of 4 existing trees along the northern boundary will result in changes to the view of 3 properties along Thistlebarrow Road which back onto the stadium. This will result in a view of the lower part of the West Stand being available from the rear of these dwellings, however the proposed changes to this stand are relatively minor in terms of the height or massing.

165. As no further windows are proposed in either of the north and east stands, no additional overlooking or privacy concerns would arise as a result of the proposals. The south stand would increase in height but this would not allow views into neighbouring gardens.

166. Middleton Gardens currently looks toward the eastern elevation of the stadium, while views from Thistlebarrow Road toward the northern elevation are largely softened by mature trees and planting. The proposal would change this relationship. Residents of Middleton Gardens would continue to face the eastern elevation, though a greater proportion of the stadium would become visible. For Thistlebarrow Road, the northern elevation would be more apparent as

the new structure would extend above the existing tree line and sit closer to nearby homes than it does at present. Though as concluded the visual amenity would be largely the same, the residents would continue to look out onto those stands, they would experience an overbearing and sense of enclosure as a result of the additional height and encroachment.

167. A daylight/sunlight report was submitted and independently reviewed. In summary the GIA report concludes that the development would provide good levels of compliance against BRE numerical guidelines. The methodology used is appropriate. It must be recognised that the outlook of the residential properties is already elevations of a stadium, but the increased height and proximity of the structure of the stands, even with light materials and open steel structure would nevertheless result in a sense of enclosure for the affected properties that no mitigation could reduce.

168. Responses from the public have asked why the West Stand was not developed and more height on the South Stand or corners considered as an alternative to increasing the north and east stands thus avoiding impacts on neighbouring residents.

Alternative design

169. The alternatives to increasing the capacity at the North and East stands and that is increase the south stand more, increase the west stand and increase the corners.

170. Increasing the south stand further beyond what is already proposed is considered unachievable given more encroachment into the south car park would be needed and the cycle way would need to take a greater/longer dog leg around this. In addition, the south stand is close to the practical limit in terms of depth and height while still delivering compliant concourses, safe circulation and efficient ingress/egress. More capacity in this stand would have delivery implications, require a much more complex build and impact on viability and programme. Furthermore, it is not considered a greater height at the south stand, and no extensions to the north and east would result in overlooking into residential properties, something that is avoided in the current design.

171. With regards to the south east and south west corners there are physical space constraints as the west and east stand structures would obstruct views of the pitch and egress, access and escape from the corners are assisted by the vomitories in the east and west stands along with the south stand, additional bodies on the corners would need additional vomitories thus losing additional seats. Also the south east corner is designed to allow emergency vehicles to the pitch and to the east stand which additional capacity here would restrict.

172. In terms of the West Stand, this accommodates all hospitality events, player and match official facilities, broadcast and media operations, control room functions. Significant investment has been made to these facilities such as new player changing rooms and hospitality suites. These functions cannot be temporarily relocated without impacting the ability of the club to host fixtures in compliance with the Premier League requirements and no alternative stadiums are available. In addition, new Squad Cost Ratio rules limit investment in players based on the income generated by the club. As the matchday and hospitality revenues form the vast majority of this income, loss of such facilities are financially unsustainable.

173. With regards to the north west and north east corners, additional height to these would also impact on the residents so it is considered these are not suitable alternatives.

174. The expansion of the North and East stands has been kept to minimum levels in order to provide balance to the stadium and around 2,900 seats that cannot be accommodated by further expanding the South Stand or SW and SE corners.

Impact on residents conclusion

175. This reasoning and justification of design from the applicant is noted. It is believed that relocating to another stadium is not easily achievable also given conflicting timetables of matches and this being controlled by the Premier League. In addition, there's impact on player confidence and fans ability to reach another venue and thus impacting on the performance of the team. This all has viability considerations for the club and the local area.

176. The argument for delivering an alternative design is sound and accepted. Nonetheless, the impact on neighbours is not policy compliant. This disbenefit needs to be considered in the planning balance. The proposal does not fully comply with the aims of Policy CS41 as the increase of the north and east stand do not satisfactorily respect their proximity to residential properties and cause an overbearing effect on residential properties and a sense of enclosure that will be felt all year around.

<u>Movement and transport</u>

177. The NPPF paragraphs 115 and 117 aims to prioritise sustainable travel modes and pedestrian and cycle movements both within the scheme and in neighbouring areas, taking account of highway safety, congestion and network capacity to cost effectively mitigating any significant impacts from the development

178. Paragraph 116 states that

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

179. Paragraph 118 of the NPPF requires all developments that will generate significant amounts of movement to provide a travel plan and monitoring.

180. The Core Strategy establishes a strategic objective to facilitate and increase levels of walking and cycling across the Borough.

181. Policy CS14 requires that all new development is supported by adequate transport infrastructure and that impacts upon the existing transport network are appropriately addressed. The policy sets out the following requirements:

- To contribute towards improvements to existing transport infrastructure where such measures are directly related to and mitigate the impacts of new development;
- To fund the necessary transport infrastructure and mitigation measures required to serve the development site, including the provision of high-quality, attractive links to walking, cycling, and public transport networks; and
- To make financial contributions towards existing transport contribution schemes, or towards a Community Infrastructure Levy when introduced, where appropriate, to deliver transport infrastructure identified as necessary to support planned growth and to mitigate the proportionate cumulative impact of additional trips generated by the development on the wider transport network.

182. Policy CS18 seeks to reduce reliance on private cars and promote sustainable modes of travel, particularly walking and cycling. It requires the provision of adequate cycle storage, the integration of development with existing and proposed walking and cycling networks, and the incorporation of green infrastructure within these linkages.

A modal shift strategy

183. The strategy for the development is to create a modal shift. At present 75% of fans travel to the stadium by car, largely alone. This is significantly higher than most stadium travel around the UK and is predominantly a legacy of the car parks being next to the stadium which is not normally the case for most stadiums, and because of the stadium up until recent years, having fewer fans in attendance.

184. This proposal introduces a necessity to displace fans from their cars and into more sustainable travel modes so the road network can cope with the additional capacity, so that air

quality along with network capacity and congestion, along with highway safety will not be negatively impacted.

185. To do this the strategy features several threads as follows:

- Create marketing, communications and website that focusses on sustainable travel methods
- Provision of free or discounted rail and bus tickets integrated into match day tickets
- Provision of a shuttle bus between Bournemouth station and the stadium
- Creation of bus stops
- Contributions towards pedestrian crossings
- Reconfiguration of the car park to allow only hospitality and VIP into the West car park and direct all other traffic into a prebooked south car park along with management of the egress to manage the network following an event.
- Implementation of residents parking restrictions
- Provision of a cycle super hub and other cycle parking facilities along with a Beryl Bike parklet.
- Contributing to upgrades to Pokesdown Station.

186. The various elements will be delivered at different points of the scheme as the phases increase spectators during the redevelopment.

187. Urban design wanted to see off-site pedestrian improvements, and crossings were requested by Highways colleagues, this has been proposed.

188. As expected, with a modal shift, this is a largely cultural exercise that requires incentives and consequences to shape this change. This can occur over a period of time and may require tweaks to the methods proposed in response to patterns that may emerge as the changes occur. In order to manage this, a Transport Working Group is proposed. This group will consist of ward councillors, officers of the council and the club itself along with various stakeholders such as Network Rail and bus companies. The terms of reference for the group needs to be established and is secured by way of the section 106 requirements and a fund of money has been secured that can be drawn upon to manage issues that may crop up and are agreed by the group.

Promoting sustainable travel modes

189. Communications around the stadium on TV screens will promote sustainable travel modes, as will website communications.

190. Event tickets will include integrated bus and rail travel and discounted Beryl Bike schemes.

191. Walking and cycle routes to the stadium from surrounding residential streets, from Pokesdown train station and Bournemouth Train Station and in Kings Park will have wayfinding guiding people to the stadium.

192. Upgrades to Pokesdown Train Station will make that more attractive and the scheme proposes a shuttle bus from Bournemouth Train Station to the club.

193. These are significant benefits and promote sustainable travel modes.

194. This coupled with less parking and parking restrictions provides the means by which culture change and modal shift is possible.

Transport working group

195. A transport working group, already required as part of the enabling works (P/25/03733/FUL) will continue to be a requirement as outlined in the draft 106.

196. This group will meet at least once every six months and will consist of key stakeholders, ward councillors and officers from the council.

197. The group will be chaired jointly by the council and the club.

198. The group and fund is welcomed as a way to consistently monitor and address issues that may crop up that have not already been identified.

Pedestrian movements

199. A pedestrian count was carried out around the stadium and park with full details contained in the TA and Technical Note. The pedestrian count identified high pedestrian flows, particularly along “route 28”. A pedestrian route through the car park behind the long row of parking bays is an improvement to the current situation where pedestrians flow through the car park and walk amongst vehicles.

200. The proposal improves pedestrian connectivity through improved wayfinding, pedestrian crossing routes and reduction in vehicles within Kings Park. The management of the west and south car parks including circulation routes further reduces the number of vehicles that cross over the shared path on Kings Park Drive therefore putting pedestrians first.

201. Mitigation is to be secured through condition and S106 conditions including a contribution towards the Wessex Way underpass (£50,000) which is a key walking route. In addition, £80,000 has been agreed towards the provision of a pedestrian crossing at Thistlebarrow Road/William Rd/Littledown Avenue junction to the north of the stadium. This location is the 6th highest ranked pedestrian crossing in the updated LCWIP and is a walking route to the stadium. The contributions will be secured via S106.

Public transport – Rail

202. The Campaign for Better Transports Door to Turnstile report states that over half of away fans use train for at least some games and 36% of fans said they would like to use rail more. When considering that this takes into account all fans, including those of clubs where the stadium is not located close to a train station, it would suggest that train is likely to be a key mode of travel to the stadium for both home and away fans.

203. The stadium has two nearby stations, Pokesdown and Bournemouth, both are located on the South West Main Line.

204. The TA provides data regarding where season ticket supporters live. Data shows that 22% live within a 15 minute walk to a railway station. However, that travel choice is only 3%.

205. The transport strategy proposes Pokesdown as a matchday stop on the Waterloo- Weymouth line. This will shift the majority of rail passengers to Pokesdown rather than Bournemouth. Away supporters that use Cross Country services will continue to alight at Bournemouth station.

206. As this application impacts the South Western Railway route, Network Rail (NR) and South Western Rail (SWR) have been included in meetings and negotiations.

207. Pokesdown has no step free access. The lack of a step free access is a constraint to accessibility. Pokesdown station is well known locally for having accessibility difficulties and passengers have to navigate the 42 steep step footbridge to bring passengers up to street level, creating a significant accessibility barrier.

208. There is only one station entrance and it is formed by opening double doors. The doors have been highlighted by SWR as a constraint and can cause a pinch point during peak and busy times at the station.

209. Not a transport issue, but it is worth highlighting that Pokesdown station has less facilities than Bournemouth (no toilets).

210. SWR/NR confirm that providing a step free access and an improved main entrance is necessary to provide improved accessibility and capacity at the station.

211. Since pre application and meetings during the application process, a 'Do Max Plus' scenario has been added to the Travel Plan (April 2026) to further increase the rail modal split to 6% of journeys. This doubles the current mode split of 3% rail.

212. The TA estimates 60/40 split between the station however, NW/SWR suggest a split is more likely to be 80/20 Pokesdown/Bournemouth and more concentrated onto trains nearer the match start and finish times.

213. NW/SWR have concerns about the expected distribution of supporter arrival time and patterns when using the railway.

214. Notwithstanding the step free access, NR/SWR have identified improvements that need to be untaken in order to cater for the increased number of passengers traveling to Pokesdown station. The required works are to widen the exit doors and to increase the access at the main entrance. In addition, wayfinding from inside the station directing passengers to the walking route to the stadium is required. The applicant and SWR/NR have agreed to a contribution of £110,000. This contribution will be secured via S106 legal agreement. SWR/NR will undertake the works to improve Pokesdown station.

215. The TP proposes to offer rail customers a discount on food and drink at the grounds as an incentive. In addition, the applicant has agreed to a commercial contract in order to provide discounted rail tickets for spectators. The development of the 'Cherries Rail Mover' pass will be an ongoing operational cost to the club. The obligation will be secured via the S106 legal agreement.

216. Discounted tickets will encourage the rail mode option for spectators and is welcomed by the LHA. Monitoring of the rail use will be carried. SWR will be invited to be part of the Transport Working Group where monitoring results can be shared and discussed.

217. Rail passengers are able to travel to Bournemouth station as well as Pokesdown Station. At Bournemouth station the match day shuttle will operate every 15 minutes to the stadium. The shuttle allows enhanced travel to the stadium and overcomes the step free barrier at Pokesdown station.

Public transport – Bus

218. Paragraph 2.38 of the TA states "the existing demand for bus is quite low. As such, there is a significant opportunity to increase the number of supporters travelling by bus on match-days. This can be done without any changes to services that are already high in frequency".

219. The data shows that only 3% of home fans travel by bus, even though 52% of home fans live within a 5 minute walk of a bus stop.

220. The TA notes the extensive network and the operator has confirmed capacity and therefore this application has real potential to improve the low uptake of bus travel. This in turn will reduce congestion and the number of vehicles coming to Kings Park and the surrounding area. In addition, the event day controlled parking zone will significantly reduce the number of vehicles parking within residential streets. As free parking near to the stadium will no longer be an option, it is considered that more spectators will use the bus as a mode of transport.

221. The proposal includes a matchday bus stop for the shuttle at the stadium where passengers will alight within the south car park. On return, busses will be available on Kings Park Drive to return to the travel interchange.

222. The TP predicts a modal shift to 7% bus by year 5 with the 'do maximum'. This was not considered to be ambitious by the LHA, given that more than half of existing season ticket holders live within a 5 minute walk of a bus stop. The Technical Note offers a 'Do Max Plus' scenario with enhanced incentives to increase the mode share to 8% which is an improvement.

223. Incentivising public transport use through a seamless product offer, such as "Magpie Movers" approach used by Newcastle United FC, where each home ticket sold incorporates travel to the ground on local public transport at no additional cost would increase bus usage. The applicant has confirmed that they are keen to offer a similar seamless product offer to allow free bus travel for spectators. This has been included in the updated Travel Plan (April 2026) and monitored. Data can be shared with the Transport Working Group to assess bus uptake. Go South Coast will be a member of the Transport Working Group and therefore data will be available regarding bus usage, including the shuttle for future monitoring, in line with the transport 'monitor and manage' strategy.

224. The LHA welcomes the bus incentives and are keen to see the integrated ticket offering to spectators which has been very successful in other areas, such as Newcastle.

225. The shuttle bus service between the travel interchange and the stadium as well as bus incentives to maximise the useage of existing bus services, through the development of the 'Cherries Bus Mover' pass will be an ongoing operational cost to the club. The obligation will be secured via the S106 legal agreement.

Combined cycle/pedestrian path diversion

226. The existing combined cycle and pedestrian route, established by BCP Council, accommodates approximately 900 users per day and runs along the southern edge of the stadium. Planning application reference P/25/03733/FUL granted permission for a diversion to the current shared path. No policy position has changed that would required this decision to be rethought. This path includes access for emergency vehicles to use in the event of an emergency only, not for general use. Though urban design object to this, this has already been approved.

227. This path has begun construction and as such the part of the proposal to be assessed now is retrospective. This is reflected in conditions.

228. The current scheme would result in another change to this route where it crosses Kings Park Drive. This would tie in the existing route with the new alignment and iron out any harsh bends whilst ensuring the trees along Kings Park Drive are not harmed.

229. A road safety audit has been submitted in support of the proposed changes. A number of revisions have been considered in order to amend the alignment. A build out is proposed to further enhance visibility at the position where pedestrians and cyclists will cross over Kings Park Drive. In addition, the ramps will help to reduce vehicle speeds and the provision of red paint will draw attention to the crossing point.

230. The alignment of the bollards is to be agreed and a condition has been recommended for prior approval as the LHA do not support the current alignment of the bollards.

231. Overall, the LHA raise no objections to the realignment of the shared path (subject to condition to agree bollard location and insert a further bollard adjacent to no entry markings to stop vehicles driving up towards the OB) and the proposal is not considered to compromise highway safety.

232. The section 106 ensures the route is retained in perpetuity. The club will be required to undergo any maintenance to the path following 12 months of completion and the design standards of the path have been agreed by highways.

233. The new route would be delivered and there would a short period of time where the new route would be tied into the existing route during which traffic would need to be diverted, however it is not considered this is contrary to policy or unacceptable.

234. On match days, the shared path would almost certainly have fans crossing to reach the stadium, stewards will be needed to maintain public safety during this time to ensure for instance cyclists slow down or to hold traffic if an emergency vehicle is needed. In addition,

media vehicles leaving the OB compound would need to exit over the shared path, this is likely to be some time after an event, but stewards are needed to guide the traffic whenever this occurs. An operational management plan showing areas where stewards will be positioned will be sought by condition.

235. Policy CS31 states that the Council, "through its own strategies and work programmes, and working with developers and other partners will seek to ensure that the quality, quantity, type and location of open space, sports grounds and play-grounds meet demand for recreation and sporting activities." The current proposal is consistent with this policy objective, as it supports the demand for sporting and recreational activities through the football club. It does not materially compromise the use of the shared path at Kings Park, except on match days, which reflects the existing operational circumstances.

Cycle parking

236. The stadium is located in Zone D as defined by the Parking Standards SPD. Table 25 'Class F2: Stadia' provides a benchmark level of cycle and car parking expected with a stadium. In Zone D, there is a cycle parking requirement of 0.07 per spectator.

237. Based on the full 20,500 capacity, the requirement is 1,435 spaces. Based on the uplift of capacity only, with an additional 9,214 spectators, this results in a requirement of 645 cycle parking spaces.

238. The applicant proposes a secure cycle hub with 154 cycle parking spaces in a mix of two tier Josta stands (122 cycles) and Sheffield stands (32 cycles). Sheffield stands are more inclusive and allows the parking of non standard bikes. The layout of the cycle store shows a mix of Sheffield and two tier cycle parking options. The Highway Authority support the improved security for cycles which in turn will encourage more spectators to cycle to matches.

239. A cycle super hub is proposed in the western car park, along with Sheffield stands at the north west entrance, the south east entrance and amongst the southern car park. The cycle parking provides space for 312 spaces and 50 Beryl Bike spaces. The section 106 builds in a mechanism to monitor its use and if the cycle spaces begin to be used to an 80% capacity, more cycle provision will be submitted to the council for approval and subsequently implemented.

240. The secure cycle hub is welcomed by both Highways and Dorset Police, and its green roof is welcomed from a visual impact perspective. The number of stands are considered suitable for first use as is their locations.

241. Additional on site cycle parking in the form of 20 Sheffield stands allowing the parking of 40 cycles are shown on the drawings in front of the proposed security hut. In addition, there will be 9 Sheffield stands within the West car park and 50 Sheffield stands within the South car park. This results in a total of 312 cycle parking spaces on site.

242. The amount of cycle parking has increased on the revised plans in comparison to the amount of cycle parking initially proposed. The LHA welcomes the increase in the number of cycle parking spaces.

243. The provision of 312 spaces is less than the required 645 space shortfall when considering the Parking Standards SPD requirement. However, the provision of micromobility does provide active travel options to the stadium and the provision of the super hub, the largest within BCP will enable spectators to travel either by hired bike/scooter or owned bike.

244. The net modal split, as shown in table 6.6 shows for cycling shows a total of 554, which is an uplift of 350. The mode share is 3% and whilst the cycle parking provision is less than the SPD benchmark, the micromobility provision, which includes the purchase of additional bikes and unlocking charges removed does increase the cycle and scooter offering. The applicant has agreed to monitor the use of the cycle hub and as agreed within the travel plan, when the occupancy reaches 80%, the applicant will submit a further planning application for a second secure cycle hub. The location of the second hub has been identified in the Technical Note

245. The principle of a cycle hub is supported and is an improvement to the current cycle parking provision at the stadium. A condition is required for security details and management to be submitted and agreed. A condition is also required for the Sheffield stands to be erected prior to the South East and North West Corners becoming operational. In addition, a further condition is required for the delivery of the secure cycle store prior to the South Stand Lower Tier becoming operational.

246. Based on the updated plans and technical note submitted, the LHA are satisfied that the development does meet Policies CS 16 and CS18 of the Core Strategy.

Micromobility (Beryl):

247. There is an existing micromobility bay located within the South Car Park with space for 15 bikes and scooters. The surfacing is poor and there is a lack of signage to the bay and certainly an area that requires improvement. The application proposes an upgrade to the micromobility infrastructure, which is supported.

248. Under the expansion application due to the increase in the number of spectators and the drive to encourage alternative modes of transport, the applicant is proposing a micromobility super

hub at the stadium. The superhub would allow the parking of upto 50 Beryl bikes or 100 scooters. In addition, totems containing signage and details how to use micromobility will be displayed in order to improve communication with fans on how to use micromobility.

249. The micromobility super hub will be installed prior to the south stand upper tier becoming operational. In addition, the applicant has committed to £50,000 towards the cost to purchase an additional 10 Beryl bikes. This is to be secured within the S106 legal agreement.

250. Under the travel plan the applicant has agreed to covering the costs for unlocking fees for spectators who choose to use Beryl at the stadium super hub on match days. This is to be secured via S106 legal agreement.

251. The super hub will be located adjacent to the secure cycle store. It is located adjacent to the shared path and considered to be in a logical location. Signage on the totems and cycle store will help to increase the awareness of the cycle parking area.

252. The promotion of micromobility helps to reduce the impact of cycle parking shortage and will be the largest within BCP. The commitment to cover the costs of unlocking fees combined with the purchase of additional bikes and an enhanced bay with clear signage is considered to be a significant improvement to the current offering to supporters. No objections are raised regarding micromobility or cycle parking.

Travel Plan

253. A travel plan has been submitted with the application and this will be conditioned.

Car parks and parking

254. The Vitality stadium has two car parks, known as the West and South car parks. The transport strategy is to split the car parks so that ingress and egress of the west car park is via Kings Park Drive (Holdenhurst Road) and the south car park ingress and egress is via Gloucester Road. This will significantly reduce vehicle movement over the shared path that crosses Kings Park Drive making it safer for pedestrians and cyclists on match days where there will be significantly more movement.

West Car Park

255. King's Park Drive and Gloucester Road to ensure access is maintained for members of the public not attending the match.

256. The west car park access and egress will be from the north (Kings Park Drive/Holdenhurst Road via a one way loop. The realigned shared path is now considered acceptable which now allows the west car park exit to be formed using the existing shared path location. This car

park is to cater for hospitality, staff (players) and disabled supporters with pre booked spaces. On match days there is considered to be less movement than the current arrangement due to the promotion of hospitality and that spectators are likely to stay onsite longer. The creation of the new one way access road enables the existing wide access road to be used by pedestrians heading towards the stadium. No objections are raised regarding the layout of the west car park

South Car Park

257. Access and egress to the south car park will be via Gloucester Road. This car park will be for general admission on a pre bookable basis. A pedestrian route is to be created through the car park linking towards the shared path to encourage pedestrians to walk via the safe route rather than through the car park where conflict can occur. The south car park can accommodate additional away coaches should further coach parking be required. The number of coaches will be known prior to a match and therefore the number of pre bookable parking spaces can be adjusted to allow the configuration of the car park as necessary.

258. The south car park will be managed and vehicles can be held back to allow pedestrians and cyclists to exit first. This would improve safety, especially considering the increased number of pedestrians to the stadium where marshals and careful management is key.

259. On match days the bollards will be lowered to allow exit to the north east adjacent to the shared path with a left turn, avoiding the shared path. On non match days the bollards will remain in place requiring exit at the southern corner.

Parking

260. The stadium is located in Zone D as defined by the Parking Standards SPD.

261. Table 25 'Class F2: Stadia' provides a benchmark level of car parking expected with a stadium. In Zone D, the level of car parking for staff & visitors is 0.07 per spectator. This application proposes a net increase of 9,214 seats which results in a car parking demand of 644 spaces.

262. The application form confirms that there will be 590 parking spaces at the stadium. There is a shortfall of parking on site, using the benchmark of 0.07 x 20,500 as this has a requirement of 1,435 on site parking spaces. This results in a shortfall of 845 parking spaces.

263. Due to this shortfall, it is important that residential streets are protected from an increased number of vehicles searching for on street parking spaces. In addition, in line with the transport vision, there is an opportunity to promote active and sustainable transport modes as an alternative to the private vehicle within this application.

264. The TA promotes the Sovereign Centre, with up to 3 floors of the car park available for parking. In addition, car parking is offered at a local school where spectators can park and stride.

265. The parking strategy states that the south and west car park will be pre bookable only which is welcomed and will help to avoid an influx of vehicles arriving at the stadium in search for spaces.

266. Whilst there is a reduction in the number of car parking spaces due to the various works and location of the OB area, the club have committed to travel enhancements such as the Cherries bus and rail mover integrated tickets, no unlocking fees for micromobility at the stadium as well as wayfinding and pedestrian access improvements.

267. The number of car parking spaces is acceptable. The number of car parking spaces is higher than most other Premier League football stadiums. Car share is to be promoted increasing car occupancy which is welcomed.

268. There will need to be a shift in travel behaviour by spectators as the residential streets will be restricted on event days for residents only via a permit system. The LHA are confident in the communication strategy and measures put forward in the Travel Plan and Technical Note that the behaviour can be influenced with the incentives proposed.

Parking restrictions

269. The scheme would introduce significant changes to the way parking takes place currently. Most of the surrounding streets are blighted by match day car parking, often making it impossible for residents to leave their house by car and often result in private driveways being used as a parking space. An increase in the stadium capacity would clearly worsen this situation and it would have impacts on air quality that are discussed in the air quality section of this report.

270. To rectify the parking problem a residents parking zone is proposed through a traffic regulation order. This will be subject to consultation but is required to avoid significant amenity and air quality issues in the area as a result of the development. Without the restriction, the scheme would result in significantly negative impacts and would likely result in a refusal of the proposal.

271. The details of the parking zone will be finalised post decision as it is subject to a consultation however it is considered that an annual zone or event day zone would be suitable. Consultation again will define the area of the zone but it is proposed to be up to approximately 1.25km from the stadium.

272. Events would encompass matches and covers the circumstance in which a non sporting large event such as a music event is held.

273. It is important to consider the social demographics and urban development of the area. Boscombe, the neighbouring ward, suffers from deprivation issues whereas Queens Park is much more affluent meaning the extent to which each area is impacted by the proposals could be very different. Again Queens Park largely has driveways in which to park, Boscombe terraced homes do not. Therefore anyone with a car in areas such as this would be forced to park on the road and would need to absorb the cost of the permit.

274. From public responses to this proposal and based on Councillor feedback, it is considered that residents would not be amenable to this payment and it would be unfair and impactful on such residents' amenity to force this upon them.

275. As such the club have agreed to pay the cost of approximately 2,000 permits for the first four years following development of the south stand. They will also pay for the implementation of the zone, signage including some VMS signage and for the enforcement of the zone.

276. This is secured in the section 106.

277. Following this, it is expected that culture change will be well underway and people would be unlikely to try to park in these residential streets as they'll know they are controlled parking zones.

278. Though residents would then have to pay themselves, the zone can be reconsidered though the Transport Working Group and it could be recalculated. Given the scale of the scheme, though large, it would not be proportionate, and therefore would not meet the policy tests for planning obligations to require payment over a longer period of time or in perpetuity.

Conclusion

279. The scheme complies with NPPF paragraphs 115 and 117 and the aims of the Bournemouth Core Strategy along with Policy CS18 subject to contributions, s106 and conditions as it will aim to prioritise sustainable travel modes and pedestrian and cycle movements both within the scheme and in neighbouring areas.

280. It complies with Paragraph 118 of the NPPF in that it will provide a travel plan and monitoring but also a transport working group that will also monitor issues and have the ability to respond to them.

281. Policy CS14 is also accorded with subject to conditions, contributions and s106 as the development will be supported by adequate transport infrastructure and impacts on the existing transport network will be addressed.

282. Policy CS18 seeks to reduce reliance on private cars and promote sustainable modes of travel, particularly walking and cycling. It requires the provision of adequate cycle storage, the integration of development with existing and proposed walking and cycling networks, and the incorporation of green infrastructure within these linkages.

283. BCP Highways officers, parking, sustainable transport colleagues and landowners are content with the proposals subject to the contributions, s106 obligations and the conditions.

Pollution

284. Policy CS38 seeks to minimise potential pollution by way of noise, odour light, effluent, vibration and other waste minerals.

Land contamination

285. The site is built on an ex-land fill site and there are land contamination issues to consider. CampbellReith have provided an independent technical review (ITR) on behalf of Bournemouth, Christchurch and Poole Council (BCP). This ITR has made reference to the principal guidance and legislation relating to contaminated land throughout. Specific guidance is referred to as required.

286. This ITR is based upon a review of the following information supplied by BCP:

- [2] ACS Contaminated Land Investigation Report, Vitality Stadium, King's Park – AFC Bournemouth, Issue 03, Rev 00, dated 25/02/26.

287. In summary, the submitted information [2] is considered to satisfy the requirements of the standard BCP planning conditions relating to a Preliminary Contamination Risk Assessment (Phase I) and Site Investigation.

288. The Environment Agency commented on the proposal and identified the risk to controlled waters as a result of site works and construction. This is particularly sensitive because the site overlies a Secondary A Aquifer.

289. The application's Contaminated Land Investigation Report dated February 2026 (ACS Ltd), and the Land investigation Report undertaken by ACS Ltd dated November 2025, demonstrate that it will be possible to manage the risks posed to controlled waters by this development.

290. Considering the above, the proposed development will be acceptable, if a planning condition is included requiring the submission of a detailed land contamination management strategy. This should be carried out by a competent person in line with paragraph 196 of the NPPF.

291. Without the conditions the EA would object to the proposed development in line with paragraph 187 of the NPPF because it cannot be guaranteed that the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate or will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

292. In addition to concerns around controlled waters, there is another concern raised by the EA with regards to surface water infiltration from the proposed sustainable drainage system (SuDS). This could pollute controlled waters. Therefore the use of infiltration SuDs is inappropriate and a planning condition needs to ensure no infiltration drainage will take place. Without this the EA would object to the proposed development in line with paragraph 187 of the NPPF because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

293. In addition, piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways.

294. The Council's flood risk engineer states the EA appear to have been overly cautious in their response and haven't fully considered the context of the proposals within the site. It is not considered that the distribution of water proposed in the strategy will create a risk of pollutant mobilisation. Nevertheless, the condition requested by the EA will be attached to any positive decision in order to satisfy their requirements.

295. Therefore, in terms of land contamination with the use of conditions, the scheme is compliant with CS38.

Noise

296. There is a fan zone already in existence in the marquee that will be demolished to make way for the OB compound and south stand. As previously discussed, the additional noise is deemed to be a slight increase and can be addressed through conditions.

297. While the proposed completed development would result in a slight increase in noise associated with both match-day and non-match-day activities, including spectator movements,

the degree of additional disturbance is not considered to be so significant as to warrant refusal of the application.

298. Any potential impacts can be appropriately addressed through the imposition of planning conditions requiring the submission of further information and the implementation of suitable mitigation measures.

299. The infilled corners will reduce the noise at the nearest sensitive receptors though there will likely be a slight increase in LA max for properties on Bishops Close and in the Kings Park Flats but they need to be considered in the context that the stadium already exists, baseline conditions are already influenced by stadium activity with residents regularly exposed to noise from match day events.

300. The arrival of spectators will increase the noise levels over the same amount of time and not over extended periods resulting in an increase of no more than 3dB. This increase is perceived as a small change and unlikely to cause significant disturbance during the daytime when background noise levels are higher but could cause low to moderate impact during the evening and nighttime hours.

301. Improved acoustic design is likely from the new design which would result in similar or lower noise audibility of the PA system compared to the current situation though the layout and design of the PA system is needed and management and monitoring will be required.

302. The applicant is proposing to hold occasional large scale concert events in the open-air area at the stadium. AFCB currently holds two premises licences for match days and non-match days. There are several conditions imposed on the non-match licence to control noise from events held at the premises, including the requirement for a Safety Advisory Group (SAG) to be held for any event anticipated to host 5000 or more attendees.

303. Previously this department has dealt with several complaints concerning noise from non-match day events held at this stadium. Therefore, we have significant concerns that without robust controls and restrictions in place noise from entertainment held during non-match events will adversely impact neighbouring residents.

304. Two potential stage layouts have been proposed, at the northern and southern ends of the stadium. Both layouts indicate most of the predicted resultant noise levels at the nearest receptors will be below the existing set up (exception of LAMax at Thistlebarrow, new northern stage set up resulting in 2dB increase). However, these levels are assumed and therefore, we would expect further detailed and robust modelling including contour maps to provide more indicative predictions based on the proposed source levels and design specification for the PA

system. A detailed assessment of the predicted low frequency noise from the bass element of music noise should be provided to demonstrate how the bass output will be reduced at source through system design. This can be achieved by appropriate conditions.

305. In accordance with the CIEH Code of practice on Environmental Noise control at concerts and based on the noise level data provide, Environmental Health strongly recommend the total number of days for non-match events with amplified sound per calendar year to be restricted to a maximum of three. The music noise level should not exceed 75dB (A) over a 15 minute period measured at 1m from the façade of the nearest residential property. This would need to be demonstrated as achievable, and compliance demonstrated in an updated noise report.

306. A concert noise management plan has already been submitted, (Reference 708720, Report 02, Rev 00, dated 14th November 2025) and further information needs to be submitted prior to any concert event. Further, a transport and event management plan would also be required for events finishing at 22:30 hours to ensure that spectator egress routes, dispersal measures and transport operations are managed to minimise noise disturbance to nearby sensitive receptors arising from spectators leaving the venue.

307. It is apparent that the stadium redevelopment may take a phased approach, with the southern stand, including the south west and south east corner stands, being completed as an initial phase, and the subsequent east, north, north west and north east stands constructed as a second phase at a later date.

308. There will be a period once completed, the southern stand will tower over the existing north, west and east stands by approximately 15m. Due to the lack of screening by the infilled corners and increased height of the other stands, there will be an increase in the noise levels at the nearest sensitive receptors. The noise consultant reports that the greatest impact would occur during the pre-match period, increasing noise levels by up to 6dB at properties on Bishops Close and the resultant sound level change during the match will slightly increase noise levels at Thistle barrow and Bishops Close.

309. The proposed increase of 5 dB+ in crowd and PA noise levels represents a perceptible and material change in the local noise environment, pushing exposures above the lowest observed adverse effect level, materially closer to the significant observed adverse effect level. This level of increase is likely to give rise to adverse impacts on residential amenity, particularly during evening periods and requires that all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also considering the guiding principles of sustainable development.

310. Furthermore, the applicant should take account for the 'agent of change' principle embedded in national planning policy, ensuring that residential uses should not bear increasing impacts from intensified development. Whilst it is acknowledged the impact will be short term, additional protection and mitigation will be conditioned to mitigate the increase in noise levels between the two development phases.

311. As a result, concerts will not be able to take place during this phase.

312. A MVA emergency generator used infrequently and in the event of complete power failure will be situated along the northern fence line. Based on the assumed noise level of the generator the consultant has concluded that the resultant level at the nearest receptor would be minimal. Other plant and equipment proposed, includes kitchen extractor unit, refuse compactor and AC units, with some units being installed closed to residential properties.

313. A condition will ensure noise from plant will operate below existing background noise levels determined at the nearest sensitive receptor.

Odour

314. In relation to odour impacts arising from the proposed new kitchen extraction systems, a scheme of discharge and control of fumes, gasses and odours from kitchen extraction systems to mitigate the impact associated with cooking activities at the premises on nearby sensitive receptors will be required.

Air quality

315. The submitted Air Quality Assessment (AQA) concludes the impacts on air quality are unlikely to be significant. However, there is uncertainty regarding the submitted air quality evidence base in relation to short-term exposure during match/event day peak traffic. There is a commitment from the applicant to manage operational traffic impacts and provide mitigation however the management of these impacts may evolve post planning permission being granted.

316. Due to this remaining uncertainty, planning conditions will be utlised to ensure that air quality remains acceptable and consistent with national planning policy as well as local pollution control objectives. As such the proposal is compliant with CS38.

Lighting

317. The proposed upgrade of the floodlights, both the corner and those under the roof, will be unlikely to produce an adverse impact on surrounding dwellinghouses or the park. The

submitted documentation and evidence provided by the applicant show that the small increase in lux levels would be minimal in comparison to the existing situation.

318. Some surrounding dwellings would see a small reduction in lux levels due to the infilling of the corners of the stadium with built form which would reduce the pollution of light out of the stadium in selected areas.

319. To ensure there is no adverse impacts, the lights will be restricted via condition to daytime hours only (07:00 to 23:00). The lighting system would also be conditioned to be installed as proposed. As such the proposal is compliant with CS38.

Construction

320. A construction and environmental management plan has been submitted detailing the proposed control measures to minimise noise, vibration, lighting and dust impacts arising from the construction and demolition works. Compliance with the plan will be secured via condition. As such the proposal is compliant with CS38.

Wind comfort

321. Given the scale of the development a microclimate report was submitted. All seasons were accounted for and the results state that the conditions would be suitable for either sitting or a mixture of sitting and standing in summer when most people will be using their gardens for this purpose.

Waste

322. As this development is for commercial use, it will require commercial waste collections. The Council's waste and recycling team made no comments on this application, as the developer can determine the bin size and collection frequency with their chosen waste collection provider.

323. As already discussed, a litter strategy will be required by condition to ensure the amenity of fans and residents and users of the park are not negatively impacted.

Conclusion

324. In relation to Policy CS38, subject to conditions, the proposed scheme does not materially cause any additional or adverse harmful impacts as a result of pollution.

Energy and sustainability

325. Policy CS2 requires non residential development to provide at least 10% of the energy to be used in developments to come from decentralised and renewable or low carbon sources unless this is demonstrated to not be feasible or viable.

326. Policy CS3 encourages the provision of decentralised renewable/low carbon energy generation and heat technology and the installation of the necessary supporting infrastructure.

327. The energy and sustainability report submitted in support of the application demonstrates how carbon emissions would be reduced by approximately 10.8% against the Part L 2021 Building Regulations (which is the compliant baseline) through a mixture of approaches.

328. Obviously the whole building isn't being rebuilt so the improvements would focus on the new elements of the proposal and excludes internal reconfiguration of existing areas which is satisfactory. As such the proposal accords with Policy CS2 and CS3.

Flood risk

329. The NPPF also requires that flood risk is not increased elsewhere as a result of the proposal and that any application that could affect drainage on or around the site, incorporates sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.

330. Policy CS4 requires the design and layout of all new buildings, and the development of car parking and hard standing, to incorporate appropriate Sustainable Drainage Systems (SUDS) capable of ensuring that the level of surface water leaving the site is no greater than that prior to the development and ensuring the quality of local water to be provided.

331. There is an elevated risk of flooding from surface water on parts of the Stadium site and adjacent car parking areas. Drainage information has been submitted and is accepted by the Lead Local Flood Authority. The information submitted will be conditioned to ensure the scheme complies with the approved details.

Biodiversity considerations

332. Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) established a legal requirement for Biodiversity Net Gain (BNG) in England, mandating that all new developments, except for a few exemptions, must deliver at least a 10% net gain in biodiversity. This requirement applies to all major planning applications received from 12 February 2024 and all small sites from 2 April 2024.

333. The proposal is on land that largely has low biodiversity value but there are areas of ornamental shrubs, lines of trees and hedgerows that need considered.

334. The previously approved scheme (P/25/03733/FUL) includes BNG proposals and this proposal builds on those. A complicating factor is that the previously approved scheme has now commenced without discharging the deemed BNG condition. However it is accepted the information has been submitted and as such it can continue to be discharged.

335. No habitats have been implicated by the start as yet and as such though, part of the scheme is retrospective, namely, the cycle path, the remainder of the scheme has not commenced and as such the requirement to provide BNG planting remains valid.

336. The BNG metrics submitted for this proposal also include those submitted for the enabling works proposal to demonstrate the scheme as a whole. The majority of the BNG enhancements and retention was considered in the previous proposal with this one seeing a bit more of an uplift by way of planting throughout the car parks as they are now being redesigned.

337. Overall, the BNG proposal is considered satisfactory and demonstrates how the proposal has had regard to the BNG hierarchy. Although some units need to be purchased it is recognised that there is an onsite benefit too in the form of new planting within the hard landscaping areas as well as bolstering the green edges of the site that are within Kings Park itself, creating good habitats and keeping planting in line with the character of the area whilst achieving good lines of sight to assist with safety of the users of the site.

338. The overall metric submitted demonstrates a net gain of -3.96% of habitat units and -6.46% of hedgerow units, the remainder is expected to be made up via purchasing of units. Whilst the BNG officer has commented ad objected to the proposal, the hierarchy is met as no more planting can be retained on site due to counter terrorism measures and safety issues. No more planting can be achieved without providing it too densely and thus impacting on its ability to succeed nevermind impact on the character of the area. Discrepancies in the metric will need to be addressed prior to the discharge of the statutory BNG condition.

339. A draft HMMP has been submitted which needs some amendments as requested by ecology and BNG consults before this can be accepted. This can be made possible by condition.

340. The club will implement, manage and maintain the habitats which are located on Five Parks Act land and will need landowner consents to undertake this work. The landowner is the council and the council has no objection provided the consents are in place. As the

biodiversity does not hinder access to users of the park, it is considered that this proposal complies with the Act.

341. A monitoring fee will be collected in the legal obligation and this will cover the period of monitoring for 30 years.

342. The proposal is compliant with Schedule 7a of the town and Country Planning Act and the Environment Act 2021.

343. In terms of species enhancements, Paragraph193 of the NPPF requires significant harm to biodiversity as a result of development to be avoided. Where it can't be avoided it should be adequately mitigated or as a last resort, compensated for. In addition, improvements to biodiversity in and around the site should be integrated into the design to secure measurable net gains for biodiversity.

344. A Preliminary Roost Assessment and Ground Level Tree Assessment of the buildings and trees within the site was made, identifying that the stadium facility and trees do not possess any bat roost potential as they do not contain any Potential Roost Features.

345. The Ecology report suggests ecological enhancements such as nest boxes for birds and bats which are acceptable and secured by condition. Some parts of the report need improvements and this will be conditioned such as taking into account impact on hedgehogs.

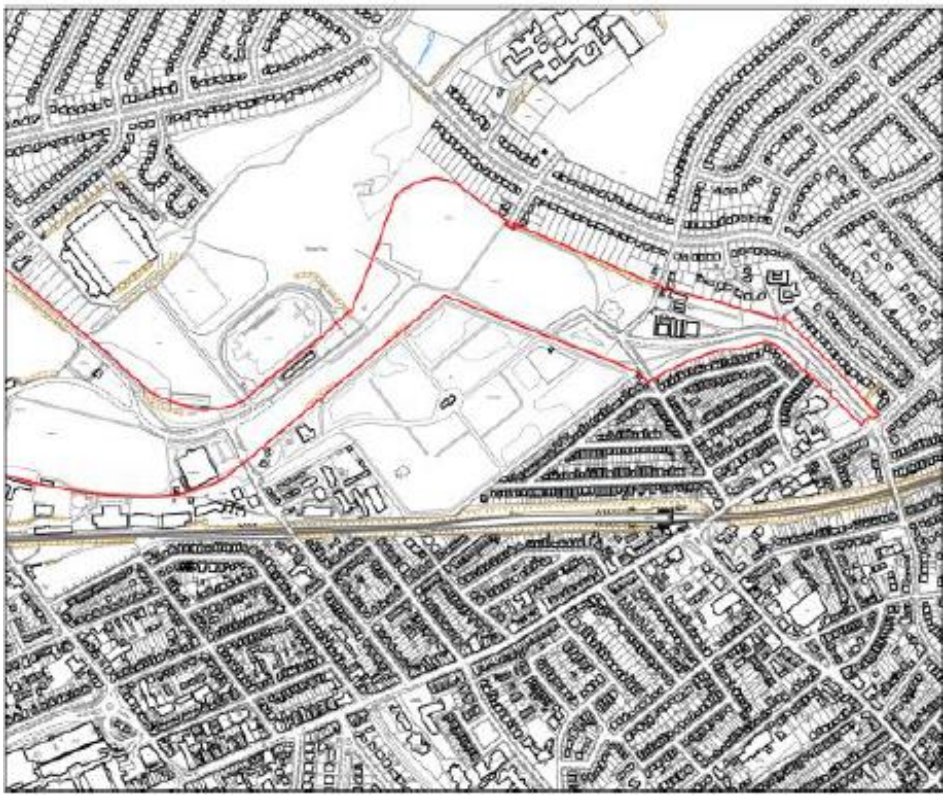
346. As such the proposal can be made to be in accordance with paragraph 193 of the NPPF.

Other

Five Parks Act

347. In relation to the Five Parks Act, the boundary of which is shown in the figure below, the only part of the proposal that falls within this boundary is the BNG planting and reconfiguration of the road to the bottom of the south car park/top of Gloucester Road. The roundabout on the road would be removed and permissive paths would be introduced along with wayfinding, a height barrier and removable bollards. In terms of BNG, the club will implement, manage and maintain this. An agreement for works on this land is secured by S106.

348. No part of the development restricts access to and/or is non-compliant with the Five Parks Act land.



Planning balance

349. Paragraph 8 of the NPPF defines the three dimensions of sustainable development as performing economic, social and environmental objectives.

350. In terms of economic benefits, the proposal would provide significant economic benefits as outlined, benefitting the club itself but also local traders and workforce as well as providing apprenticeship opportunities and significant uplift in jobs as well as an economy boost for the local area. This benefit is given significant weight in the planning balance.

351. In relation to environmental benefits, the proposal will contribute towards a net gain in biodiversity through BNG first via onsite provision and then by purchasing units. The Park's environmental value will be retained and more tree planting will contribute to further net gains in biodiversity (though not reflected in the BNG metric as it is outside of the red line boundary). Green Infrastructure would also be retained and the designated open space of the car parks would not be harmed.

352. In terms of social value, again the scheme would bring significant benefits. Alongside an improved fan experience, opportunities for apprenticeships and work experience, along with a betterment to residential amenity as a result of parking restrictions, there will be increased pride from supporters, contributions funding (or part funding) improvements to the play park, Kings Park, along with public realm improvements at the stadium itself and finally there would

be a significant improvement to the safety of the grounds. These social benefits hold significant weight in the planning balance.

353. The proposal would have acceptable impacts on pollution, with any increases in light and noise and any impacts on air quality being marginal and not adverse or harmful. This is afforded limited weight on the planning balance.

354. The disbenefits of the scheme affect the residents living at No. 35-47 Thistlebarrow Road and No. 8, 9 and 10 Middleton Gardens and the adverse effects would be felt by them all year round. This disbenefit is given significant weight.

355. Taking all the benefits and disbenefits into account results in a finely balanced decision. On balance, the benefits of the scheme outweigh the adverse impacts on neighbouring amenity. As such, the scheme is recommended for approval.

Recommendation: 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 (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 agree specific wording provided such wording in the opinion of the Head of Planning (Operations) (or other relevant officer) does not result in a reduction in the terms identified:

And to;

c) 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 six 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.

356. It should be noted that the recommendation to grant permission is subject to the need to refer this decision to the Secretary of State for a 21-day period to decide whether they wish to intervene in the decision and call-in the planning application before the decision notice is issued.

S106 Legal Agreement Heads of Terms

357. Paragraph 56 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

358. Paragraph 58 continues by stating that planning obligations must only be sought where they meet all of the following tests:

a) necessary to make the development acceptable in planning terms;

b) directly related to the development; and

c) fairly and reasonably related in scale and kind to the development.

359. The following contributions or obligations form part of the heads of terms

Contribution or obligation	**How is this secured?**
King's Park Drive / West Car Park Access improvements	As part of Masterplan
Improved cycle parking including secure hub and relocation of Cycle Parking North of West Car Park	As part of Masterplan
Improved pedestrian provision within South Car park	As part of Masterplan
Improved Beryl Bike Super hub	As part of Masterplan
Realigned Footway / cycleway crossing over Kings Park Drive	Works by AFCB within Park
Crossing on King's Park Drive (adjacent to King's Park Road)	Works by AFCB within Park

Crossing on King's Park Drive (adjacent to Ashley Rd link)	Works by AFCB within Park
Gloucester Road (Kings Park to Turning head)	Works by AFCB within Park
Off site pedestrian / cycle improvements, to cover a contribution towards local imrovements which could include Crossing of Thistlebarrow / Littledown Avenue / William Road and Crossing of Harewood Avenue / Petersfield Road	S106 £80,000.00
Improve lighting and amend bollards either side of Wessex Way underpass	S106 £50,000.00
Wayfinding along identified Routes between station and stadium (Primary route via Christchurch Road / Gloucester Road, Secondary route via Clarence Park Road and Park	S278 works / Works by AFCB within Park S106
Beryl Bikes - Improvement to off site Parking areas and delivery of new bikes	S106 £50,000
Additional cycle parking on site (if hub 80% full)	Works on site following additional planning application S106
5 x Bus stop improvements at Holdenhurst Road, Littledown Avenue, Christchurch Road and Ashley Road	S106 S278 Works
Improvements to existing services, i.e additional stopping services at Pokesdown	S106 Revenue Driven
Improve facilities at Pokesdown Rail station, including wayfinding, and access doors	S106 £100,000

Match Day Parking Controlled Parking Zone (MDCPZ) Implementation - Consultation - Design of CPZ - Signage and lining	S106 £202,000.00
CPZ TRO	S106 £98,000 per annum for 4 years following completion of south stand
CPZ Enforcement Staff	S106 £75,000.00
Transport Working Group (TWG) of AFCB, BCP, SWR, and Local Bus Operators - Contribution	S106 £50,000.00
Transport Working Group comprised of AFCB, BCP, SWR, and Local Bus Operators - Contribution	S106 £100,000.00
Funding for community infrastructure in King's Park	S106 £232,000.00
Contribution for monitoring of BNG	S106 £6,076
Authority to undertake works on council owned land for BNG purposes	S106
Acquisition of BNG units to make up shortfall in 10% requirement.	S106
Bus shuttle service between Bournemouth station and stadium	S106 Operational Cost
Bus Incentives to maximise usage of existing services The Cherrries Mover	S106 Operational Cost
Traffic Management - inc potential closure of Gloucester Road - CSAS marshalls	S106 Operational Cost

Car park management - Pre booking for hospitality / staff only (with potential for staff shuttle to external parking) - High occupancy requirement as part of booking process	S106 AFCB staff cost
Transport Working Group comprised of AFCB, BCP, SWR, and Local Bus Operators	S106 AFCB staff cost
Website updates and Residents page	Condition AFCB staff cost
In stadium communications	Condition AFCB staff cost
Beryl Bike users incentives (Supporters)	S106 Operational Cost
Beryl Bike users incentives (Staff)	S106 Operational Cost
Supporter and Staff Travel Plan	Condition AFCB staff cost

Conditions

1. 3 years

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. Plans List

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

Location and masterplan

250176 - STA - XX - XX - DR - A - 3100 P01 Location Plan
250175- STA - XX - XX - DR - A - 3005 15 Masterplan

Site sections

250178- STA - N - XX - DR - A - 3107 Site Sections - North and West Existing & Proposed

250178- STA - N - XX - DR - A - 3108 Site sections - East and South Existing & Proposed

South Stand

250176- STA - S - 00 - DR - A - 0032 P02 South Stand - Proposed Ground Floor Plan

250176- STA - S - 01 - DR - A - 0100 P01 South Stand - Proposed First Floor

250176- STA - S - 00 - DR - A - 0033 South Stand - Proposed Lower Bowl Seating plan

250176- STA - S - 01 - DR - A - 0101 South Stand - Proposed Upper Bowl Seating plan

250176- STA - S - ZZ - DR - A - 1002 P01 South Stand - Proposed South Elevation

250176- STA - S - ZZ - DR - A - 1003 P01 South Stand - Proposed East Elevation

250176- STA - S - ZZ - DR - A - 1004 P01 South Stand - Proposed West Elevation

250176- STA - S - 00 - DR - A - 1005 P01 South Stand - Proposed North Elevation

250176- STA - S - XX - DR - A - 1050 P02 South Stand - Proposed Section 1

250176- STA - S - XX - DR - A - 1051 P02 South Stand - Proposed Section 2

250175- WHE - XX - XX - DR - C - 21101 CO1 South Stand - Piling Layout

250175- WHE - XX - XX - DR - C - 21111 CO1 South Stand - Foundation Layout

250175- WHE - XX - XX - DR - C - 21401 P02 South Stand - Pile Caps

AFCB-WHE-SS-PL-SH-S-21001 South Stand - Piling Schedule

AFCB-WHE-SS-PL-SH-S-21003 South stand - lower piling schedule

East Stand

250177- STA - E - 00 - DR - A - 0032 P02 East Stand - Proposed Ground Floor

250177- STA - E - 01 - DR - A - 0101 P01 East Stand - Proposed First Floor

250178- STA - E - 01 - DR - A - 0103 East Stand - Proposed Second Floor

25017.7- STA - E - RF - DR - A - 0201 East Stand - Proposed Roof Plan

250177- STA - E - 01 - DR - A - 0102 East Stand - Proposed Seating Bowl

250177- STA - N - 01 - DR - A - 0102 P04 East Stand - Proposed Upper Bowl Ext

25017.8 - STA - N - ZZ - DR - A - 1002E P01 East Stand - Proposed North Elevation

250178 - STA - N - ZZ - DR - A - 1004E P01 East Stand - Proposed South Elevation

250177- STA - E - ZZ - DR - A - 1005 P01 East Stand - Proposed South Elevation

250177- STA - E - ZZ - DR - A - 1005 P01 East Stand - Proposed West Elevation
250178- STA - N - ZZ - DR - A - 1003 P03 East Stand - Proposed East Elevation
250178- STA - N - XX - DR - A - 1050 P01 East Stand - Proposed Section 1
250178- STA - N - XX - DR - A - 1051 P01 East Stand - Proposed Section 2

North Stand

25017.8- STA - N - 00 - DR - A - 0032 A North Stand - Proposed Ground Floor Plan
250178-STA-N-01-DR-A-0101 North Stand - Proposed First Floor Plan
250178- STA - N - 01 - DR - A - 0100 P03 North Stand - Proposed Upper Seating Bowl
250178- STA - N - RF - DR - A - 0201 North Stand - Proposed Roof Plan
250178- STA - N - ZZ - DR - A - 1002 P01 North Stand - Proposed North Elevation
250178- STA - N - ZZ - DR - A - 1003 P01 North Stand - Proposed East Elevation
250178- STA - N - ZZ - DR - A - 1004 P01 North Stand - Proposed West Elevation
250178- STA - N - ZZ - DR - A - 1005 P02 North Stand - Proposed South Elevation
250178- STA - N - XX - DR - A - 1050 P02 North Stand - Proposed Section 1
250178- STA - N - XX - DR - A - 1051 P02 North Stand - Proposed Section 2

West Stand

AFCB-STA-WS-ZZ-DR-A-10104 WS West stand - Proposed Ground Floor
AFCB-STA-WS-ZZ-DR-A-10105 WS West Stand - Proposed First Floor
AFCB-STA-WS-ZZ-DR-A-10100 WS West Stand - Proposed Second Floor
250175 - STA - W - 03 - DR - A - 0302 West Stand - Proposed Roof 1/2
AFCB-STA-WS-ZZ-DR-A-10303 WS West Stand - Proposed Elevations
AFCB-STA-WS-ZZ-DR-A-10200 WS West stand - section 01
AFCB-STA-WS-ZZ-DR-A-10201 WS West stand - section 02

Ticket office and fan zone

25017.9- STA - T - 00 - DR - A - 0030 P04 Ticket Office Ground Floor GA
25017.9- STA - T - 00 - DR - A - 0200 P02 Fan Zone Canopy Roof
25017.9- STA - T - 00 - DR - A - 0201 P02 Ticket Office Roof & Kiosk Plan
25017.9- STA - T - 00 - DR - A - 1051 P01 Ticket Office Circulation
25017.9- STA - T - XX - XX - A - 1000 P03 Ticket Office Elevations

25017.9- STA - T - XX - XX - A - 1050 P02 Ticket Office Section

Cycle hub and parking

250176-STA-C-00-DR-A-3112 P03 Cycle Hub - Ground Floor Plan

250176-STA-C-00-DR-A-3113 P02 Cycle Hub - Roof Plan

250176-STA-C-00-DR-A-3114 P02 Cycle Hub - Elevations

708720 - LA308 B Beryl Bike Parking

24903301-STR-HGN-100-DR-D-11401 Proposed Junction Alignment

24903301-STR-HGN-100-DR-D-10503 P04 Proposed Changes to South Car Parking Layout

24903301-STR-HGN-100-DR-D-11601 P01 Proposed Cycle Parking Alignment

24903301-STR-HGN-100-DR-D-12002 Parking spaces

24903301-STR-HGN-100-DR-D-12003

24903301-STR-HGN-100-DR-D-12004 Coach parking

Landscaping

708720 - LA030 C Landscape Masterplan

708720 - LA304 F Landscape Proposals 1 Of 2

708720 - LA305 F Landscape Proposals 2 Of 2

708720-LA306 G Planting Plan 1 of 2

708720-LA307 G Planting Plan 2 of 2

708720 - LA200 Tree Pit Details

Ancillary structures

250175 - STA - XX - XX - DR - A - 3006 P01 Fencing Specification

24903301-STR-HGN-100-DR-D-10801 P03 Proposed Enabling Works

250176 - STA - XX - XX - DR - A - 3103 Proposed Boiler House Elevations

250176 - STA - XX - XX - DR - A - 3104 Proposed Hawkeye Cabin Elevations

250176 - STA - XX - XX - DR - A - 3105 Proposed OB Rest Area Elevations

250176 - STA - XX - XX - DR - A - 3106 Proposed GRP Cabinet Elevations

250176- STA - XX - XX - DR - A - 3110 P01 OB Compound Fence Line Elevations

TR18-SSE GRP Housing: Transformer Type TR18

250175-STA-XX-XX-DR-A-3002 Construction Hoarding Plan A

250175-STA-XX-XX-DR-A-3003 P08 Construction Hoarding Plan B

250175-STA-XX-XX-DR-A-3004 P08 Construction Hoarding Plan C

250176- STA - XX - XX - DR - A - 3102 P04 OB Compound Plan

250175- WHE - XX - XX - DR - C - SK001 P02 Turnstile Structure Foundation

250175- WHE - XX - XX - DR - C - SK002 P02 2 Turnstile Structure Foundation

AFCB1- FFBS - Z2 - XX - DR - 9000 P04 M&E Services Gas, Pitch Heating, Mains Water & Electrical Layout

15035C PL- 302 A GRP compound

15035C PL- 306 Boiler House Elevations

Security hut and bin store

250180 - STA - W - 00 - DR - A - 0003 01 Proposed Security Hut Location

250180 - STA - W - 00 - DR - A - 0004 01 Proposed Security Hut Plans & Elevations

250178- STA - N - XX - DR - A - 3115 A Bin Store Plans & Elevations

Documents

Area calculations plan 115047-CAL-XX-XX-DR-D-0020 P05

SUDS Region Breakdown & Identification Plan 115047-CAL-XX-XX-DR-D-0021 P04

Site Demolitions and Removals Plan 250176-STA-XX-XX-DR-A-3111

Air Quality Assessment, Doc ref: 708720_Vitality_Stadium_AQA_v3.docx, dated: 20/03/2026

Drawing 708720 rev B Micromobility super hub

Ecological Impact Assessment Vitality Stadium' by LC Ecological Services Ltd Transport Assessment and Technical Note 2

Arboricultural Method Statement and Tree Protection Plan, Bosky Trees, dated 15 April 2026

708720- LA306 Rev G, LA708720-LA307 Rev G

Flood risk assessment and drainage strategy (*115047-CAL-XX-XX-RE-D-0005, v1.04P)*

Musco report (Design no: 246948E, dated 20th January 2026)

ACS Contaminated Land Investigation Report (ref. 25-55636, issue 03, revision 00), dated 25th February 2026

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

Required prior to any development

3. HMMP

Notwithstanding submitted plans and reports including Ecological impact Assessment, no part of the development hereby permitted shall be commenced unless a Habitat Management and Monitoring Plan ("HMMP") has first been submitted to and approved in writing by the local planning authority. Commencement does not include any site clearance, demolition, ground work, service diversions, and the bringing on to site of any equipment, materials and machinery for use in connection with the implementation of the development.

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.

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.

(E) No part of the development shall be brought into use unless the local planning authority has approved in writing the Completion of Development Report.

(F) 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.

(G) 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;

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 Local policies 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.

4. Remediation Strategy for pollutants

No part of the development hereby permitted shall be commenced until a remediation strategy / plan, based on the findings of the ACS Contaminated Land Investigation Report (ref. 25-55636, issue 03, revision 00), dated 25th February 2026, is submitted to and approved in writing by the Planning Authority. The report shall be prepared by a suitably qualified and competent person and the works thereafter will be carried out in full accordance with the remediation strategy / plan. No development works (other than investigative works) shall commence on-Site until such a time as a detailed remediation scheme for the development site has been submitted to and approved in writing by the Planning Authority.

If required, the approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed in writing by the Planning Authority. The Planning Authority shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.

Following completion of remediation works and prior to first occupation, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be submitted to and approved in writing by the Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason(s): 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 in line with paragraph 187 of the NPPF. To ensure the development will contribute to and enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate in line with paragraph 187 of the NPPF.

5. Surface water management

No part of the development hereby permitted shall be commenced (excluding works to the shared path) until detailed proposals for the management of surface water (including provision of final and substantiated drainage designs), which strictly accord with the approved flood risk assessment and drainage strategy (*115047-CAL-XX-XX-RE-D-0005, v1.04*), have been submitted to 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 the first use of the corners, new south stand or north and east stand extensions.

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

6. Piling

The piling using penetrative method hereby permitted by the LPA may not commence until such time as a scheme has been submitted to, and approved in writing by, the LPA.

The scheme shall be based on the information submitted as part of the application and, where necessary, supported by:

- Foundation Works Risk Assessment
- A conceptual site model
- Specification of the type, number and depth of proposed piles
- Timing/phasing arrangements.

The scheme shall be fully implemented and subsequently maintained, in accordance with the timing/phasing arrangements contained in the scheme, or any details as may subsequently be agreed, in writing, by the LPA.

Reason(s) - To ensure that the proposed piling, does not harm groundwater resources in line with paragraph 187 of the NPPF The Environment Agency's approach to groundwater protection.

Prior to Phase A

7. Safety measures

Prior to the first use of Phase A, and following completion of the perimeter fence, whichever is first, all perimeter gates should remain closed around the entirety of the site on both match days and non-match days, to allow the above security standards for perimeter fencing and turnstiles, to provide a secure perimeter for the site at all times.

The gate immediately in front of the club store can be opened outside of Match days to allow access. The two internal gates shall remain closed during such times.

Prior to the Premier League 2026/27 football season commencing, and following completion of the perimeter fence, whichever is first, an access control system will be installed within the turnstiles on the perimeter in front of the reception area that involves the scanning of QR codes allowing staff and players access that keeps a digital footprint and a timeline of users with the ability to restrict certain areas for some users.

Turnstiles should meet the LPS 1175 issue 8 B3 Security standards

Details of such anti climbing measures on the wall between Middleton Gardens and the eastern elevation of the stands and stanchions supporting the stand for this area needs to be submitted to and approved in writing by the Local Panning Authority prior to the use of the new south stand, infilled corners or extensions to north and east stand. The approved measures shall be implemented prior to the use of the new south stand, infilled corners or extensions to north and east stand and maintained thereafter.

A CCTV strategy shall be extended to ensure that the cycle parking facility is within view of the cameras and undercroft areas as well as the wall between Middleton Gardens and any left over areas are covered appropriately. The strategy shall be submitted to and approved in witing by the local Planning Authority prior to Phase , infilled corners or extensions to north and east stand.

The ticket office doors will be of a minimum-security standard LPS 1175 Issue 8 Security Rating A3+ or equivalent. All windows should meet minimum security standard PAS 24:2022 +A1:2024. The building should be alarmed appropriately.

The glazing to the front of the cycle store will be opaque and ensure the glass used is suitable for south facing.

The bin store will be locked and enclosed on the top using a fireproof mesh to prevent items from being thrown over the top and to reduce the risk of arson.

External furniture such as seating and planters should be of a robust vandal and graffiti resistant design. Planters should be designed to ensure there is no space underneath or within, for the storage of drugs or weapons.

Reason: To ensure that individuals cannot gain unauthorised access before a match, as this could lead to items being concealed within the site, which they could later access to commit crime or disorder, or to compromise the safety of the staff and users of the site and to create safety for the public as per paragraphs 102 and 135 of the NPPF.

8. Traffic Management Strategy:

Prior to the first use of Phase A, the applicant shall submit a traffic management strategy to include how traffic will be marshalled on site within the car parks and on the highway including the number of stewards and CSAS Officers.

The Plan shall include measures to prevent vehicle idling within car parks, including operational procedures, staff responsibilities and the provision of anti-idling signage. The approved Plan shall be implemented for all match and non-match events.

The strategy shall be carried out in accordance with agreed details and reviewed on a yearly basis thereafter.

Reason: in the interest of agreed traffic management and to minimise emissions from stationary vehicles and protect local air quality and public health and safety

9. Vehicle Parking / Associated Facilities:

Prior to the first use of Phase A, the vehicle parking, including disabled parking spaces as shown on the approved plan 24903301-STR-HGN-100-DR-D-12002 and 24903301-STR-HGN-100-DR-D-12003 and coach parking shown on 24903301-STR-HGN-100-DR-D-12004 shall have been laid out and shall be permanently retained thereafter.

Reason: in order to ensure adequate provision is made for the parking of vehicles and in accordance with Policy CS16 of the Bournemouth Core Strategy 2012.

10. Travel Plan and Staff Travel Plan:

Prior to the first use of Phase A, the action plan (numbered 1 to 9) and measures including the staff travel plan strategy identified in the approved Travel Plan dated 15th April 2026 must have first been carried out in full. Thereafter the approved Travel Plan shall be accorded with at all times.

The Travel Plan Coordinator shall summarise travel survey results, report on the implementation status of the travel plan measures and performance of the travel plan in relation to the mode shift targets. A copy of this monitoring report will be submitted to BCP Council within one month of completion of each survey.

The Travel Plan shall be operational for a full 5 football seasons post completion of all the mitigation works identified.

If the proposed fifth year review targets are not achieved, measures and initiatives shall be further developed, and a new travel survey and review undertaken two years later. These measures shall be targeted towards specific modes where the targets are not being met and will be implemented by the Travel Plan Coordinator and may include: Improvements to cycle parking or Increased promotion of public transport ticket incentives.

Reason: In order to mitigate the impact of the development upon the local highway network and surrounding neighbourhood by promoting sustainable modes of transport.

11. Pick up and drop off

Details of pick-up and drop-off facilities for disabled users must be submitted to and approved in writing by the LPA prior to the first use of Phase A.

Reason: To ensure accessibility.

12. Materials

Prior to the commencement of Phase A, details and samples of materials including signage, demonstrating a complementary colour palette and suitable materials that are not reflective or dull and demonstrate that large blank areas are avoided, shall be submitted to and approved in writing by the Local Planning Authority. The South Stand shall include a central feature to break up the mass and create a focus.

Reason: To ensure visual amenity is protected as per policy CS41 of the Bournemouth Core Strategy

Prior to commencement of Phase B

13. DCEMP

Notwithstanding the approved plans and documents, a new Demolition and Construction Environmental Management Plan shall be submitted prior to demolition of south stand, and prior to Phase B commencing;

The DCEMP shall include details relating to the following:

(a) how wildlife will be dealt with if found during the demolition and construction phases, such as bats,

(b) The parking of any vehicles of site operatives and visitors;

(c) The loading and unloading of any plant and material, expected number and type of vehicles accessing the site;

(d) The storage of all plant and material to be used for the purposes of any site clearance, ground work and construction;

(e) The erection and maintenance of any security hoarding including any decorative displays and any facilities for public viewing;

(f) Any wheel washing facilities;

(g) Measures to control the emission of dust and dirt during any site clearance, ground work and construction; and

(h) A scheme for recycling and disposing of waste resulting from any site clearance, ground work and construction.

(i) A construction programme including phasing of works

(j) Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads. Arrangements for the turning of vehicles, to be within the site.

(k) Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;

The development shall thereafter at all times only be carried out in accordance with the approved Demolition and Construction Method Statement.

Reason: To safeguard the amenity of the locality and this is a pre-commencement condition to ensure the implementation of suitable practices at all stages of carrying out the development.

Prior to first operational use of Phase B

14. Operational management plan

An operational management plan shall be submitted to and approved in writing by the Local Planning Authority prior to the first operational use of Phase B and/or C. The management plan shall demonstrate where stewards will be positioned and what they role would entail, it should outline a protocol for routine daily security checks of planting areas and should consider uncontrolled movement and crushing as well as contingency plans that deal with large crowds outside the entrances and how dispersal will be managed once inside the grounds along with how admission to the ground can be counted.

A segregation strategy shall also be submitted to and approved in writing by the Local Planning Authority prior to the use of the new south stand, infilled corners or extensions to north and east stand.

15. Cycle Parking – Sheffield Stands:

Prior to operational use of Phase B and/or C, the Sheffield stands shown on approved plan 24903301-STR-HGN-100-DR-D-12002 and 24903301-STR-HGN-100-DR-D-12003 have first been fully constructed and laid out in accordance with the approved plans. Thereafter, the approved bicycle parking facilities shall at all times be retained, kept available for use as bicycle parking and maintained in a manner such that the facilities shall at all times remain so available.

Reason: in the interests of promoting alternative sustainable modes of transport and in accordance with Policy CS18 of the Bournemouth Core Strategy 2012.

16. Cycle Parking – Secure cycle hub:

Prior to operational use of Phase B and/or C, full details of the security measures and management of the cycle hub shall be submitted to and agreed in writing with the LPA. Following written agreement, the secure cycle store shown on approved plan 250176- STA- C-00 – DR – A -3112 shall be fully constructed and laid out in accordance with the approved plans. Thereafter, the approved secure bicycle parking facilities shall at all times be retained, kept available for use as bicycle parking and maintained in a manner such that the facilities shall at all times remain so available.

Reason: in the interests of promoting alternative sustainable modes of transport and in accordance with Policy CS18 of the Bournemouth Core Strategy 2012.

17. Micromobility – super hub:

The micromobility super hub as shown on drawing 708720 rev B shall be installed in full Prior to operational use of Phase B and/or C.

Reason: in order to provide appropriate micromobility at the stadium encouraging sustainable forms of transport in accordance with Policy CS18 of the Bournemouth Core Strategy 2012.

18. Shuttle Bus:

Prior to operational use of Phase B and/or C, full details of the shuttle bus operation including routes shall be submitted to and approved in writing by the LPA. The shuttle bus shall be carried out in accordance with approved details.

Reason: in order to encourage sustainable forms of transport in accordance with Policy CS18 of the Bournemouth Core Strategy 2012.

19. Off – Site Highway Works:

Prior to operational use of Phase B and/or C, a scheme for the design and construction of a series of highway improvements shall be submitted to and approved in writing by the LPA based upon the recommendations of the Transport Assessment and Technical Note 2. The scheme of highway works shall be implemented under a S278 Agreement and for the avoidance of doubt shall include the following provisions:

1. Bus stop upgrades to include:
    a. 4-bay shelter including RTI screen along Ashley Road at Kings Park (northbound to rail/town centre):
    b. Queens Park Hotel stop (for stadium bound passengers) – accessibility kerbs and RTI flag:
    c. Holdenhurst Road (for stadium bound passengers) – accessibility kerbs and RTI flag:
    d. Holdenhurst Road (for stadium bound passengers) – accessibility kerbs and RTI flag:
    e. 4-bay shelter including RTI screen on Christchurch Road (westbound to rail/town centre) opposite Gloucester Road.
2. Wayfinding strategy, to include the routes from Pokesdown station.
3. Two Variable Message Signs on the Highway (location to be agreed with BCP Council).

The scheme shall be completed in accordance with the approved details before the use of the South Stand Upper Tier commences.

Reason: The highways improvement works listed are required to support the development and have been agreed to be necessary with the applicant in the interests of highway and pedestrian safety.

20. Event-Day Air Quality Management Plan

An Event-Day Air Quality Management Plan shall be submitted to and approved in writing by the Local Planning Authority prior to operational use of Phase B and/or C. The Plan shall address traffic routing, queue management, shuttle bus operations, idling controls, staff responsibilities, monitoring arrangements and review mechanisms. The approved Plan shall be implemented for all events and thereafter maintained.

Reason: To ensure event-day operations are managed in a manner that minimises air quality impacts.

21. External furniture

Prior to operational use of Phase B and/or C, or to commencement of landscaping works, whichever comes first, details of all external furniture including Hostile Vehicle Mitigation and public art shall be submitted to and approved in writing by the Local Planning Authority prior to their installation.

Some additional planting should be included in amongst these designs.

The furniture will ensure a variety of innovative design is used and block utilitarian appearances are reduced.

Reason: to protect the character of the area and the Park.

22. Provision for local businesses

The club shall provide space for at least one stall before and during events for local traders on a first come first served basis prior to operational use of Phase B and/or C.

Reason: to capture the schemes economic benefit

23. Bird boxes

The location map of 3 bird boxes as mentioned in section 8 of 'Ecological Impact Assessment Vitality Stadium' by LC Ecological Services Ltd shall be submitted to and approved in writing by the LPA prior to operational use of Phase B and/or C and once locations agreed they must be implemented in full prior to operational use of Phase B and/or C and maintained thereafter.

Reason: compliance with National Planning Policy Framework (2024) 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and policy CS30 "enriches biodiversity and wildlife habitat"

24. Ecological Mitigation

Mitigation including external lighting as given in section 7 of 'Ecological Impact Assessment Vitality Stadium' by LC Ecological Services Ltd, to include mitigation for impacts on hedgehogs and that excavations will be checked for wildlife before they are filled in, shall be submitted to and approved in writing by the LPA prior to operational use of Phase B and/or C. Prior to operational use of Phase B and/or C the mitigation shall be implemented in full and maintained.

Reason: compliance with National Planning Policy Framework (2024) 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and CS41 "conserve and improve landscape and townscape, biodiversity and habitats."

25. Bat boxes

At least 3 bat boxes must be installed on retained mature trees. A location map of these must be supplied prior to operational use of Phase B and/or C and once locations agreed must be implemented in full prior to operational use of Phase B and/or C and maintained thereafter.

Reason: compliance with National Planning Policy Framework (2024) 187 "Planning policies and decisions should contribute to and enhance the natural and local environment: by minimising impacts on and providing net gains for biodiversity" and policy CS30 "enriches biodiversity and wildlife habitat"

26. Maintenance of surface water management system

Prior to operational use of Phase B and/or C, a scheme for maintenance and management of the Surface Water Management system must be submitted to and approved in writing by the local planning authority. The system shall thereafter be managed and maintained in accordance with the approved scheme. 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.

Prior to completion of shared path and landscaping

27. Prior approval of bollards:

Notwithstanding the details shown on drawing 24903301-STR-HGN-100-DR-D-12002, the final position of the bollard alignment on the shared path shall be submitted to and approved in writing by the LPA prior to the operational use of new south stand, corners, north and east stand

extensions that creates additional capacity, prior to completion of the shared path and any landscaping taking place.

Reason: the current alignment of the bollards on the shared path are not acceptable to the LHA and a revised location for the bollards is required to be agreed and in accordance with highway safety.

28. Significant LEMP

Prior to the operational use of new south stand, or north and east stand extensions that creates additional capacity, and prior to completion of the shared path and any landscaping taking place, whichever comes first, a Landscape and Ecology Management Plan ("LEMP") must be submitted to and approved in writing by the local planning authority. The LEMP shall accord with the Biodiversity Gain Plan approved for the purposes of the development and the approved HMMP required in accordance with the conditions forming part of this permission ("the agreed HMMP") together with all biodiversity related plans and documents required to be approved in the other conditions forming part of this permission [and the recommendations contained in the approved Ecological Impact Assessment]. The LEMP shall in particular include:

1. details of all ecological matters (including species enhancements) and landscaping associated with the development not otherwise identified in the agreed HMMP including identification of what is to be retained as well as all proposed creation and enhancement;

2. details of all proposed works relating to such ecological matters and landscaping together with any relating to on-site habitat not otherwise identified in the agreed HMMP [including any proposed hard landscaping and all boundary treatments];

3. a timetable for the provision of all such ecological matters, landscaping and works; and

4. details and arrangements as to future on-going retention, management and maintenance of all such ecological matters, landscaping and works [including provision for the replacement of any plant or tree found damaged, removed, dead or dying].

The approved LEMP shall at all times be accorded with and the identified ecological matters, landscaping and works at all times retained, managed and maintained in accordance with the approved LEMP.

Reason: to ensure there is adequate protection for the existing habitats and provide suitable external amenity space for future occupiers 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.

Required prior to construction of new south stand or north and east extensions

29. Access improvements and crossings:

The access and footway improvements on Gloucester Road as shown on drawing 24903301-STR-HGN-100-DR-D-12004, the pedestrian provision within south car park as shown on drawing 24903301-STR-HGN-100-DR-D-12003 and two crossing, ramps and build out on Kings Park Drive as shown on drawing 24903301-STR-HGN-100-DR-D-12002 shall be installed in full prior to the first operational use of Phase B and/or C.

Reason: in order to provide the required pedestrian and cycle upgrades and in accordance with Policies CS14 and CS18 of the Bournemouth Core Strategy 2012.

Prior to non match event

30. No non match day events until full completion

Prior to the operational use of phase F, delivery of the full capacity c. 20,000 seats, no non-match day events involving amplified sound shall take place.

Reason: to protect against light pollution and preserve residential amenity

31. Non-Match Event Assessment

Prior to the first non-match day event, a proportionate assessment of traffic movements and associated air quality impacts arising from non-match events shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall consider arrival and departure traffic profiles, traffic distribution and any differences from match day operations previously assessed in the Savills *Air Quality Assessment*, Doc ref: 708720_Vitality_Stadium_AQA_v3.docx, dated: 20/03/2026 .

Reason: To ensure that air quality impacts arising from non-match events are adequately assessed and appropriately mitigated.

32. Event specific noise impact assessment

For each non-match outdoor event involving amplified sound, an event-specific Noise Impact Assessment (NIA) shall be prepared by the approved acoustic consultant and submitted to the Local Planning Authority for approval no later than 28 days prior to the event taking place.

The assessment shall include an assessment of music noise, including specific low frequency noise assessment having regard to tonal and bass content characteristics and include a sound propagation assessment to demonstrate that the proposed PA system design, specification, layout and operational parameters for the event will ensure compliance with the following noise

limits at a distance of 1 metre from the façade of the nearest noise-sensitive residential properties:

a) A music noise level of no greater than 75 dB LAeq,15min;

b) Low-frequency noise levels shall not exceed 70 dB (linear) in the 63 Hz and 125 Hz octave bands.

All approved mitigation measures shall be fully implemented for the duration of each relevant event, and noise levels shall be controlled in accordance with the approved Noise Impact Assessment at all times.

No non-match day event involving amplified sound shall take place unless a Noise Management Plan (NMP) for that event has been submitted to and approved in writing by the Local Planning Authority.

The NMP shall be submitted no later than 28 days prior to the event

The event shall thereafter be carried out strictly in accordance with the approved Noise Management Plan.

Reason: to protect against light pollution and preserve residential amenity

33. Non-match day events

No more than three separate outdoor non-match day events involving amplified sound shall take place at the stadium in any calendar year.

Such events shall not take place in consecutive calendar weeks, nor shall they take place in any calendar week immediately preceding or following an amplified music event held at Kings Park.

All such events shall be programmed having regard to, and aligned with, the scheduled events programme for Kings Park to avoid the occurrence of amplified outdoor events on successive weeks within the local area.

Reason: to protect against light pollution and preserve residential amenity

Following operational use of Phase C

34. Event-Day Air Quality Monitoring

Following to the first operational use of Phase C, temporary air quality monitoring shall be undertaken during match days and non-match events using sensor-based monitoring equipment capable of providing near-real-time measurements of relevant air pollutants at relevant receptor locations. The number, specification and location of monitors and the proposed seasonal timing

and duration of monitoring shall be submitted to and approved in writing by the Local Planning Authority prior to deployment. Monitoring results shall be submitted to the Local Planning Authority following each monitoring period. Where monitoring indicates an unacceptable air quality impact, mitigation measures shall be submitted and implemented prior to subsequent events and thereafter maintained.

Reason: To enable verification of air quality impacts during event-based peak traffic conditions and ensure appropriate remedial action can be taken if required.

35. Monitoring and Adaptive Mitigation

Where the air quality mitigation measures relied upon within the 'Do Something' scenario assessed in the Savills *Air Quality Assessment*, Doc ref: 708720_Vitality_Stadium_AQA_v3.docx, dated: 20/03/2026 are not met in practice, the operator shall undertake a review of air quality impacts and submit additional mitigation measures to the Local Planning Authority for approval. Approved measures shall be implemented prior to subsequent events and thereafter maintained.

Reason: To ensure that air quality impacts remain acceptable where operational travel behaviour assumptions are not achieved.

Prior to installation of any fume extract system

36. Odour reduction

Prior to the installation of any fume extract system the applicant shall submit the specifications which shall include details of odour reduction and adequate fume dispersion in accordance with EMAQ+ *Control of Odour and Noise from Commercial Kitchen Exhaust Systems* for written approval by the local planning authority. The approved system shall be installed prior to commencement of the use hereby approved. Within 3 months of installation commencement of use of the fume extract system written confirmation that the system is achieving the specified odour attenuation shall be submitted to the local planning authority.

Reason: to protect against light pollution and preserve residential amenity

Prior to PA system

37. Noise of PA

No use of the PA system shall commence until full details of the public address (PA) system have been submitted to and approved in writing by the Local Planning Authority.

The details shall include the specification, design, siting, orientation, output capacity, directional characteristics and layout of all PA speakers and associated equipment.

The PA system shall thereafter be installed and operated strictly in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Prior to the first use of the PA system during the phased redevelopment of the stadium, and for any period where the development has not been fully completed, a scheme of interim noise mitigation shall be submitted to and approved in writing by the Local Planning Authority.

The scheme shall detail how noise from the PA system will be controlled during the interim period between partial implementation and full completion of the redevelopment

Upon full completion of the redevelopment and following a representative match-day event, a Post-Installation Noise Verification Report shall be submitted to and approved in writing by the Local Planning Authority.

The report shall be prepared by a suitably qualified and competent acoustic consultant and shall confirm, through attended noise measurements, that noise, including bass content arising from the operation of the PA system during match days does not exceed existing baseline PA noise levels at the façades of the nearest noise-sensitive residential receptors.

Where the verification demonstrates non-compliance, a scheme of remedial measures shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented prior to any further use of the PA system.

The PA system shall thereafter be operated in accordance with the verified noise levels unless otherwise agreed in writing by the Local Planning Authority.

Compliance conditions

38. HGV Movements – Marshalling

All Heavy Goods Vehicle (HGV) movements associated with the operation of the Outside Broadcasting (OB) area and utilising the access route adjacent to the shared path shall be marshalled at all times by suitably trained stewards.

The marshalling shall ensure:

- Safe passage of HGVs along the access route;
- Adequate supervision at all crossing points with pedestrian and cycle routes;
- Protection of pedestrians and cyclists using the shared path and surrounding areas; and
- Prevention of conflict between HGVs and other users of the highway or park environment.

Reason: In the interests of highway safety and to minimise conflict between large vehicles and vulnerable road users and in the interest of Highway Safety.

39. Rating level of noise

The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB(A) below the pre-existing background level as determined by BS 4142:2014+A1:2019 -"Method of rating industrial noise affecting mixed residential and industrial areas" at the nearest sensitive receptor, when the plant is intended to operate

Reason: to protect against light pollution and preserve residential amenity

40. Air Quality Reassessment

In the event that any changes are made to the permitted development, match/event management arrangements or operational traffic management proposals that may reasonably be expected to alter air quality impacts, an updated Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority prior to implementation of those changes. Any approved measures shall be implemented prior to subsequent events and thereafter maintained.

Reason: To ensure the development does not give rise to unacceptable air quality impacts, in accordance with the National Planning Policy Framework and local plan policy on pollution control.

41. Operational Hours of events

No event shall take place other than between the hours of 10:00 and 22:30. The duration of any amplified music or amplified entertainment associated with an event shall not exceed four hours in total.

Reason: to protect against light pollution and preserve residential amenity

42. Deliveries

No deliveries or despatches shall be made to or from the site, and no delivery or despatch vehicles shall enter or leave the site (whether laden or unladen), before the 08.00hrs nor after 18.00hrs Monday to Saturday, or at all on Sundays and Public Holidays.

Reason: to protect against light pollution and preserve residential amenity

43. Reporting of Unexpected Contamination

a. The presence of any previously unencountered contamination that becomes evident during the development of the Site shall be reported to the Planning Authority in writing within one (1)

week, and work on the affected area shall cease with immediate effect. At this stage, if requested by the Local Planning Authority, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by the Planning Authority prior to recommencement works in the affected area. The approved details shall be implemented as approved.

b. Following completion of the above remediation works a Verification Report must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

44. Additional Cycle Parking – second secure cycle hub:

Following the completion of the secure cycle hub as shown on drawing 250176- STA- C- 00 – DR – A -3112, the use of the cycle store shall be monitored. When the capacity of the cycle hub reaches 80% use, within 6 months the applicant shall submit a subsequent planning application for the erection of a second secure cycle hub in line with location shown in figure 2 of the Technical Note 2 dated 15th April 2026. Development shall then be carried out in accordance with approved plans prior to the start of the next football season.

Reason: in order to monitor and provide sufficient cycle parking and to promote sustainable modes of transportation and in accordance with Policy CS18 of the Bournemouth Core Strategy 2012.

45. Transport Strategy

The development shall be carried out in accordance with the submitted application details including the provisions set out in the Technical Note 2 dated 16th April 2026 and the Travel Plan dated April 2026.

Reason: In order that the development is implemented in accordance with the agreed highway and transport arrangements agreed with the applicant to ensure the development operates efficiently and does not compromise highway safety.

46. Implement Arb Method Statement/Tree Protection

No part of the development hereby permitted shall be carried out other than in accordance with the details and timetable contained in the approved Arboricultural Method Statement and Tree Protection Plan undertaken by Bosky Trees, dated 15 April 2026 and without the implementation of (1 & 2), Ref: 708720- LA306 Rev G, LA708720-LA307 Rev G

Reason: To ensure that trees and their rooting environments are afforded adequate physical protection during construction.

47. Arboricultural Supervision

The development hereby permitted shall only be carried out in accordance with the supervision schedule contained in the approved arboricultural method statement dated 15th April 2026. A written site note that details the name and contact details of the person undertaking the site supervision visit and includes the outcomes of each such visit and any identified remedial works including a timetable for their implementation shall be produced following each such visit and arrangements made to ensure that a copy is received by the local planning authority no later than 48 hours after the supervision visit has been undertaken. In the event of the local planning authority giving notice to the person who undertook a site supervision visit or to any person on the application site (whichever is the sooner) as to any issue relating to any written site note that has been produced then all work on the application site shall immediately cease upon receipt of such a notice (unless an alternative time is specified in the notice) and no further work shall be recommenced without the prior agreement of the local planning authority (or as otherwise may be specified by the local planning authority).

Reason: To ensure that the trees retained on site will not be damaged during the construction works and to ensure that work is carried out as approved and in accordance with current best practice.

48. Securing fencing

Security fencing should be 2.4m in height around the entire perimeter, and certified to one of the following minimum security standards, or above:

• LPS 1175 Issue 8 Security Rating B3, or

• STS 202 Issue 12 Burglar Resistance BR2, or

• Sold Secure SS323 Silver, or

• LPS 1673 Issue 1 Attack Rating AR.A180

The fencing should not allow the passing of objects through the gaps.

The internal security fencing and gates should match the standards of the proposed security fence securing the perimeter.

Pointed palisade fencing shall not be used on the perimeter.

Reason: to protect public safety as per paragraph 102 and 135 of the NPPF.

49. Lighting

The floodlights hereby approved shall be restricted to be switched off between the hours of 2300 hours and 0700hours.

The external lighting as detailed in the Musco report (Design no: 246948E, dated 20th January 2026) shall be designed and installed so as to meet the criteria for Environmental Zone E3 as defined by the Institute of Lighting professionals 'Guidance Notes for the reduction of obtrusive light' 2020. The approved scheme shall be implemented in full before the development is first brought into use and shall be maintained in effective working order at all times thereafter.

Reason: to protect against light pollution and preserve residential amenity

50. Apprenticeships

At least one apprenticeship shall be offered by the club on an annual basis following the completion of the full capacity. In what capacity and for which role this is offered is at the discretion of the club.

Reason: to capture the scheme's social value

51. Club shop

The club shop hereby permitted shall be used for the sale and display of goods relating to Bournemouth Football Club and for no other goods whatsoever.

Reason: To safeguard the amenities of the area and sustain the vitality and viability of Holdenhurst local centre.

52. Vegetation clearance

Vegetation clearance on this site must be carried outside the bird breeding season of 1st March to 31st August inclusive. Unless it can be sufficiently checked by an ecologist to show that nesting birds are not present.

Reason: prevention of disturbance to birds' nests as protected under Wildlife and Countryside Act 1981(as amended).

53. No infiltration drainage

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the LPA. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason(s) - 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 mobilised contaminants. This is in line with paragraph 187 of the NPPF.

Informatives

1. S106

This grant of permission is to be read in conjunction with the Legal Agreement dated INSERT REQUIRED entered into between BCP Council and INSERT REQUIRED

2. EIA

In accordance with Regulations 3 and 9 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), BCP Council as Local Planning Authority is satisfied that the environmental information already before it remains adequate to assess the environmental effects of the development and has taken that information into consideration in determining this application.

3. Waste hierarchy

The developer must apply the waste hierarchy as a priority order of prevention, re-use and recycling before considering other recovery or disposal options. Government guidance on the waste hierarchy in England can be found online.

4. 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.

5. Dorset Police and Dorset and Wiltshire Fire and Rescue advice

The applicant is directed to both the Dorset Police and Dorset and Wiltshire Fire and Rescue responses as they contain vitally important advice.

6. Working with applicants

In accordance with paragraph 39 of the revised NPPF the Council, as Local Planning Authority, takes a positive, creative and proactive approach to development proposals focused on solutions. The Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In this instance:

- The applicant/agent was updated of any issues after the initial site visit,
- The applicant was provided with pre-application advice,
- The applicant was provided with the opportunity to address issues identified by the case officer and permission was granted.

7. Works on the public highway (Section 278 Agreement)

The highway improvement(s) referred to in the recommended condition above shall be carried out to the specification and satisfaction of the Local Highway Authority in consultation with the Local Planning Authority and it will be necessary to enter into an agreement, under Section 278 of the Highways Act 1980, with the Local Highway Authority, before any works commence on the site.

8. Highway licences:

Prior to construction commencing on site, the applicant/site developer is strongly advised to contact the Streetworks Team on 01202 128369 or streetworks@bcpcouncil.gov.uk to discuss how the highway network in the vicinity of the site is to be safely and lawfully managed during construction. This team is responsible for managing the highway network and must be consulted prior to you commencing any work that you are undertaking that may impact on the operation of the public highway. They will also be able to advise on any Permits, Licences, Temporary Traffic Regulation Orders (TTROs), traffic signal or ITS changes and signing requirements, together with co-ordination of your work in relation to the planned work of other parties on the public highway. Some procedures, require significant lead in times and therefore early engagement is essential. Therefore, to avoid any delay in starting work it is strongly recommended that you make contact at least 3 months before you plan to commence work. Failure to do so may result in delay in starting work. If any permanent changes are required to Traffic Regulation Orders (TROs), please note that

these can take a minimum of 9 months to process and this period should be considered when planning your project.

9. Traffic Regulation Order (TRO):

   The applicant is reminded that an application must be submitted for the traffic regulation order for the proposed controlled parking zone and a further traffic regulation order for the permanent change from temporary traffic regulation order within Kings Park vicinity must be submitted to the Council.

Background Documents:

P/25/04900/FUL

- Secured By Design guidance for non-residential sites
- The Guide to Safety At Sports Grounds (Green guide)
- Section 17 of the Crime and Disorder Act 1998

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.

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.

Case Officer Report Completed:

Officer: Frances Summers

Date: 14/05/2026

Agreed by:

Date:

Comment:

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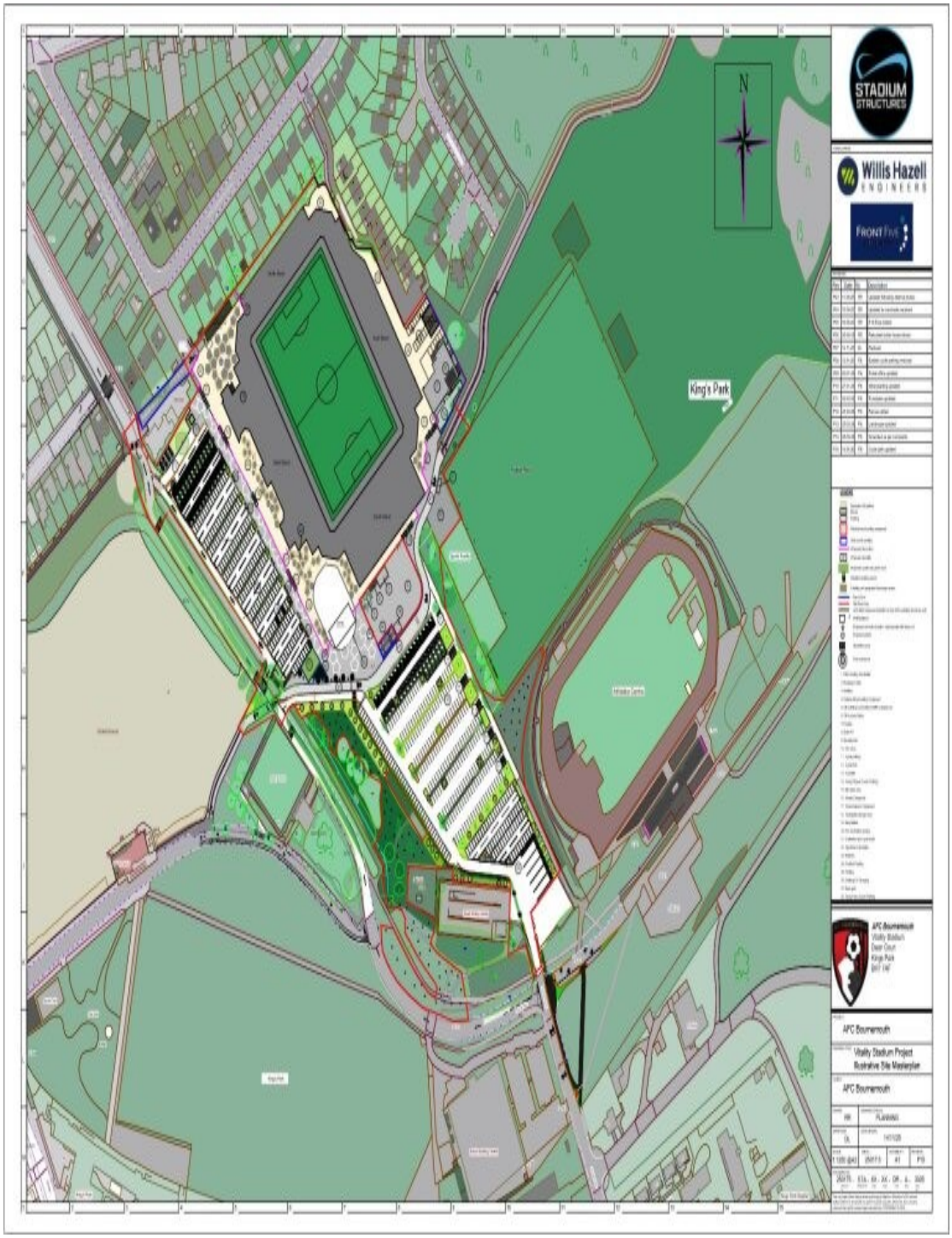

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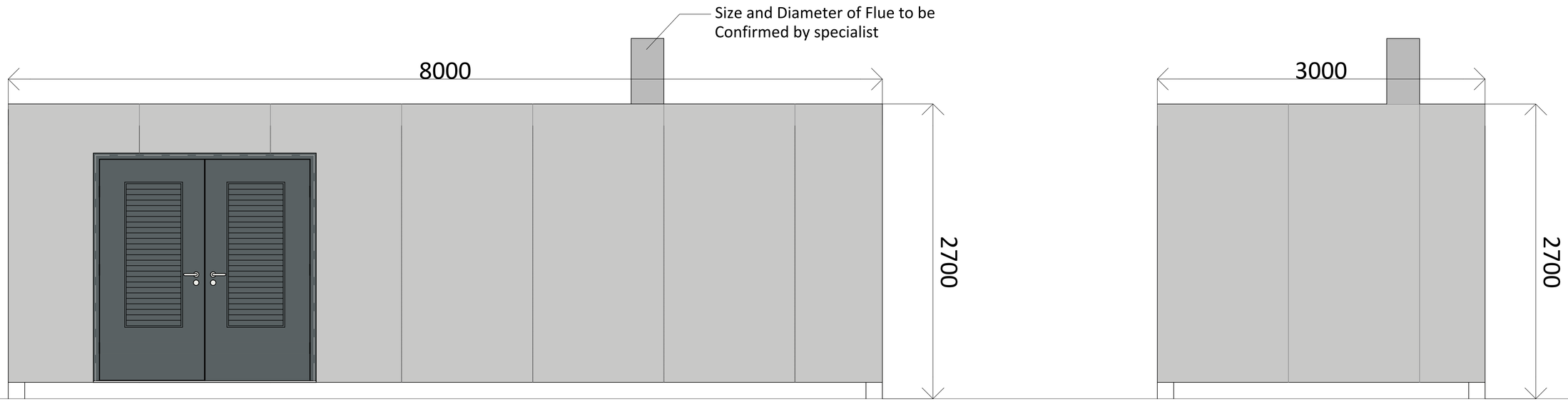

17

01
PL-306

Boiler House Elevations

Scale - 1:20

Scale 1:20
0 0.5 1.0 1.5 2.0M

Rev.	Date	Details	Drawn	Checked

Issued for:

PLANNING

Project/Client:
AFCB Premier league
Improvements

Project No:
15035C

Dwg No:
PL- 306

Rev:

Drawing:
Boiler House
Elevations

Scale:
1:20 @A1

Drawn By: SH
Date: 04.06.15

Checked By: MD
Date: 04.06.15

BrightSpace architects

15 Glasshouse Studios, Fryern Court Road, Fordingbridge
Hampshire, SP6 1QX T: (01425) 655806/653639

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Registered Office - 17 Northover Rd, Pennington, Lymington, Hampshire, SO41 8GU. Registered Number - 07399008

View looking South across the site

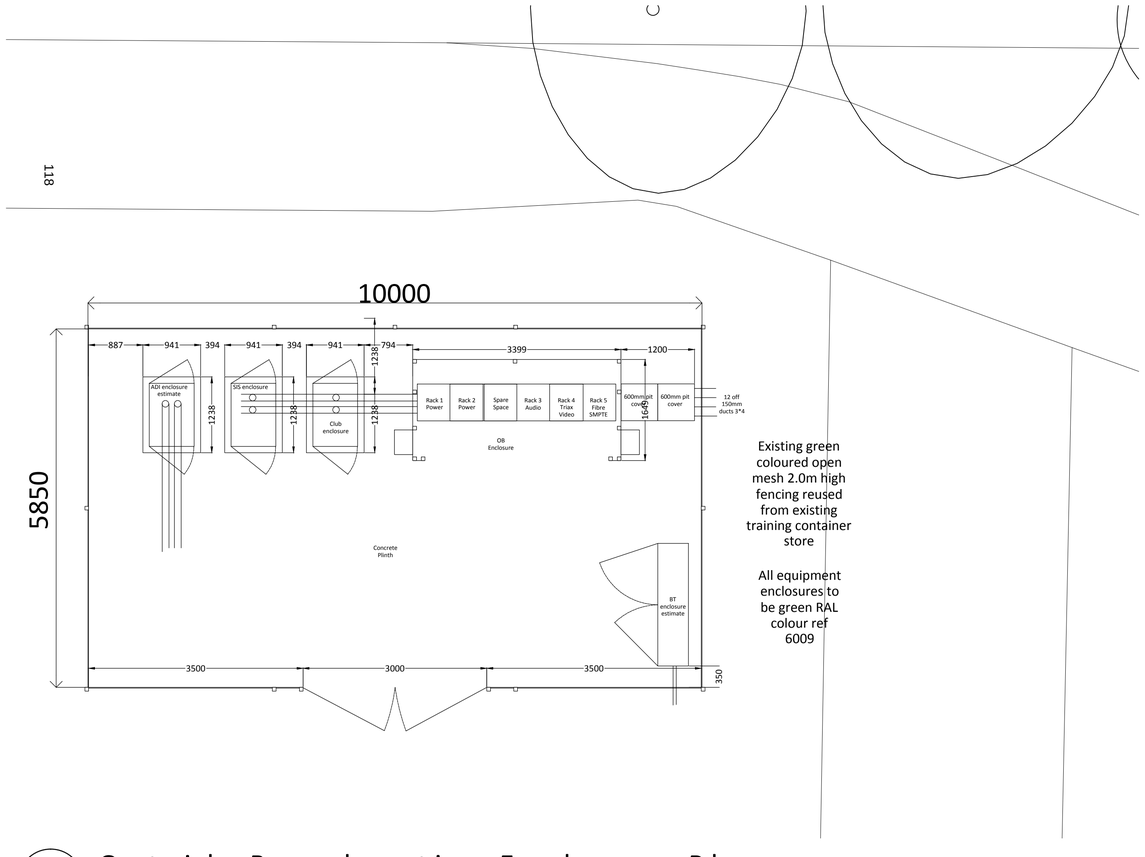
View looking across the gravel area

View looking North towards the South Stand

View from the site looking North

View along the public footpath

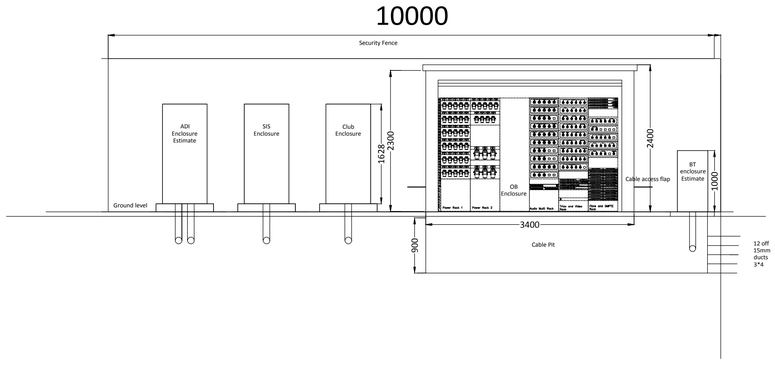
Example of an Outside Broadcasting Compound



Existing green coloured open mesh 2.0m high fencing reused from existing training container store

All equipment enclosures to be green RAL colour ref 6009

01 PL-302 **Outside Broadcasting Enclosure Plan**
Scale - 1:50



01 PL-302 **Outside Broadcasting Enclosure Elevation**
Scale - 1:50

Scale 1:50
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Rev.	Date	Details	Drawn	Checked
A	18.06.15	Landscape added to Outside broadcast area	NM	MD

Issued for:

PLANNING

Project/Client: AFCB Premier league Improvements	Project No: 15035C
	Dwg No: PL- 302
	Rev: A
Drawing: Outside Broadcasting Compound and Enclosure Plan and Elevation	Scale: Varies @A1
	Drawn By: LC Date: 04.06.15
	Checked By: MD Date: 04.06.15

BrightSpace architects

15 Glasshouse Studios, Fryern Court Road, Fordingbridge
Hampshire, SP6 1QX T: (01425) 655806/653639

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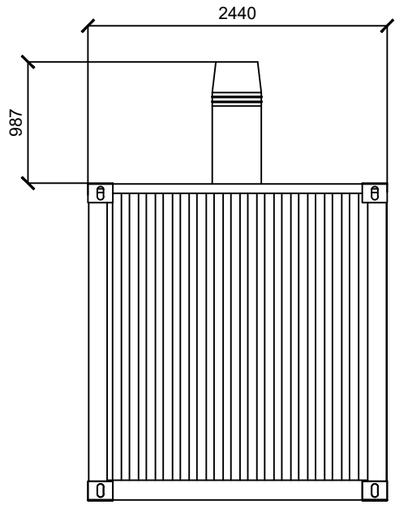

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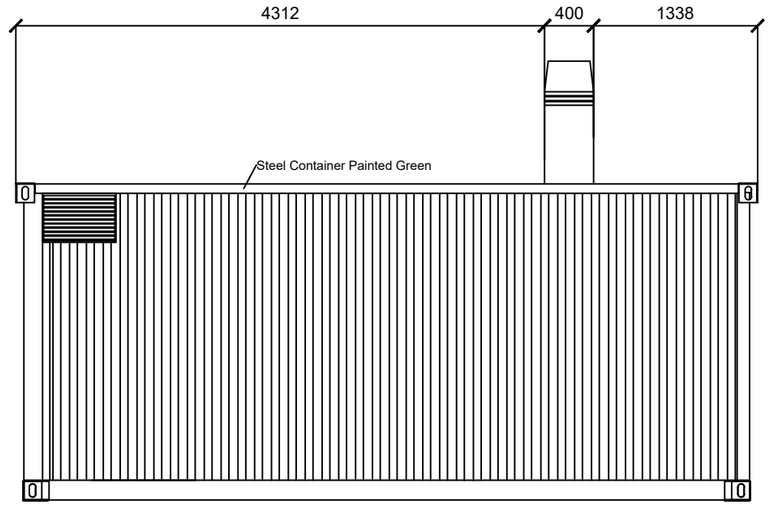
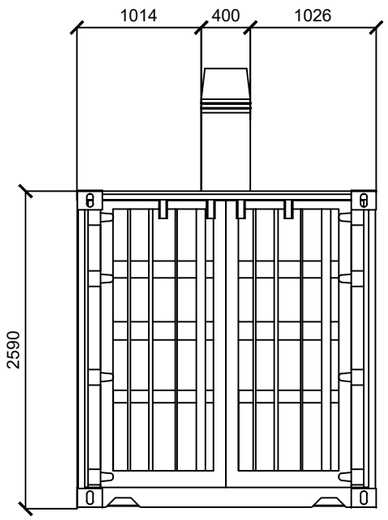


South Elevation



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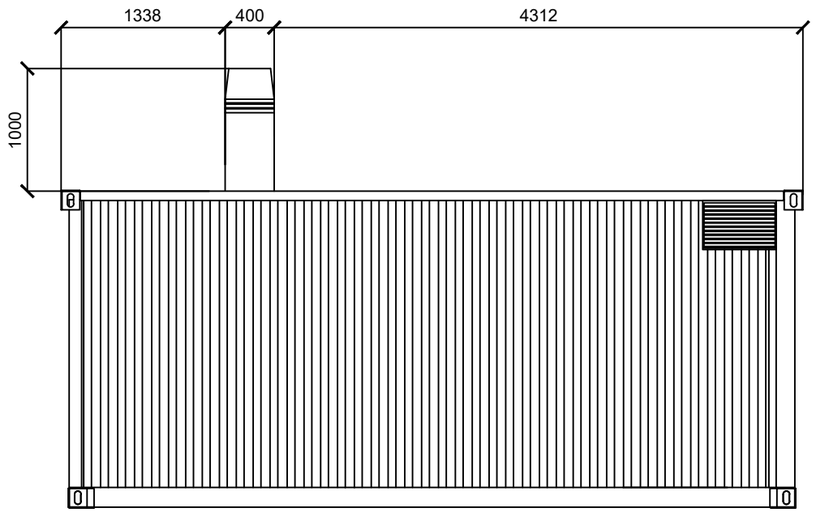

North Elevation

119

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE

PROFESSIONAL SEAL:

REVISIONS:

Rev	Date	By	Description

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
Boiler House Elevations

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 11/06/25		
SCALE: 1:50 @A1	JOB No.: 25017.6	SUITABILITY: S3	REVISION:

DOCUMENT ID:
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PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NO.

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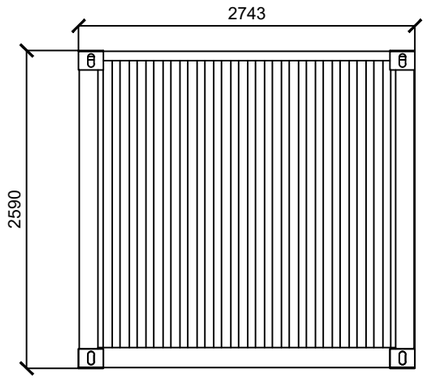

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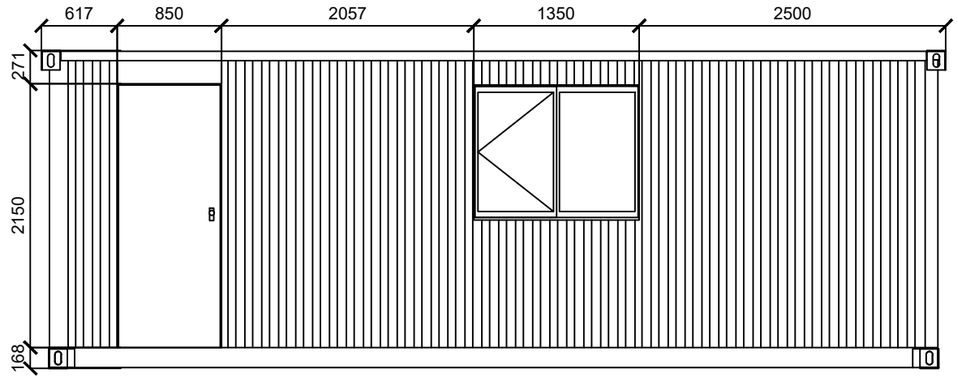

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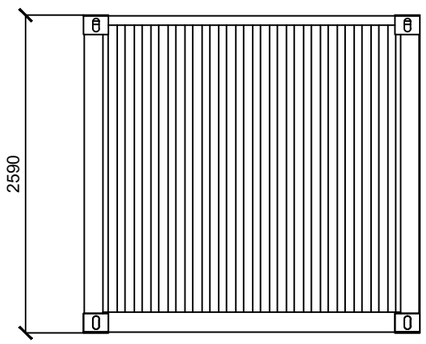

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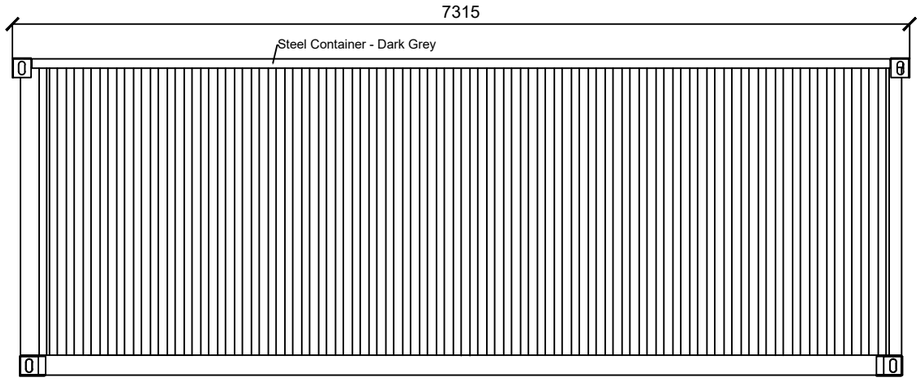

North Elevation

120

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE

PROFESSIONAL SEAL:

REVISIONS:

Rev	Date	By	Description

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
Hawkeye Elevations

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 11/06/25		
SCALE: 1:50 @A1	JOB No.: 25017.6	SUITABILITY: S3	REVISION:

DOCUMENT ID:
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PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE REV.

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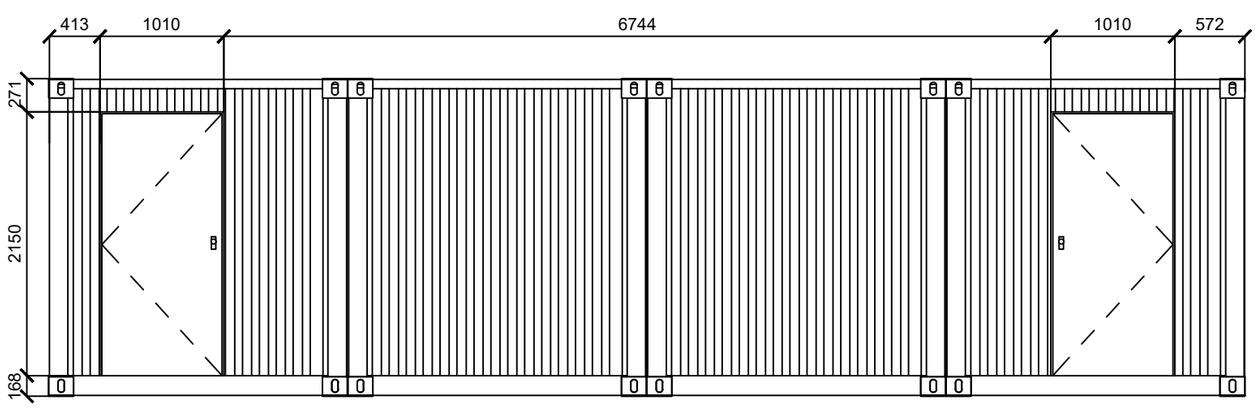

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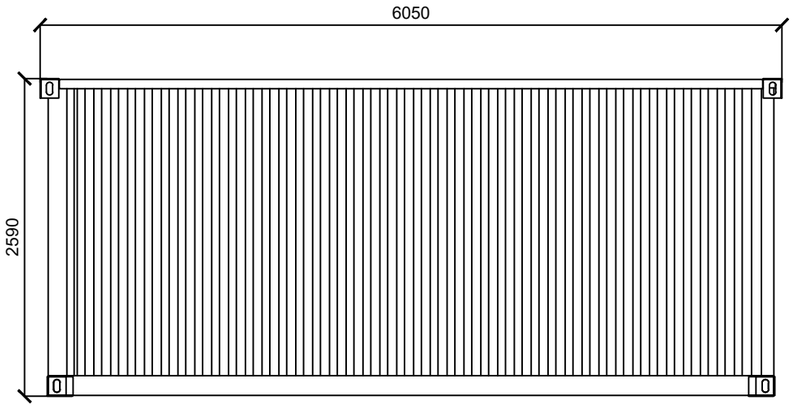

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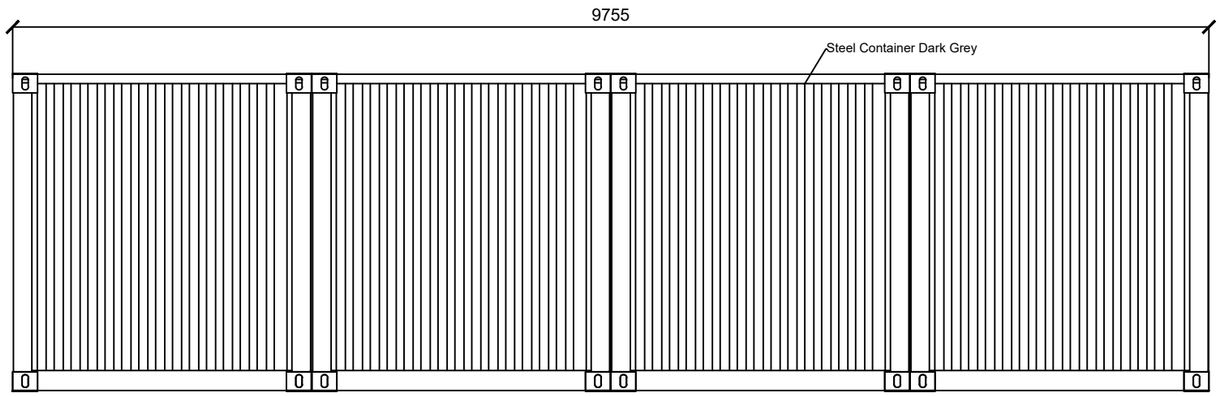

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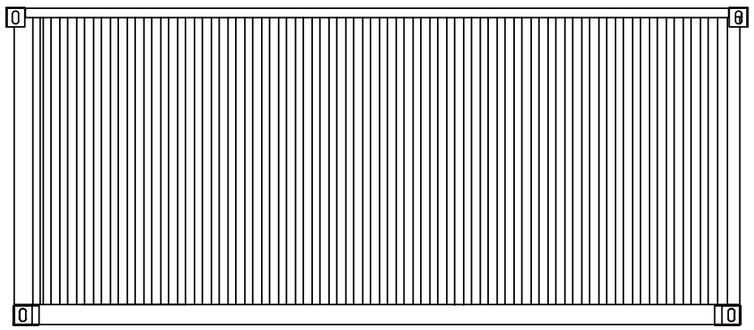

West Elevation

121

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE

PROFESSIONAL SEAL:

REVISIONS:

Rev	Date	By	Description

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
OB Rest Area Elevations

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED:	DATE DRAWN:		
DL	11/06/25		
SCALE:	JOB No.:	SUITABILITY:	REVISION:
1:50 @A1	25017.6	S3	

DOCUMENT ID:
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PROJECT ID | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | NO.

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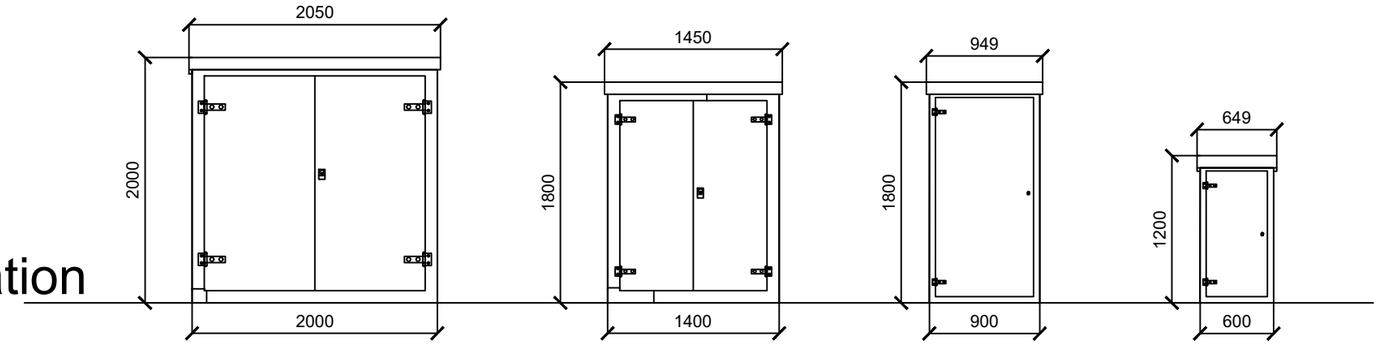
North Elevation



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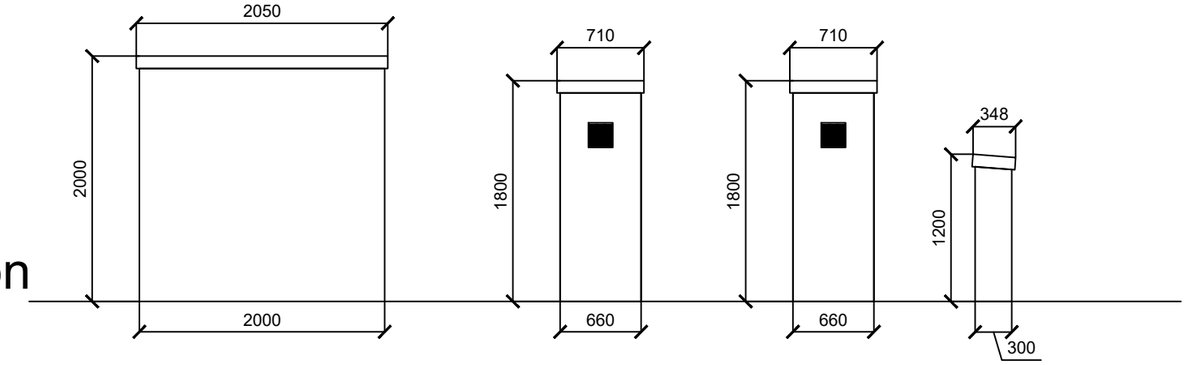
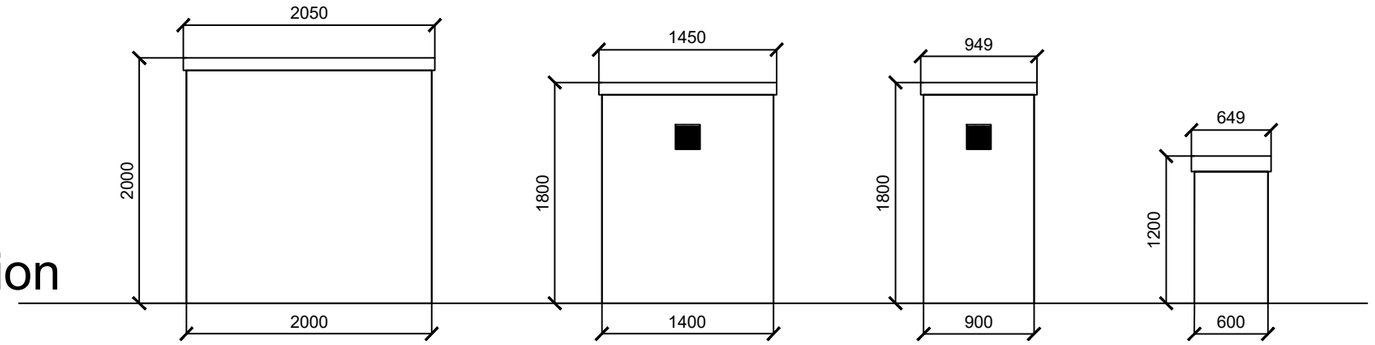
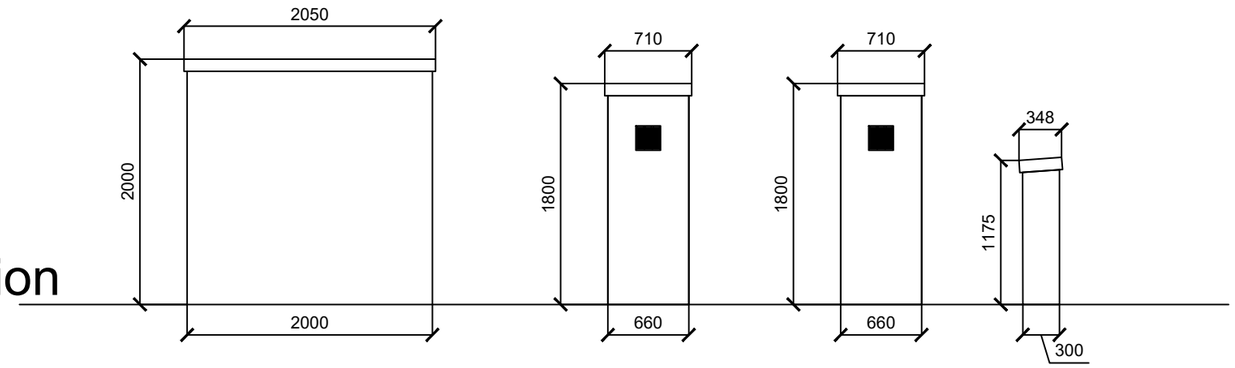


South Elevation



East Elevation



122

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

PROFESSIONAL SEAL:

REVISIONS:

Rev	Date	By	Description

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
GRP Cabinet Elevations

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 11/06/25		
SCALE: 1:50 @A1	JOB No.: 25017.6	SUITABILITY: S3	REVISION:

DOCUMENT ID:
250176 - STA - XX - XX - DR - A - 3106
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NO.

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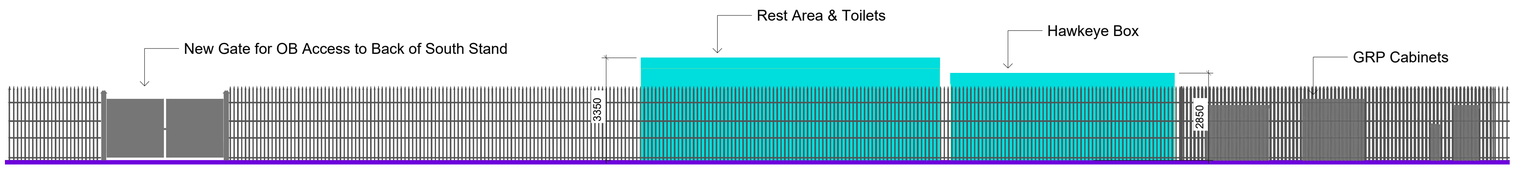
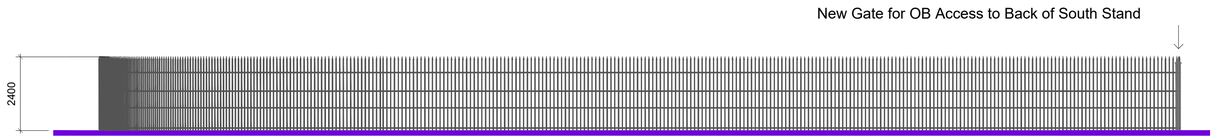
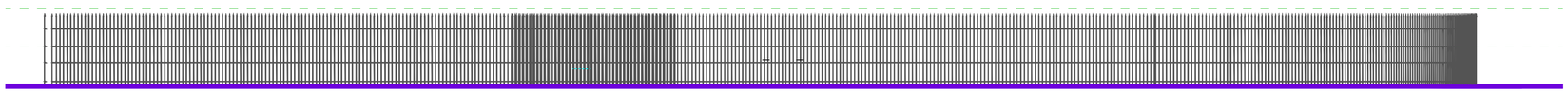


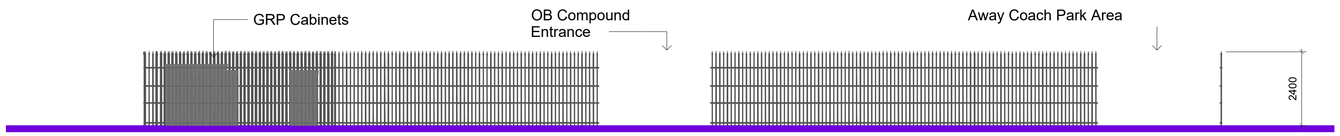
OB Fence line Elevation - North
1 : 100



OB Fence line Elevation - East
1 : 100



OB Fence line Elevation - South
1 : 100



OB Fence line Elevation - West
1 : 100

123

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	24.03.26	FN	Hedge removed

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: OB Compound Fence Line Elevations

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 11/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
1 : 100@A1	25017.6	S3	P01

DOCUMENT ID: 25017.6- STA - XX - XX - DR - A - 3110
(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NO.)

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MIDDLETON GARDENS

THISTLEBARROW ROAD

KINGS PARK DRIVE

Park View

Proposed Demolition and Removals

CONSULTANTS:

PROFESSIONAL SEAL:

REVISIONS:

Rev.	Date	By	Description
P01	27.01.26	FN	OS Map Edit
P02	02.02.26	FN	Updated demolition

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
Site Demolitions and Removals Plan

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED:	DATE DRAWN:		
DL	11/17/25		
SCALE:	JOB No.:	SUITABILITY:	REVISION:
1:1250 @A3	25017.6	S3	P02

DOCUMENT ID:
250176 - STA - XX - XX - DR - A - 3111
PROJECT ID | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | ORG No.

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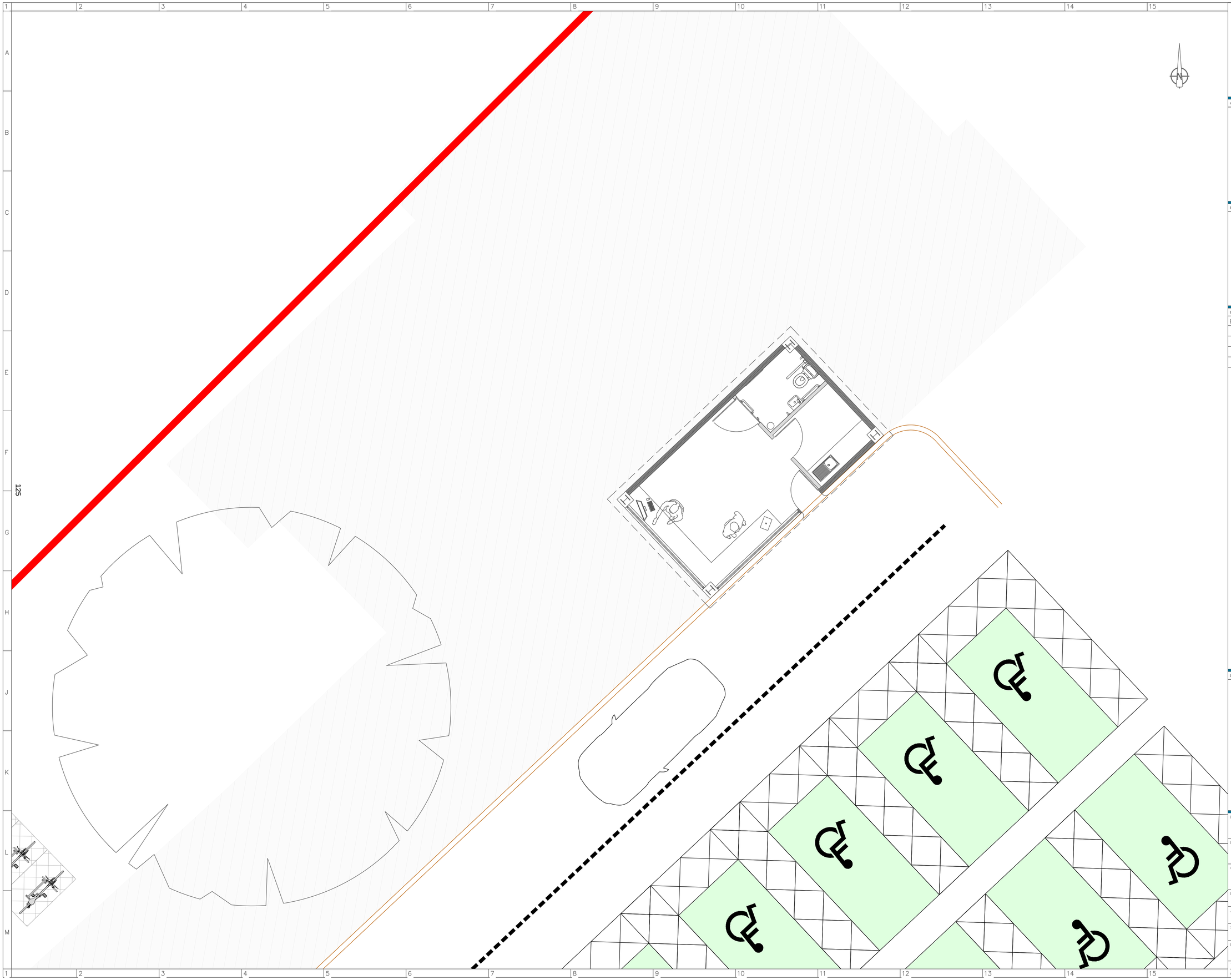

STADIUM STRUCTURES

CONSULTANTS:

PROFESSIONAL SEAL:

REVISIONS:

Rev	Date	By	Description

KEY PLAN:

PROJECT:
AFCB Security Lodge

DRAWING TITLE:
Plan As Proposed

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
JB	Approval		
APPROVED:	DATE DRAWN:		
DL	30/10/2025		
SCALE:	JOB No.:	SUITABILITY:	REVISION:
1:50@A1	SS250180	XX	01

DOCUMENT ID:
250180 STA W 00 DR A 0003
PROJECT ID | ORIGINATOR | ZONE | LEVEL | TYPE | ROLE | DRG No.

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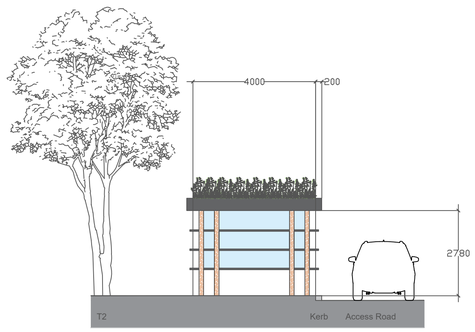
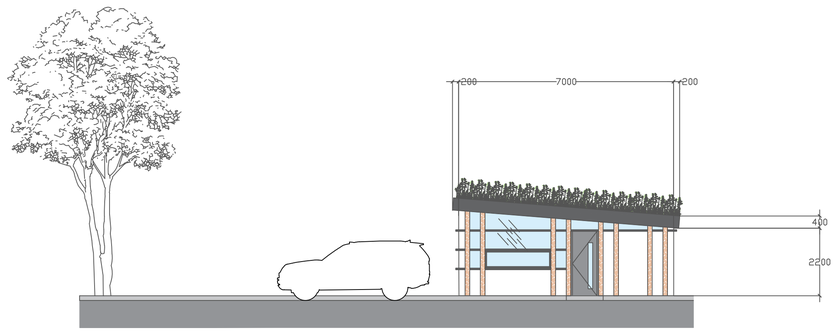
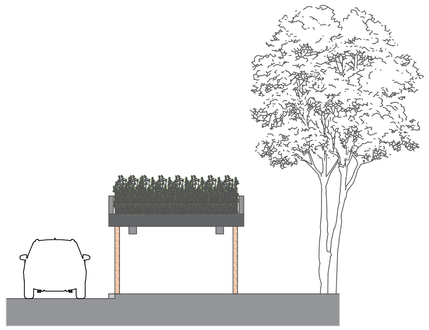


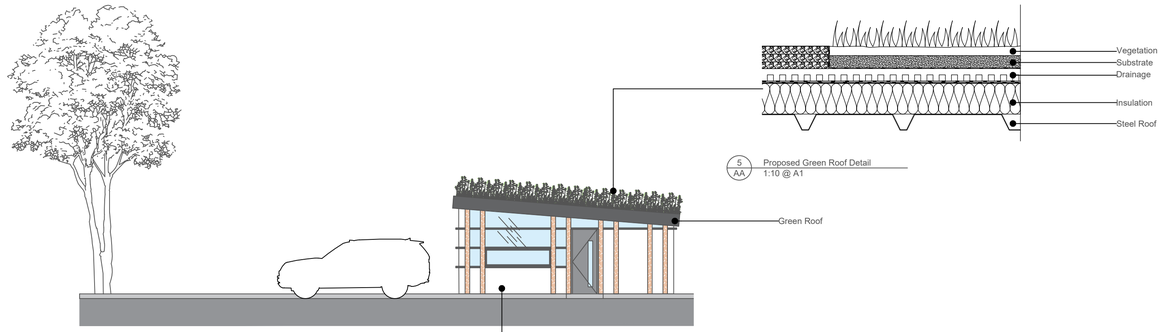
1 / AA Proposed West Elevation
1:100 @ A1



2 / AA Proposed South Elevation
1:100 @ A1

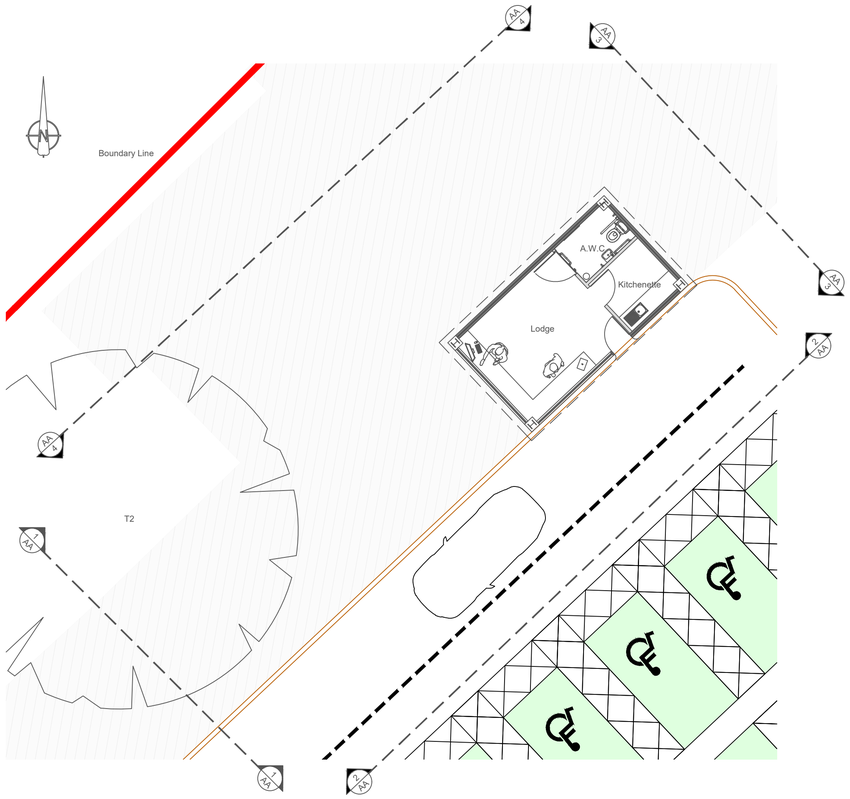


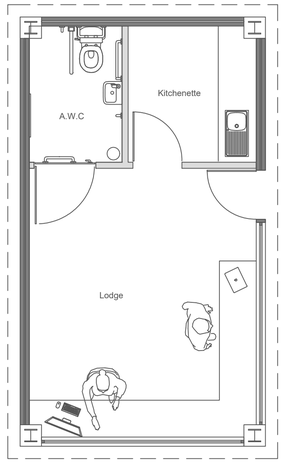
3 / AA Proposed East Elevation
1:100 @ A1



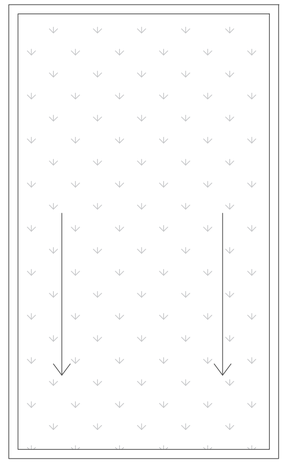
4 / AA Proposed North Elevation
1:100 @ A1

5 / AA Proposed Green Roof Detail
1:10 @ A1





6 / AA Proposed Roof Plan
1:50 @ A1



126

STADIUM STRUCTURES

CONSULTANTS:

PROFESSIONAL SEAL:

REVISIONS:

Rev	Date	By	Description

KEY PLAN:

PROJECT:
AFCB Security Lodge

DRAWING TITLE:
Proposed Elevations

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
JB	Approval		
APPROVED:	DATE DRAWN:		
LA	31/10/2025		
SCALE:	JOB No.:	SUITABILITY:	REVISION:
1:100@A1	SS250180	XX	01

DOCUMENT ID:
250180 (PROJECT ID) STA (ORIGINATOR) W (ZONE) 00 (LEVEL) DR (TYPE) A (ROLE) 0004 (DRG No.)

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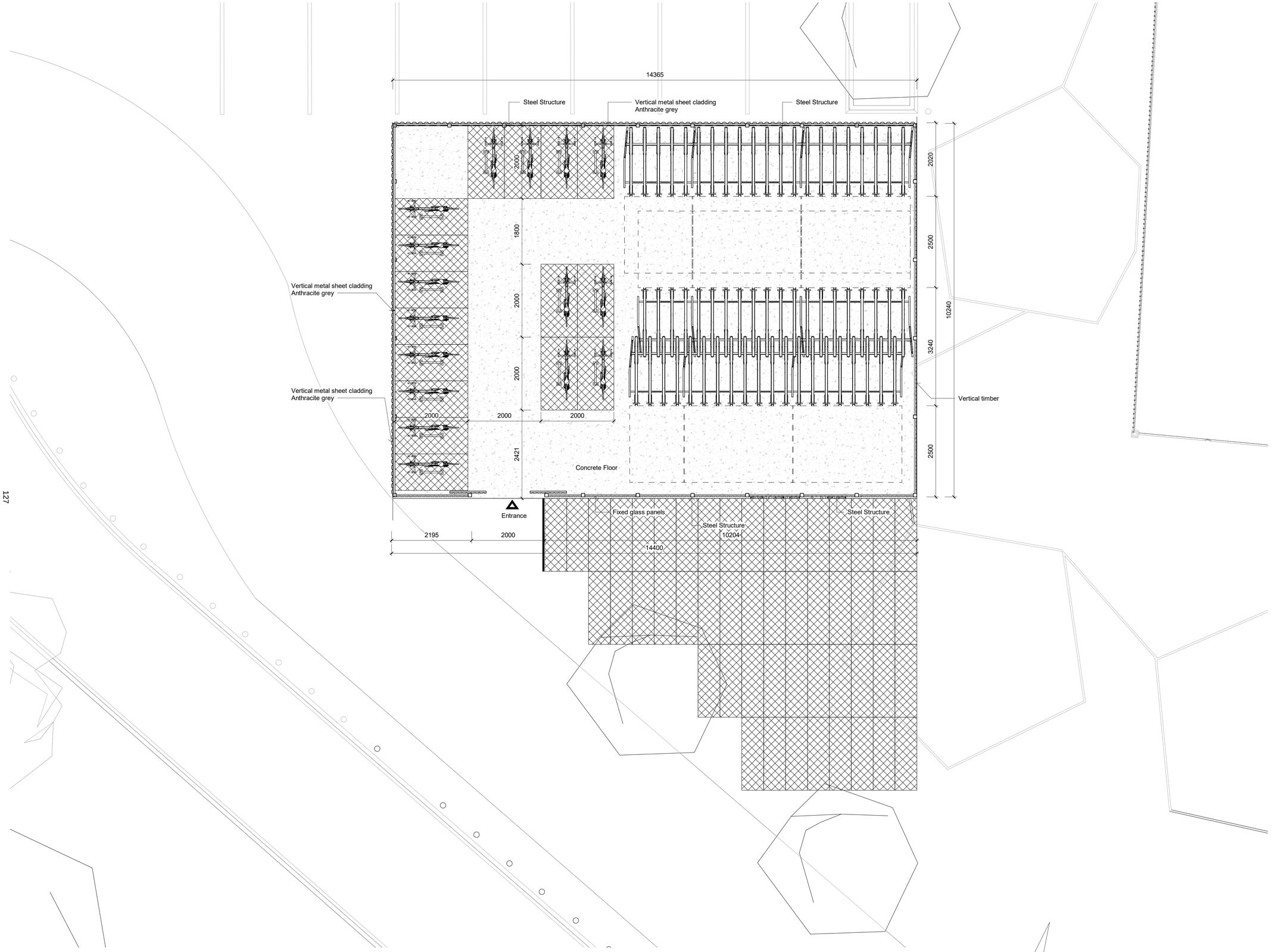

Cycle Hub - Ground Floor Plan

1 : 50

GRAPHIC SCALE: 1:50

CONSULTANTS:

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	22.01.26	FN	Updated as per comments
P02	24.03.26	FN	Entrance Updated
P03	25.03.26	FN	Beryl bike added

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING: Cycle Hub - GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
FN	PLANNING		
APPROVED: DL	DATE: 11/21/25		
SCALE: As indicated@A1	JOB No.: 250176	SUITABILITY: S3	REVISION: P03

DOCUMENT ID: 250176- STA - C - 00 - DR - A - 3112
(PROJECT - ORIGINATO - ZONE - LEVE - TYPE - ROL - DRG)

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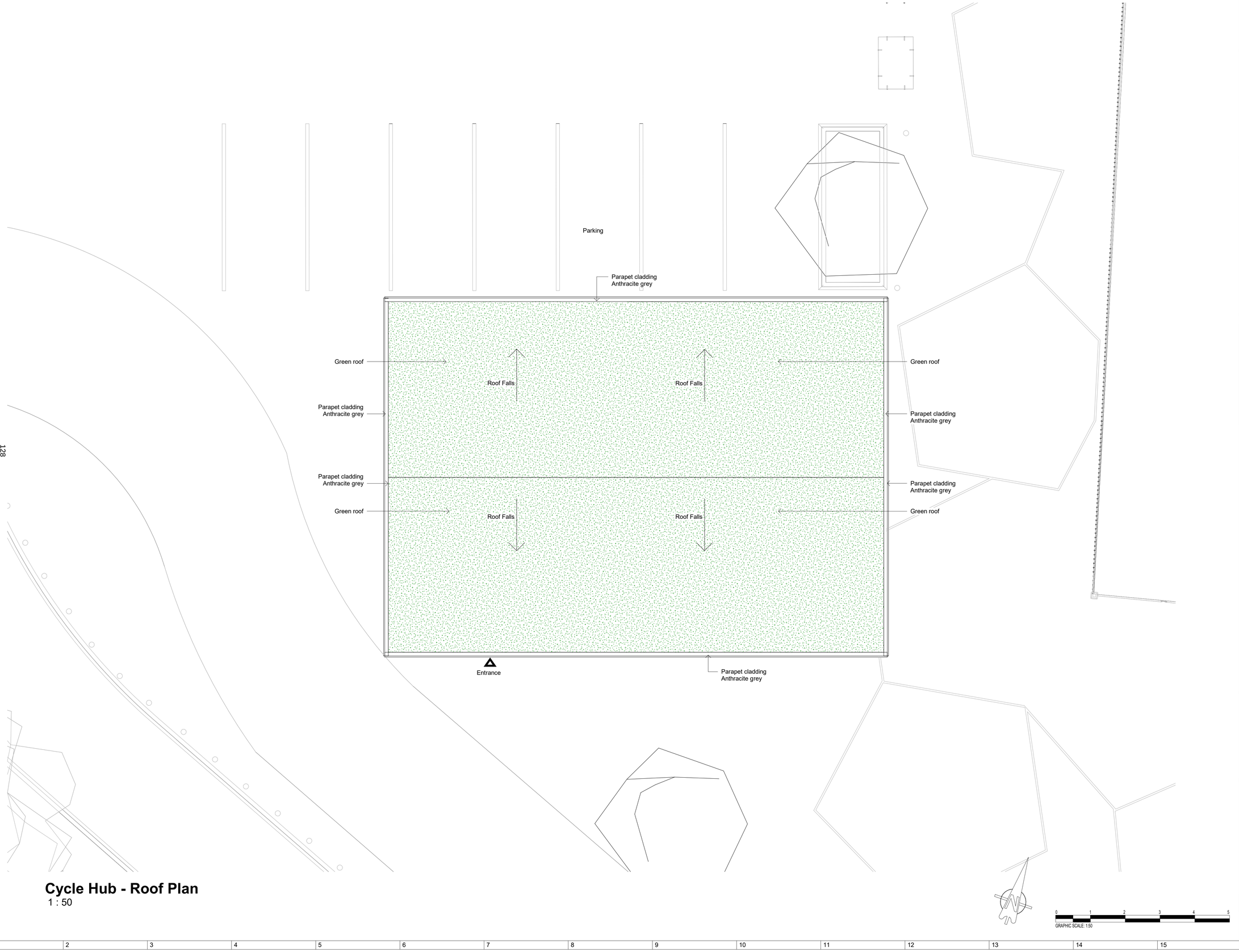

Cycle Hub - Roof Plan

1 : 50

GRAPHIC SCALE: 1:50

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	22.01.26	FN	Updated as per comments
P02	24.03.26	FN	Entrance Updated

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT
AFC Bournemouth

DRAWING
Cycle Hub - Roof Plan

CLIENT
AFC Bournemouth

DRAWN:	DRAWING STATUS:
FN	PLANNING
APPROVED	DATE
DL	11/21/25

SCALE	JOB No.:	SUITABILITY	REVISION:
As indicated@A1	250176	S3	P02

DOCUMENT ID:
250176- STA - C - 00 - DR - A - 3113
PROJECT | ORIGINATO | ZONE | LEVE | TYPE | ROL | NUMB

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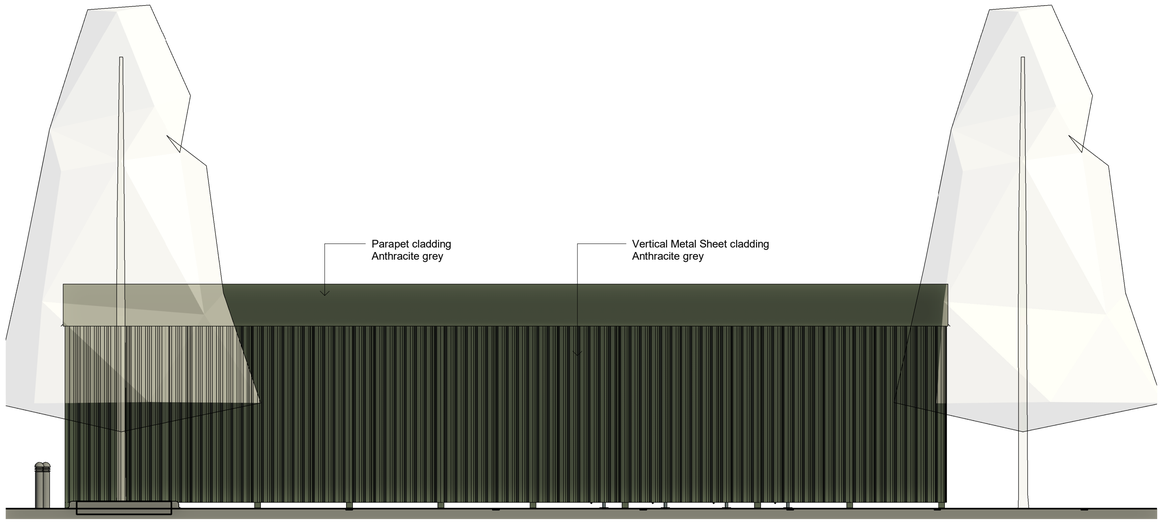
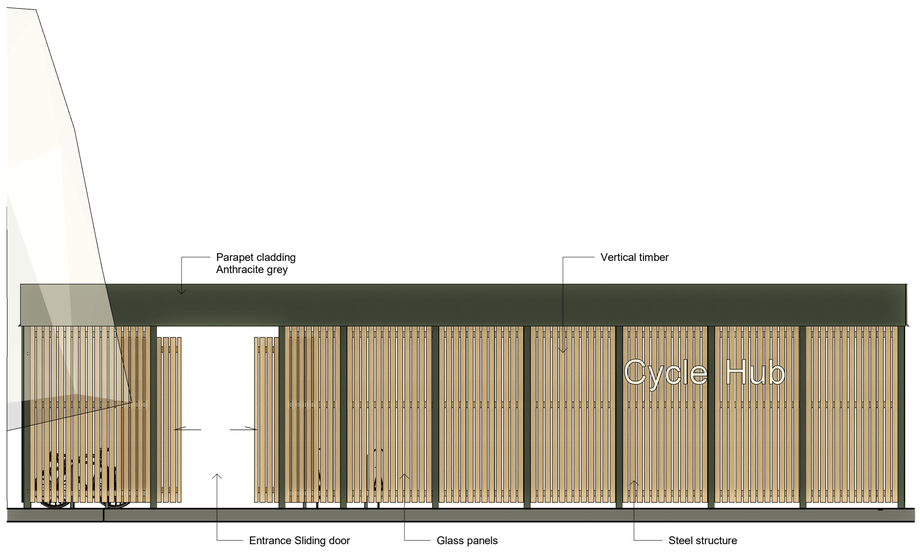
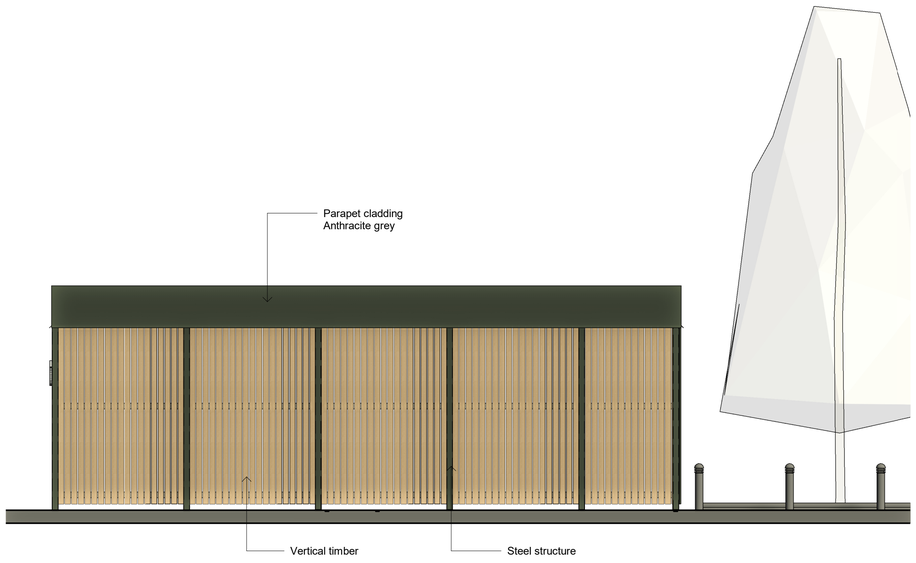


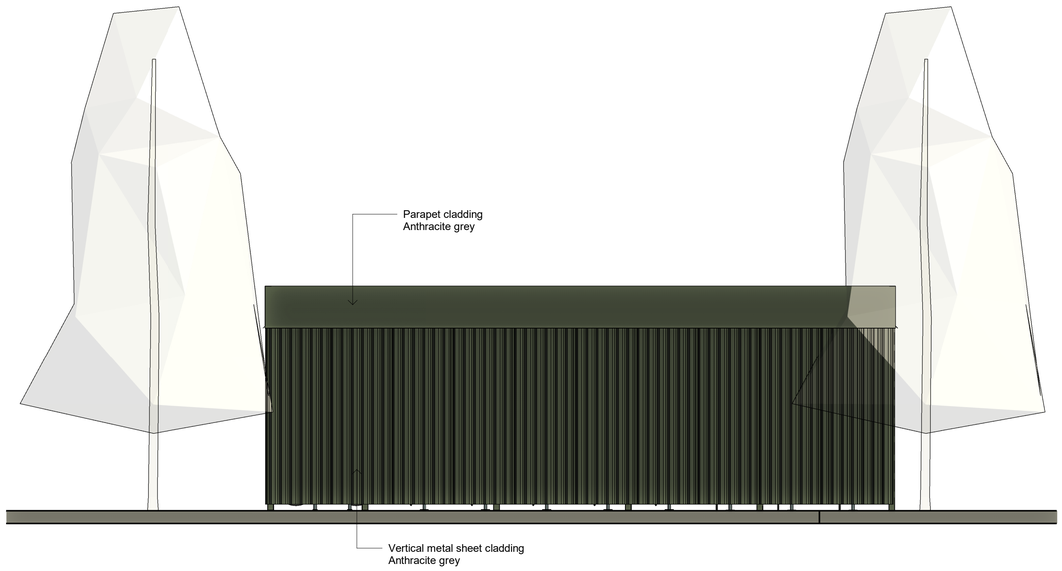
Cycle Hub - North Elevation
1 : 50



Cycle Hub - South Elevation
1 : 50



Cycle Hub - East Elevation
1 : 50



Cycle Hub - West Elevation
1 : 50

GRAPHIC SCALE: 1:50

Note: All trees heights and widths are indicative

CONSULTANTS:

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	22.01.26	FN	Updated as per comments
P02	24.03.26	FN	Entrance Updated

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING: Cycle Hub - Elevations

CLIENT: AFC Bournemouth

DRAWN: FN | DRAWING STATUS: PLANNING

APPROVED: DL | DATE: 11/21/25

SCALE: 1 : 50@A1 | JOB No.: 250176 | SUITABILITY: S3 | REVISION: P02

DOCUMENT ID: 250176- STA - C - 00 - DR - A - 3114
(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUM)

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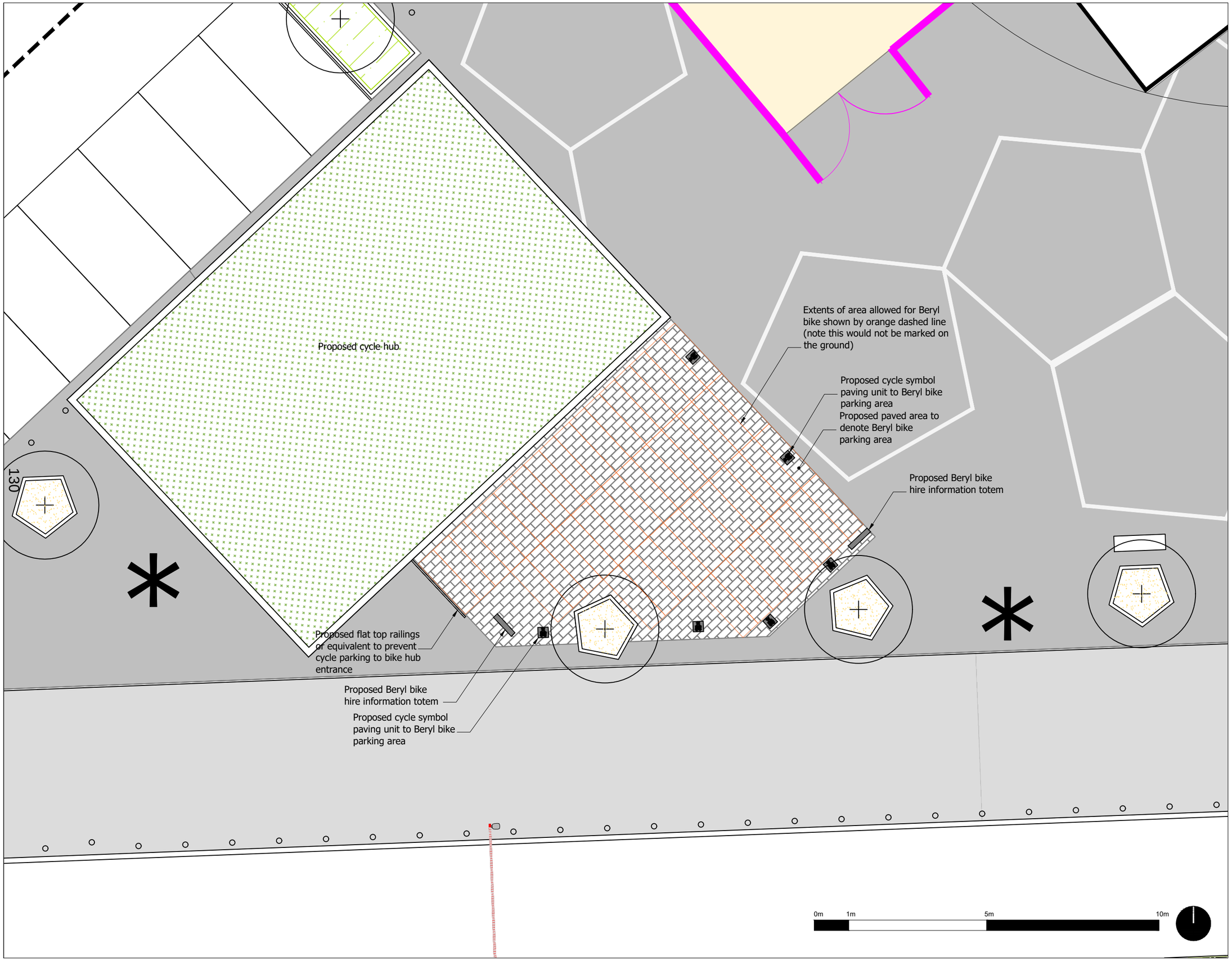


Example of paving unit to denote Beryl cycle parking extents

Example of cycle symbol paving unit

Example of flat top railing

Example Beryl bikes totem, shown for illustrative purposes, exact design and information to be subject to planning condition

Rev.	Date	Note	By
B	15.04.26	Notes updated	JM
A	02.04	Change to Beryl signs	JM

AFC Bournemouth

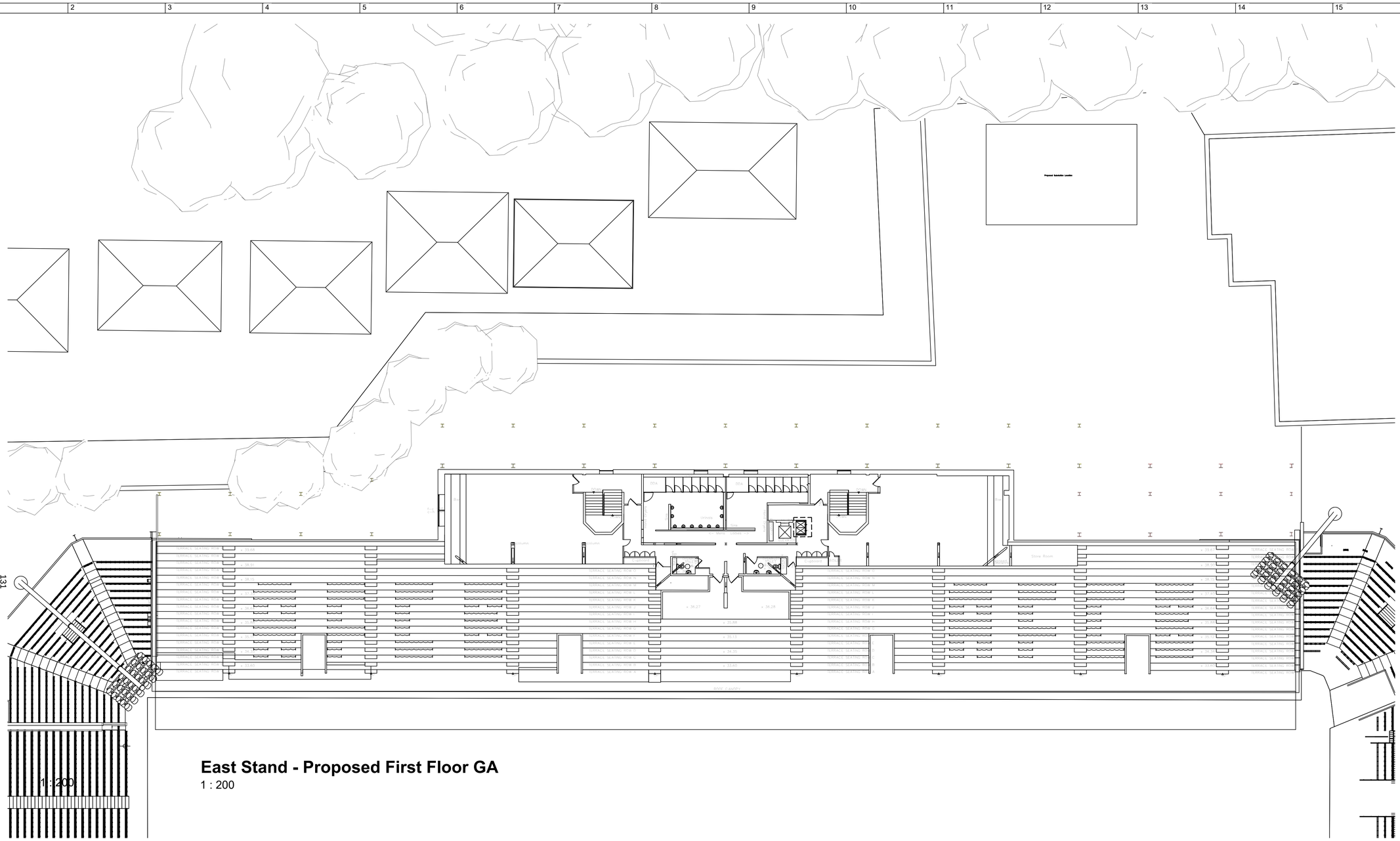
on behalf of
AFC Bournemouth

LA308

Beryl Bikes Parking Area - Detail Plan

Drawn by	Checked by	Scale
RA	**RA**	**1:100@A3**
Drawn on	**Revision**	**Job**
31.03.26	**B**	**708720**

savills URBAN DESIGN STUDIO



East Stand - Proposed First Floor GA

1 : 200

1:200

4m 0 4m 8m 12m 16m 20m

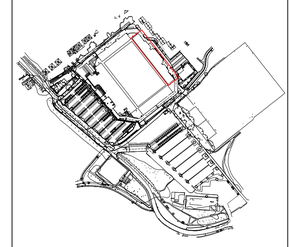
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	13/01/26	FN	Amended as per comments

Proposed Lower Bowl Seating Capacity

GA (HOME)	2116
GA WHEELCHAIR POSITIONS PITCH SIDE (HOME)	17
GA WHEELCHAIR COMPANIONS PITCH SIDE(HOME)	17
GA WHEELCHAIR POSITIONS ELEVATED (HOME)	4
GA WHEELCHAIR COMPANIONS ELEVATED (HOME)	4
GA (AWAY)	1000
GA WHEELCHAIR POSITIONS PITCH SIDE (AWAY)	8
GA WHEELCHAIR COMPANIONS PITCH SIDE(AWAY)	8
GA WHEELCHAIR POSITIONS ELEVATED (AWAY)	8
GA WHEELCHAIR COMPANIONS ELEVATED (AWAY)	8

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	1066
GA (AWAY)	640
East Stand Total Capacity	4896

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
East Stand - Proposed First Floor GA

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: As 1:200@A1	JOB No.: 25017.7	SUITABILITY: S3	REVISION: P01

DOCUMENT ID:
25017.7- STA - E - 00 - DR - A - 0101
project originator zone type no. role

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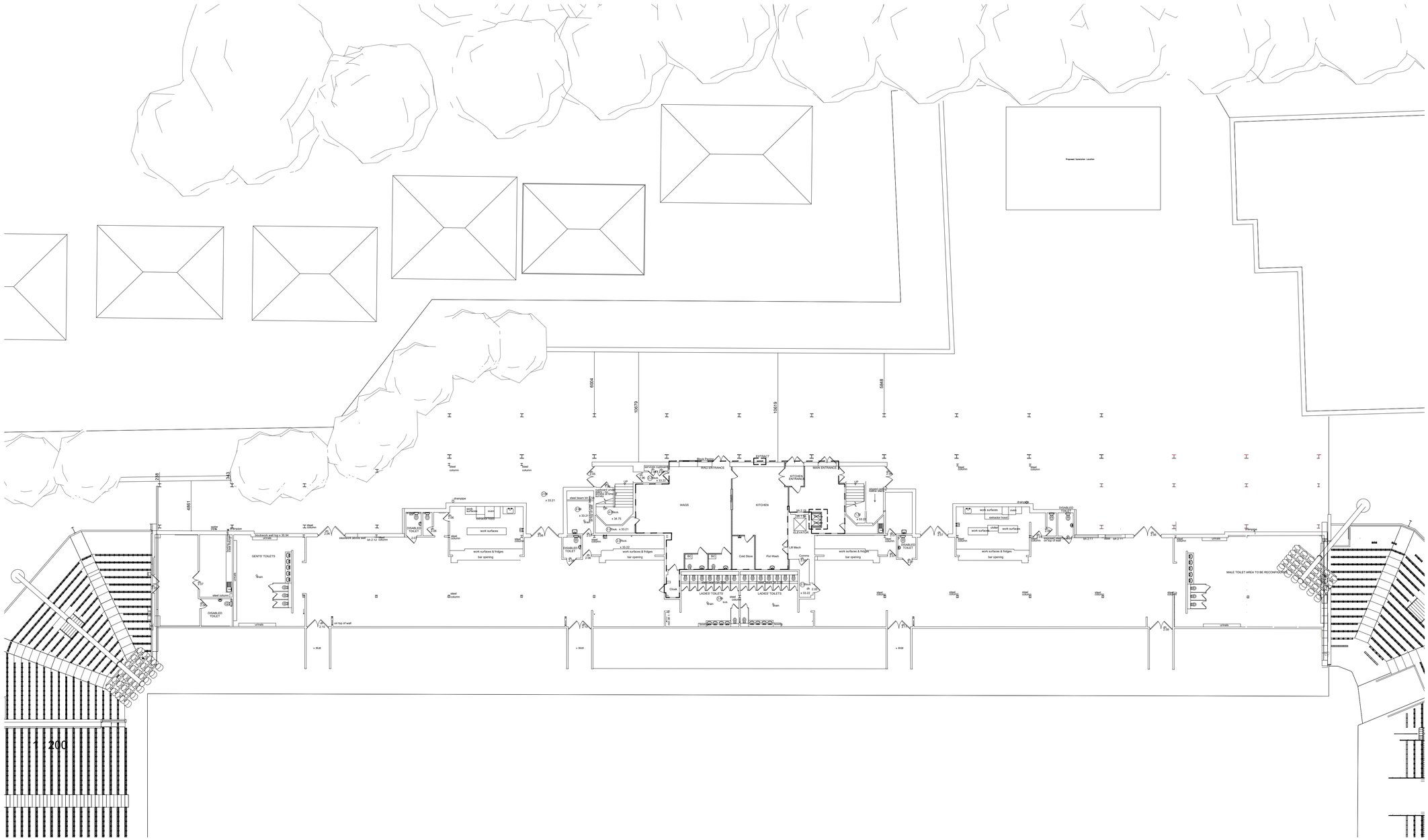
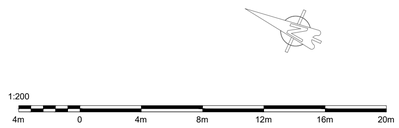


East Stand - Proposed Ground Floor GA

1 : 200



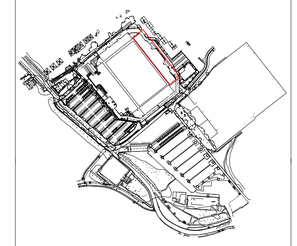
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/05/25	RR	General Revisions for Final Issue
P02	13/01/26	FN	Scale changed

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: East Stand - Proposed Ground Floor GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: As 1:200@A1	JOB No.: 25017.7	SUITABILITY: S3	REVISION: P02

DOCUMENT ID: 25017.7- STA - E - 00 - DR - A - 0032

PROJECT ORIGINATOR ZONE LEVEL TYPE ROL SEQ

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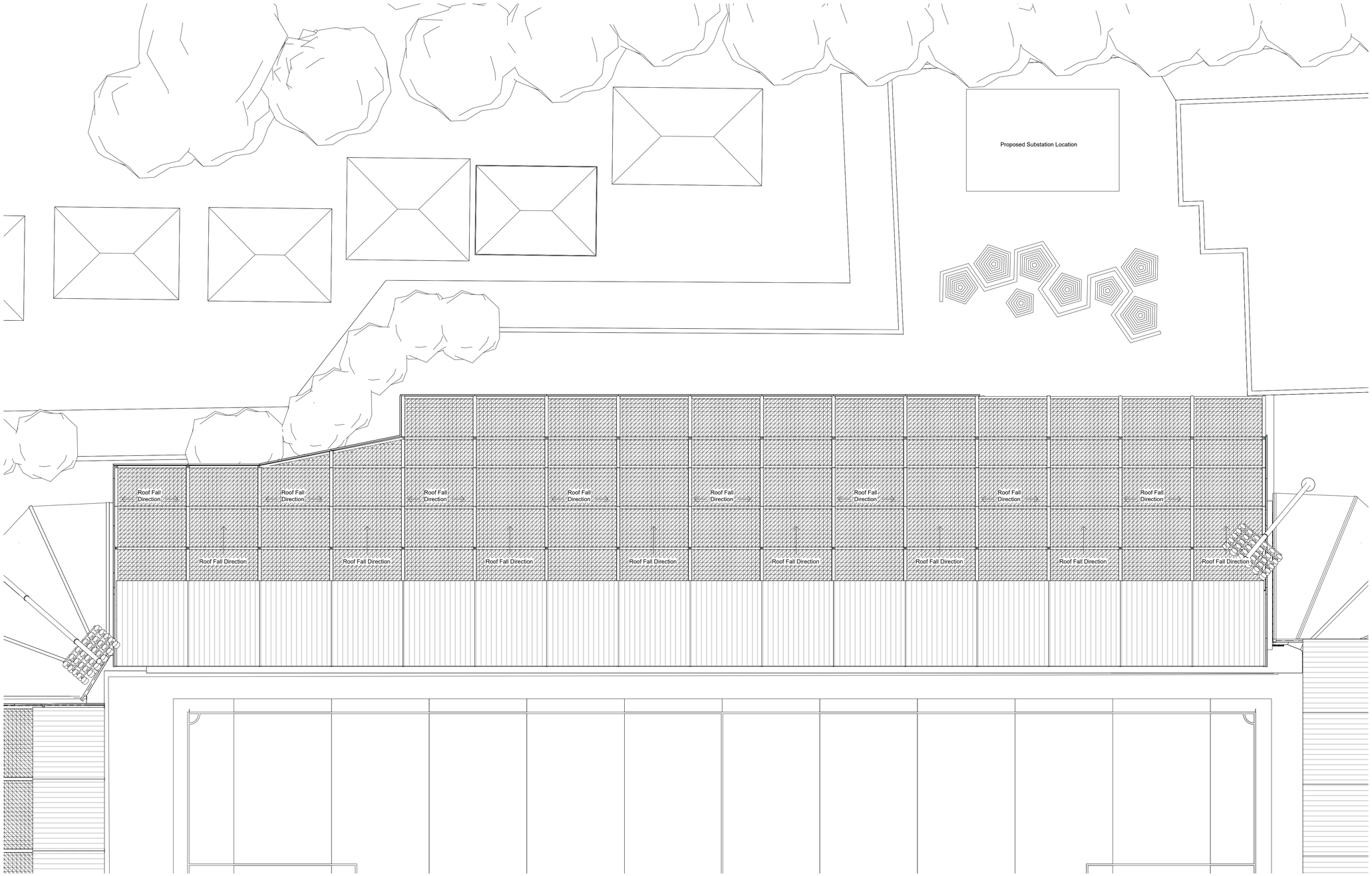


East Stand - Proposed Roof GA

1 : 200

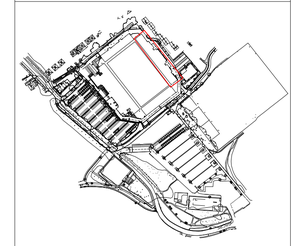
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/04/25	RR	General Revisions for Final Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: East Stand - Proposed Roof GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	250177	S3	P01

DOCUMENT ID: 250177- STA - E - RF - DR - A - 0201

PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NNG

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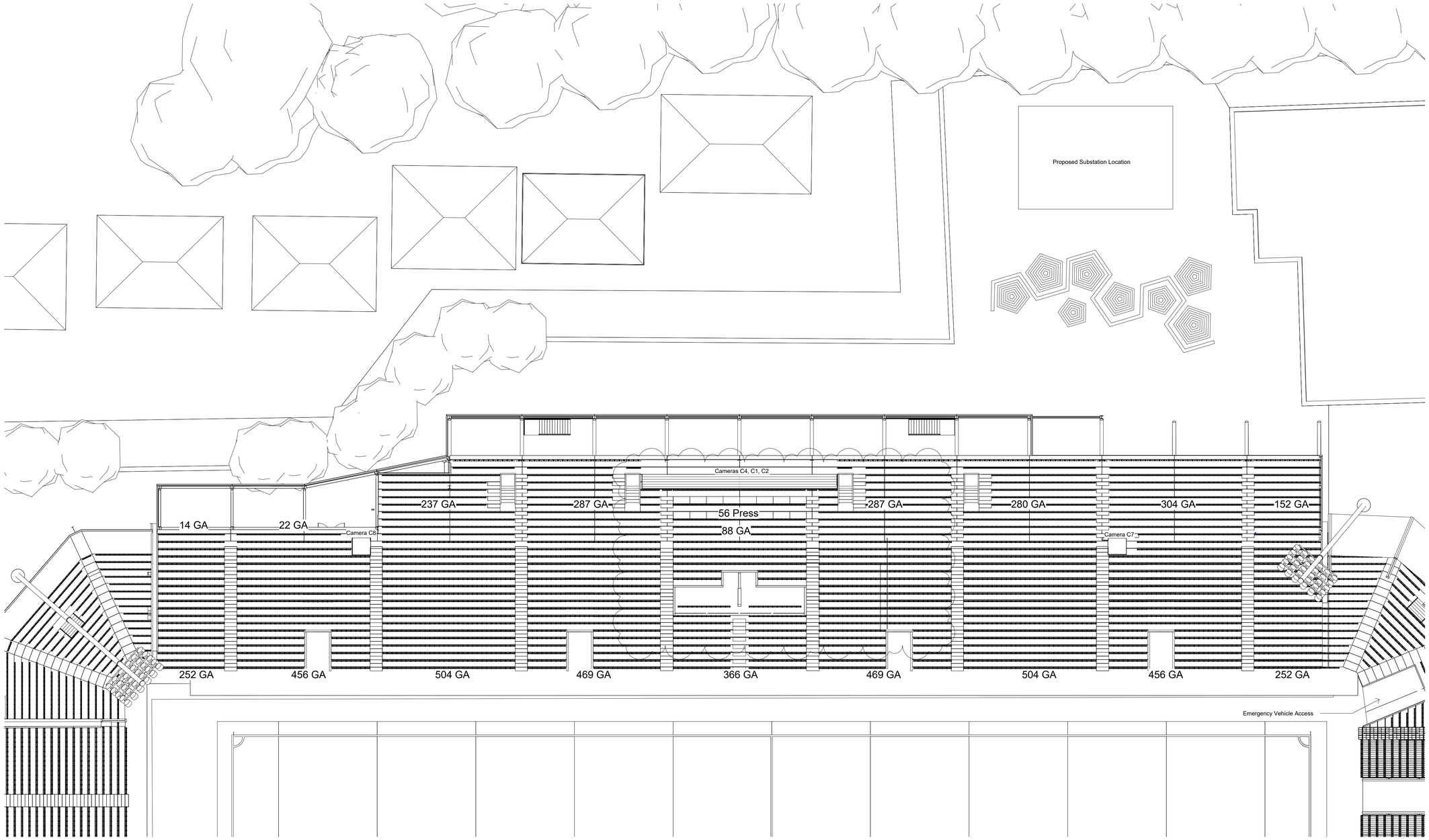


East Stand - Proposed Upper Seating Bowl Extension

1 : 200

GRAPHIC SCALE: 1:200

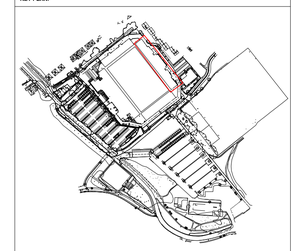
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	10/21/25	RR	Camera Positions Added
P02	10/24/25	RR	Camera Platform, Press seating , Vomitories moved to suit comments
P03	11/04/25	RR	General Revisions for Final Issue
P04	13/01/26	FN	Scale Updated

Proposed Lower Bowl Seating Capacity

GA (HOME)	2516
GA WHEELCHAIR POSITIONS PITCH SIDE (HOME)	17
GA WHEELCHAIR COMPANIONS PITCH SIDE(HOME)	17
GA (AWAY)	1212
GA WHEELCHAIR POSITIONS PITCH SIDE (AWAY)	8
GA WHEELCHAIR COMPANIONS PITCH SIDE(AWAY)	8

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	991
GA (AWAY)	736
East Stand Total Capacity	5455*

* Seat numbers are approximate and could be subject to change

NOTE: Tree heights and widths are indicative

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: East Stand - Proposed Upper Seating Bowl Extension

CLIENT: AFC Bournemouth

DRAWN: RR	DRAWING STATUS: PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
1:200	250177	S3	P04

DOCUMENT ID: 250177- STA - N - 01 - DR - A - 0102
(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NO)

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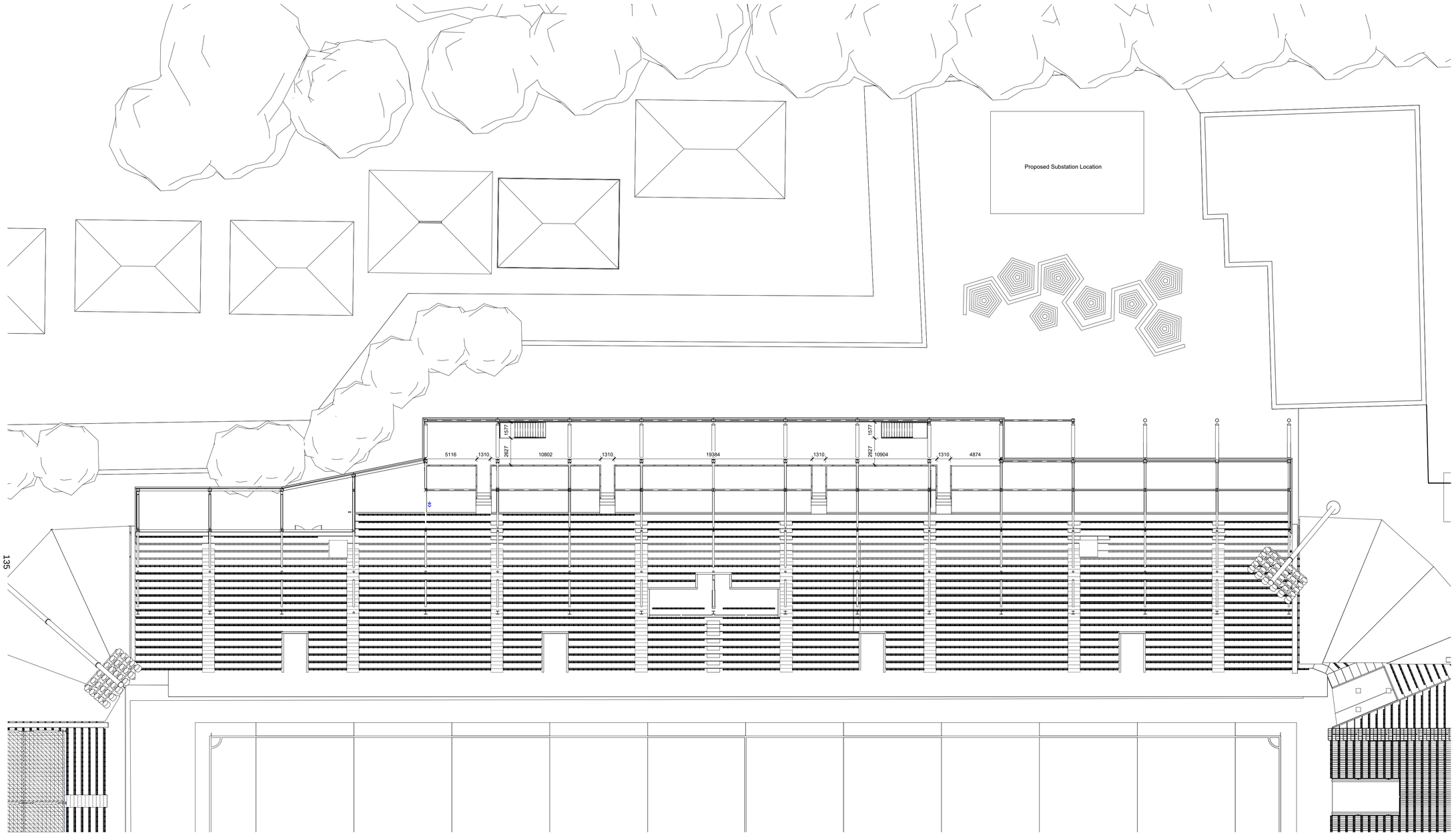


East Stand - Proposed Upper Concourse

1 : 200

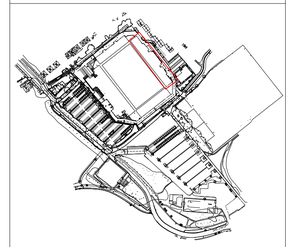
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/04/25	RR	General Revisions for Final Issue

Proposed Lower Bowl Seating Capacity

GA (HOME)	2516
GA WHEELCHAIR POSITIONS PITCH SIDE (HOME)	17
GA WHEELCHAIR COMPANIONS PITCH SIDE(HOME)	17
GA (AWAY)	1212
GA WHEELCHAIR POSITIONS PITCH SIDE (AWAY)	8
GA WHEELCHAIR COMPANIONS PITCH SIDE(AWAY)	8

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	991
GA (AWAY)	736
East Stand Total Capacity	5455*

*Seat numbers are approximate and could be subject to change.

NOTE: Tree heights and widths are indicative

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: East Stand - Proposed Upper Concourse

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
1:200	250178	S3	P01

DOCUMENT ID: 250178- STA - N - 01 - DR - A - 0103
(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER)

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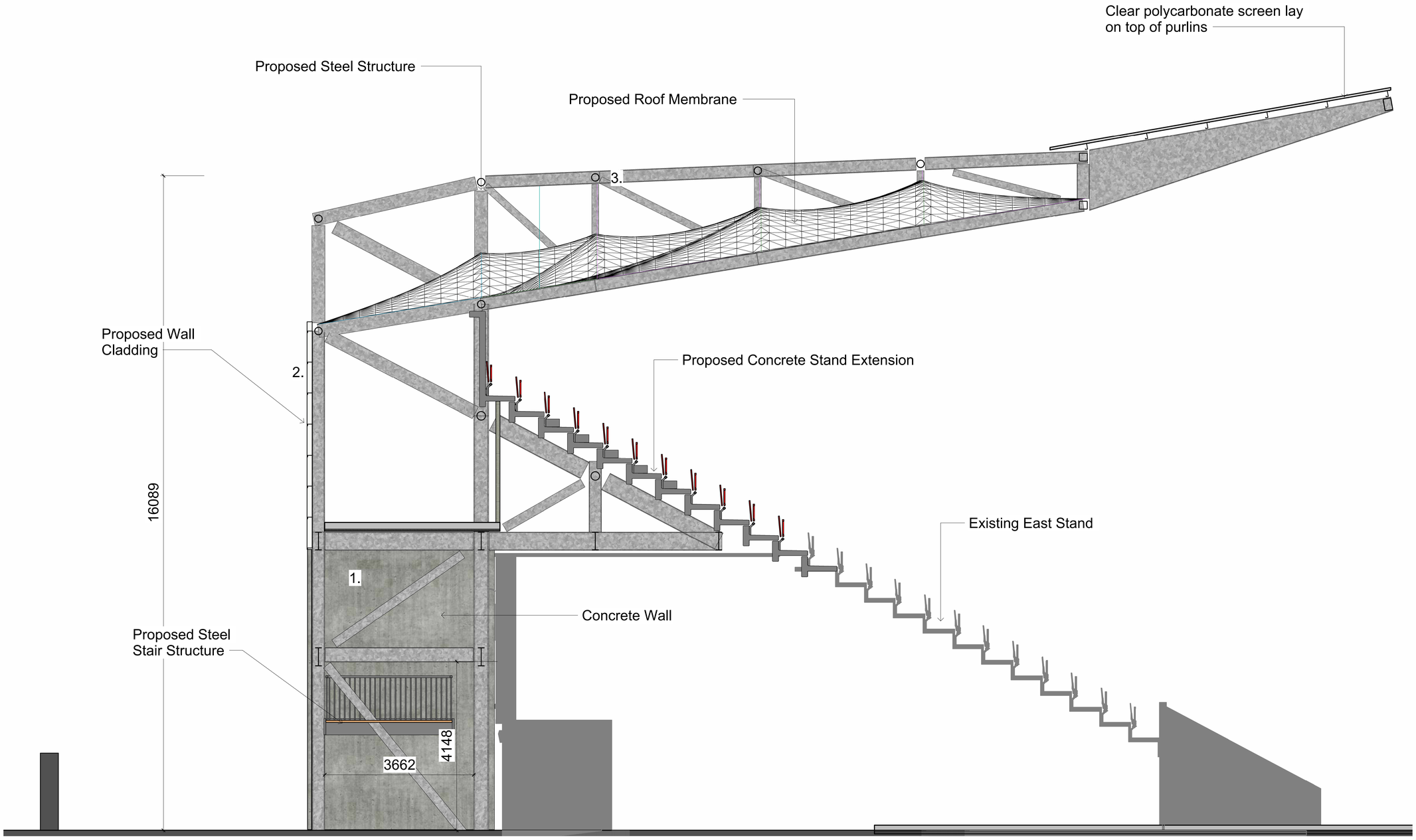


Proposed East Stand - Section 1

1 : 50

GRAPHIC SCALE: 1:50

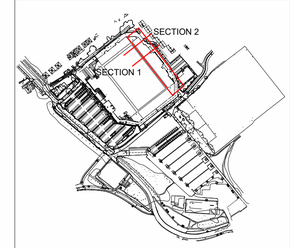
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.06.25	RR	General Revisions for Final Issue

Key:

1. PRECAST CONCRETE WALL PANELS.
2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.
3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.
4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.
5. BLOCKWORK WALL.

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Proposed East Stand - Section 1

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE:	JOB No.: 250176	SUITABILITY: S3	REVISION: P01

DOCUMENT ID: 250176- STA - N - XX - DR - A - 1050E

(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NO.)

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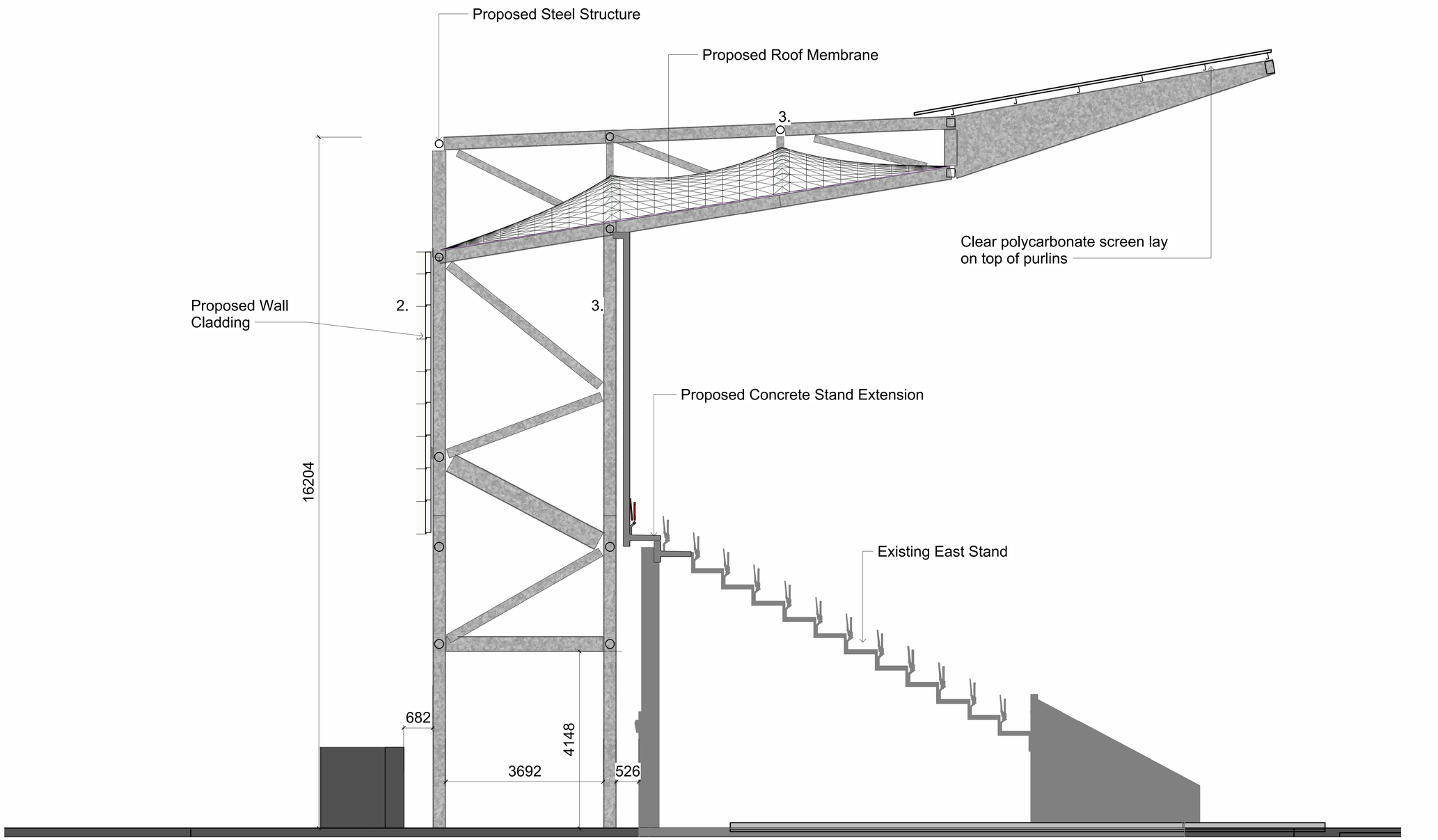


Proposed East Stand - Section 2

1 : 50

GRAPHIC SCALE: 1:50

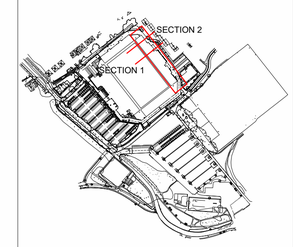
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.06.25	RR	General Revisions for Final Issue

Key:

1. PRECAST CONCRETE WALL PANELS.
2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.
3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.
4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.
5. BLOCKWORK WALL.

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
Proposed East Stand - Section 2

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: -	JOB No.: 250176	SUITABILITY: S3	REVISION: P01

DOCUMENT ID:
250176- (PROJECT) STA - N - (ORIGINATO) XX - DR - (ZONE) A - (LEVE) 1051E (TYPE, VOL, DRG)

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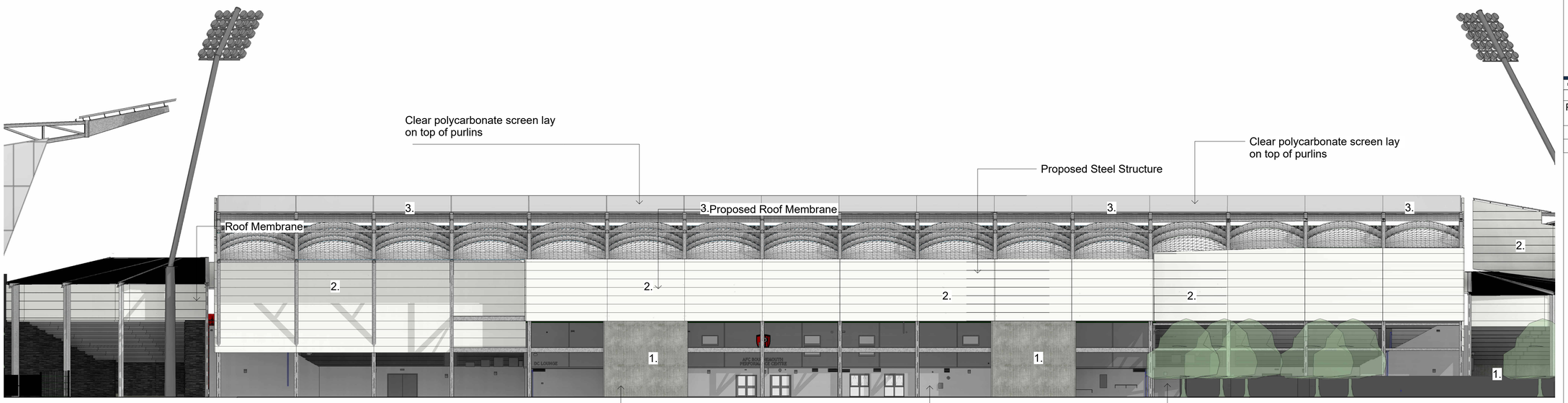


East Stand - Proposed East Elevation

1 : 200

5m 25m

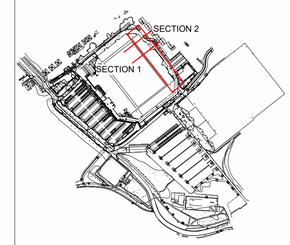
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.06.25	RR	General Revisions for Final Issue
P02	19.01.2026	FN	Scale changed
P03	20.01.2026	FN	Note Added

Key:

1. PRECAST CONCRETE WALL PANELS.
2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.
3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.
4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.
5. BLOCKWORK WALL.

Note: All trees heights and widths are indicative

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: East Stand - Proposed East Elevation

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
FN	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: 1:250	JOB No.: 250177	SUITABILITY: S3	REVISION: P03

DOCUMENT ID: 250177- STA - N - ZZ - DR - A - 1003

(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER)

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Drawing LA304

LEGEND

- Existing trees to be retained
- Note: Existing car park surfacing to be retained with localised repairs/making good as required
- Proposed asphalt surfacing to circulation areas
- Proposed line markings to create pattern and interest to circulation areas
- Proposed colour asphalt surfacing to circulation areas within secure line
- Proposed permeable surround to trees in paving, with flush trim
- Proposed supporter dedication paving, exact layout and extents to be confirmed
- Proposed feature bands within paved areas to form part of supporter dedications
- Proposed concrete block paving to denote hire bike parking area extents
- Proposed seating unit
- Proposed HVM seating unit, subject to specialist input
- Proposed HVM bollard, subject to specialist input
- Proposed 'Sheffield' stand cycle parking
- Proposed artwork to public realm - to be steel panels with laser cut/punched images
- Proposed trees (refer to planting plans for details)
- Proposed areas for planting (refer to planting plans for details)
- Proposed areas of green roof
- Proposed areas of seeding (refer to planting plans for details)
- Existing and proposed hedges (refer to planting plans for details)

Rev.	Date	Note	By
F	15/04/26	Layout updated	RA
E	14/04/26	Layout updated	RA
D	26/03/26	Layout updated	RA
C	12/01/26	Layout updated	RA

AFC Bournemouth

on behalf of
AFC Bournemouth

LA304

Main Works Landscape Proposals - Sheet 1 of 2

Drawn by	Checked by	Scale
RA	**RA**	**1:500@A1**
Drawn on	Revision	Job
21.10.25	**F**	**708720**

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REFER TO DRAWING LA304 FOR CONTINUATION

South Stand

Security fence to West Stand

Outside Broadcast Area

Proposed ticket office

Pole sign

Proposed cycle hub

WAITING RESTRICTIONS

T75

KEEP CLEAR

KING'S PARK DR

KING'S PARK ROAD

GLOUCESTER ROAD

0m 50m

Drawing LA304

LEGEND

- Existing trees to be retained
- Note: Existing car park surfacing to be retained with localised repairs/making good as required
- Proposed asphalt surfacing to circulation areas
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- Proposed trees (refer to planting plans for details)
- Proposed areas for planting (refer to planting plans for details)
- Proposed areas of green roof
- Proposed areas of seeding (refer to planting plans for details)
- Existing and proposed hedges (refer to planting plans for details)

Rev.	Date	Note	By
F	15/04/26	Layout updated	RA
E	14/04/26	Layout updated	RA
D	26/03/26	Layout updated	RA
C	12/01/26	Layout updated	RA

AFC Bournemouth

on behalf of
AFC Bournemouth

LA305
Main Works Landscape Proposals - Sheet 2 of 2

Drawn by	Checked by	Scale
RA	**RA**	**1:500@A1**
Drawn on	Revision	Job
21.10.25	**F**	**708720**

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Planting Notes

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

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

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

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

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

PLANTING SCHEDULE - FULL WORKS

Native trees

Number	Botanical name	Common name	Form	Girth	Min. supply size (cm)	Transplanted	Pot size	Root condition
32	Acer campestre	Field Maple	EHS	14-16cm girth	350	N/A	N/A	Rootball
8	Carpinus betulus	Hornbeam	EHS	14-16cm girth	350	N/A	N/A	Rootball
14	Crataegus monogyna	Midland Hawthorn	EHS	14-16cm girth	350	N/A	N/A	Rootball
3	Malus sylvestris	Crab Apple	EHS	14-16cm girth	350	N/A	N/A	Rootball
7	Liquidambar styraciflua	Sweet Gum	EHS	14-16cm girth	350	N/A	N/A	Rootball
18	Pinus sylvestris	Scots Pine	EHS	14-16cm girth	350	N/A	N/A	Rootball
8	Prunus Accolade	Accolade Cherry	EHS	14-16cm girth	350	N/A	N/A	Rootball
12	Prunus avium	Wild cherry	EHS	14-16cm girth	350	N/A	N/A	Rootball
2	Prunus padus	Bird cherry	EHS	14-16cm girth	350	N/A	N/A	Rootball
8	Quercus robur	English Oak	EHS	14-16cm girth	350	N/A	N/A	Rootball
8	Sorbus aucuparia	Rowan	EHS	14-16cm girth	350	N/A	N/A	Rootball
8	Tilia cordata	Small Leaved Lime	EHS	14-16cm girth	350	N/A	N/A	Rootball
6	Pyrus calleryana 'Chanticleer'	Callery Pear	EHS	14-16cm girth	350	N/A	N/A	Rootball
134								

Native hedge

Number	Botanical name	Common name	Form	Min. supply size (cm)	Transplanted	% mix	Root condition
96	Acer campestre	Field Maple	Whip	60-80	1+1	20	Bare Root
120	Crataegus monogyna	Midland Hawthorn	Whip	60-80	1+1	25	Bare Root
66	Corylus avellana	Hazel	Whip	60-80	1+1	15	Bare Root
96	Cornus sanguinea	Dogwood	Whip	60-80	1+1	20	Bare Root
96	Euonymus europaeus	Spindle	Whip	60-80	1+1	20	Bare Root
66	Prunus spinosa	Blackthorn	Whip	60-80	1+1	15	Bare Root
60	Viburnum opulus	Guelder Rose	Whip	60-80	1+1	10	Bare Root
600							

Planted in double staggered row at 45cm centres

Beech hedge

Number	Botanical name	Common name	Form	Min. supply size (cm)	Transplanted	% mix	Root condition
6	Fagus sylvatica	Beech	Whip	60-80	1+1	100	Bare Root

Planted in double staggered row at 45cm centres

Infill hedge planting to west car park

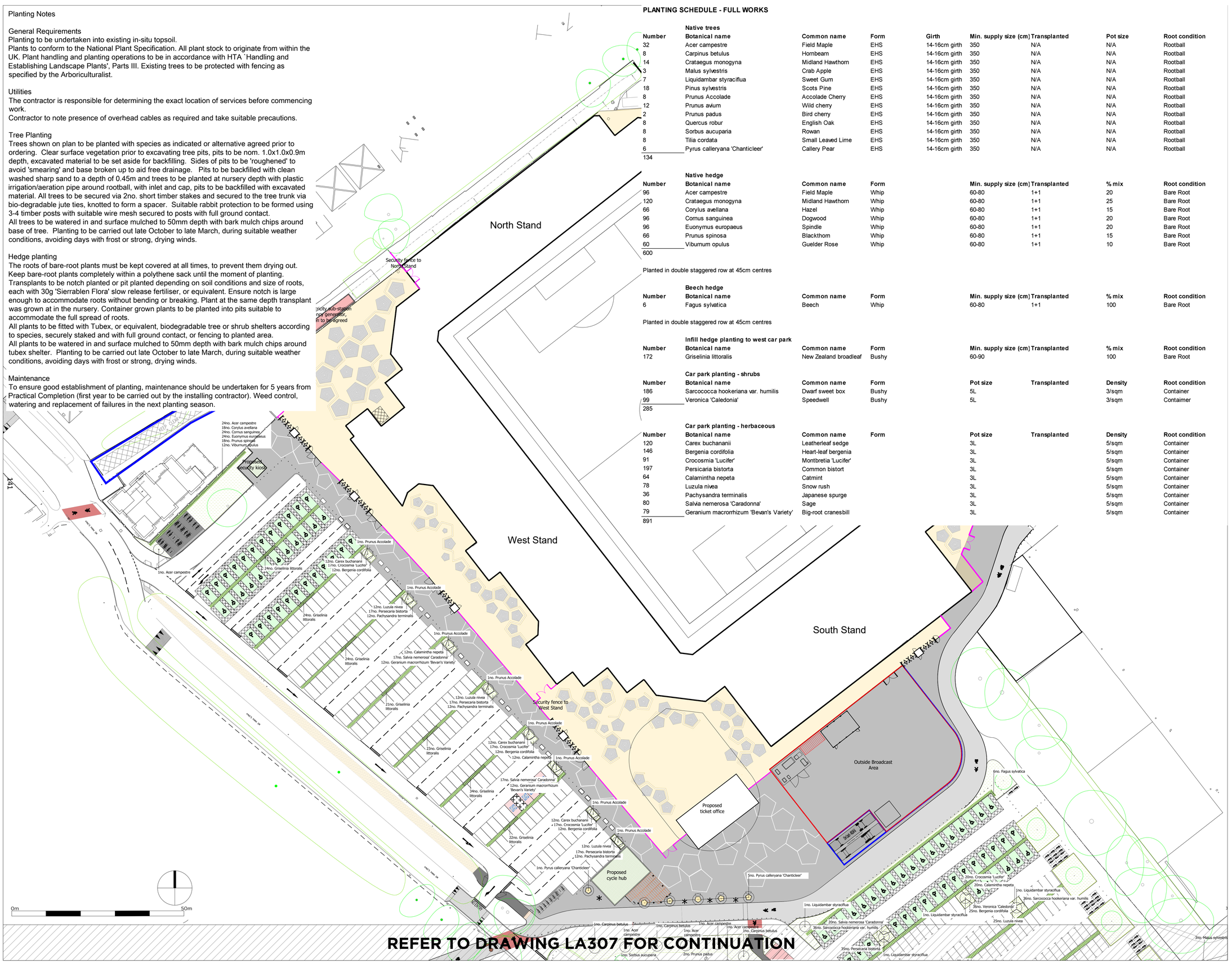
Number	Botanical name	Common name	Form	Min. supply size (cm)	Transplanted	% mix	Root condition
172	Griselinia littoralis	New Zealand broadleaf	Bushy	60-90		100	Bare Root

Car park planting - shrubs

Number	Botanical name	Common name	Form	Pot size	Transplanted	Density	Root condition
186	Sarcococca hookeriana var. humilis	Dwarf sweet box	Bushy	5L		3/sqm	Container
99	Veronica 'Caledonia'	Speedwell	Bushy	5L		3/sqm	Containmer
285							

Car park planting - herbaceous

Number	Botanical name	Common name	Form	Pot size	Transplanted	Density	Root condition
120	Carex buchananii	Leatherleaf sedge		3L		5/sqm	Container
146	Bergenia cordifolia	Heart-leaf bergenia		3L		5/sqm	Container
91	Crocosmia 'Lucifer'	Montbretia 'Lucifer'		3L		5/sqm	Container
197	Persicaria bistorta	Common bistort		3L		5/sqm	Container
64	Calamintha nepeta	Catmint		3L		5/sqm	Container
78	Luzula nivea	Snow rush		3L		5/sqm	Container
36	Pachysandra terminalis	Japanese spurge		3L		5/sqm	Container
80	Salvia nemerosa 'Caradonna'	Sage		3L		5/sqm	Container
79	Geranium macrorrhizum 'Bevan's Variety'	Big-root cranesbill		3L		5/sqm	Container
891							



REFER TO DRAWING LA307 FOR CONTINUATION

LEGEND

- Existing trees to be retained
- Proposed trees, refer to schedule for details
- Proposed areas for planting, refer to schedule for details
- Proposed areas of green roof
- Proposed areas of seeding with Emorsgate Mix EM7F Wildflowers for sandy soils (or equivalent) sown at rate of 1.5g/m2
- Existing and proposed hedges, refer to schedule for details

Rev.	Date	Note	By
G	15/04/26	Layout updated	RA
F	14/04/26	Layout updated	RA
E	26/03/26	Layout updated	RA
D	12/01/26	Cycle hub amended, planting and schedule updated	RA

AFC Bournemouth

on behalf of
AFC Bournemouth

LA306
Main Works Planting Plan - Sheet 1 of 2

Drawn by	Checked by	Scale
RA	**RA**	**1:500@A1**
Drawn on	**Revision**	**Job**
04.11.25	**G**	**708720**

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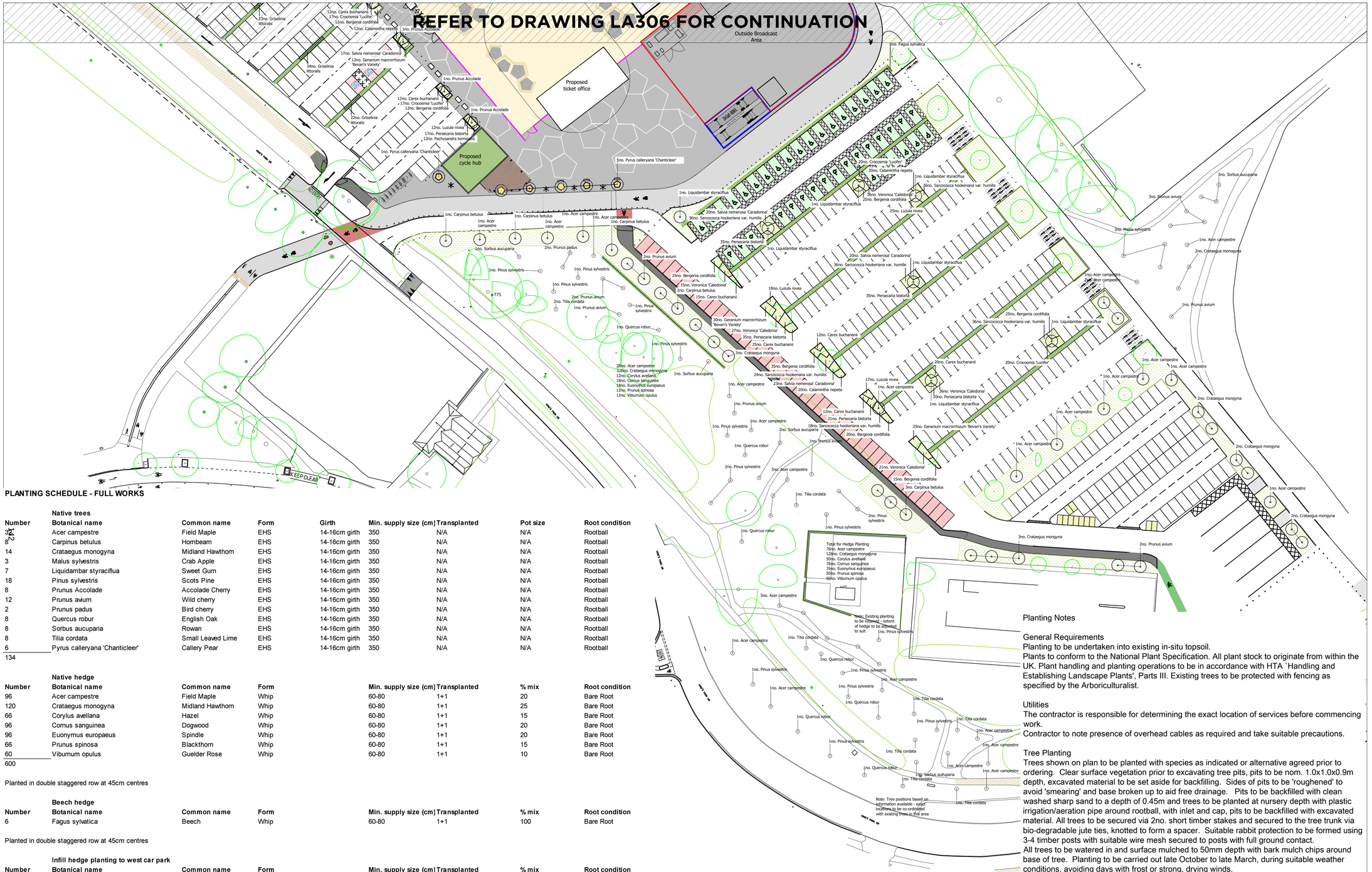
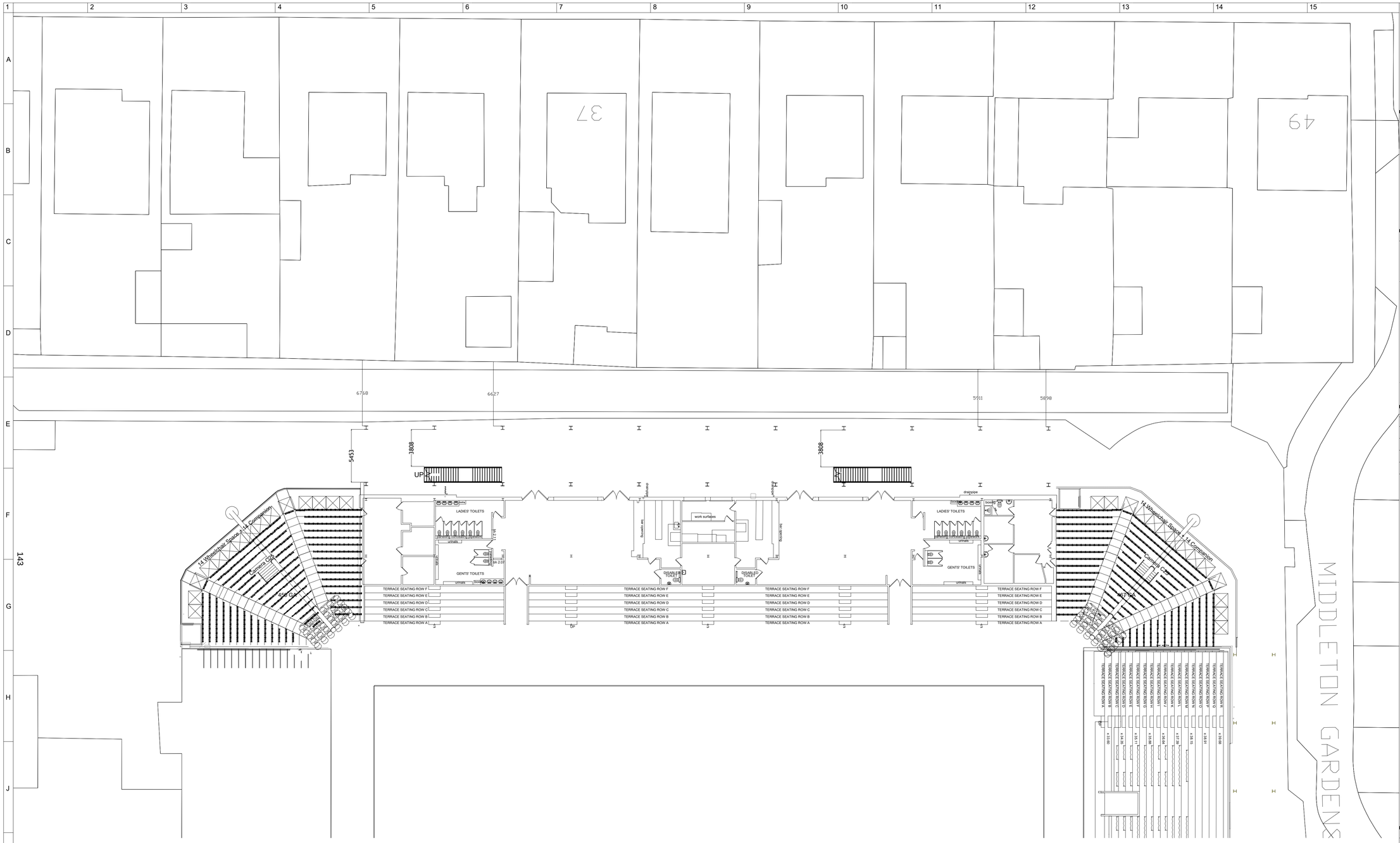

REFER TO DRAWING LA306 FOR CONTINUATION
Outside Broadcast Area
Proposed ticket office
Proposed cycle hub
Proposed cycle hub
KEEP CLEAR
SHUT Gate
SHUT Gate
SHUT Gate



North Stand - Proposed Ground Floor GA

1 : 200

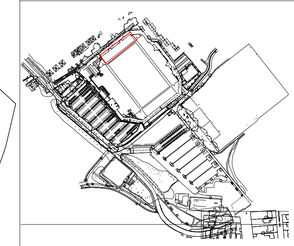
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description

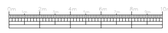
Proposed Lower Bowl Seating Capacity

GA (HOME)	2303
GA WHEELCHAIR POSITIONS PITCH SIDE (HOME)	31
GA WHEELCHAIR COMPANIONS PITCH SIDE(HOME)	31

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	1264

East Stand Total Capacity	3629



AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: North Stand - Proposed Ground Floor GA

CLIENT: AFC Bournemouth

DRAWN: RR	DRAWING STATUS: PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	25017.8	S3	

DOCUMENT ID:

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROLE	NO.
25017.8-	STA - N -	00 -	DR - A -	0032		

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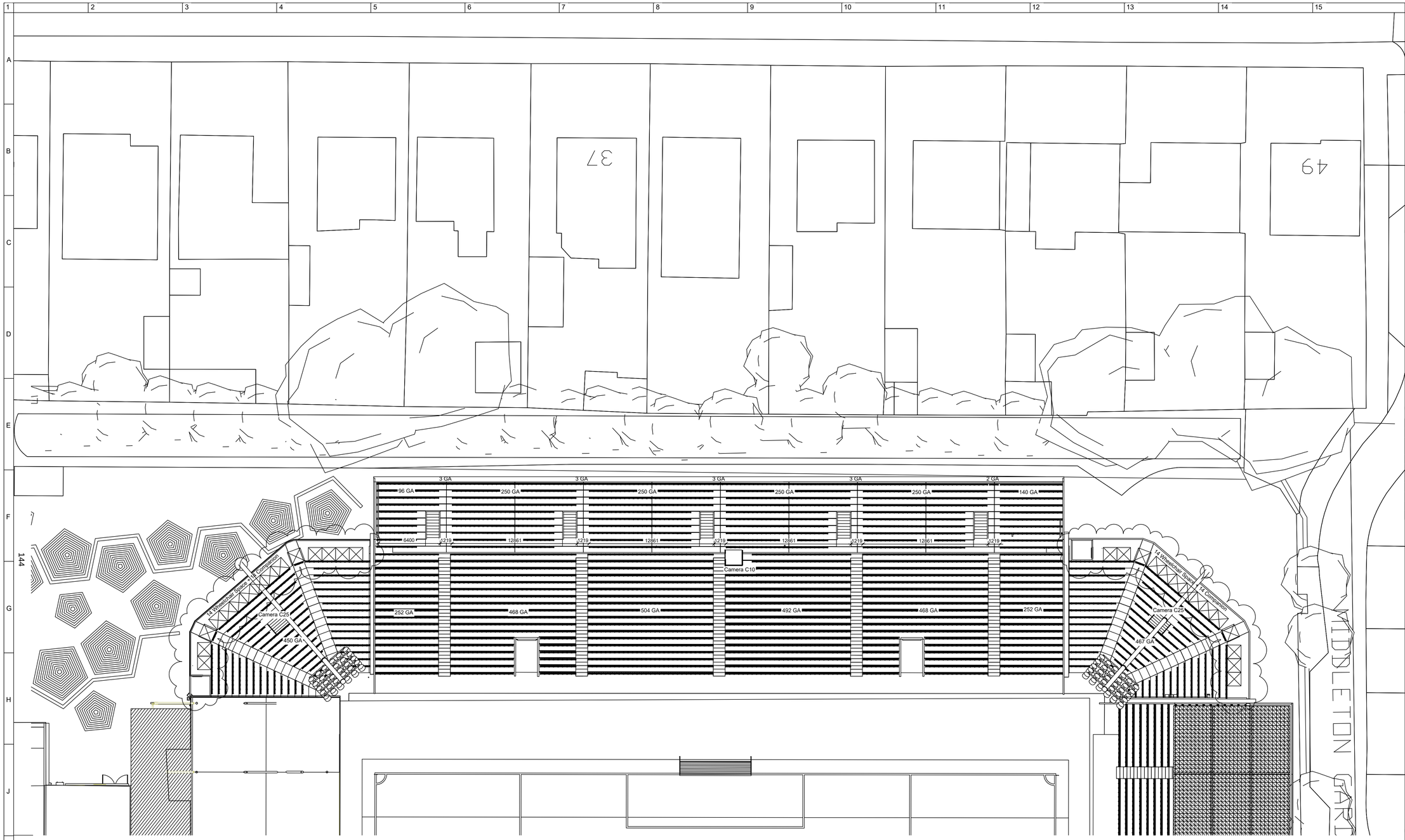


North Stand - Proposed Seating Bowl Extension

1 : 200

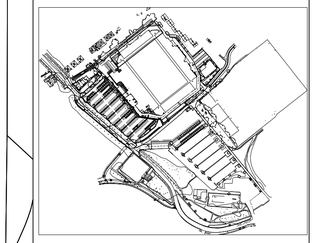
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	10/21/25	RR	Camera Positions Added
P02	10/23/25	RR	Additional seatign and lift to corners
P03	11/04/25	RR	General Revisions for Final Issue

Proposed Lower Bowl Seating Capacity

GA (HOME)	2436
GA WHEELCHAIR POSITIONS (HOME)	28
GA WHEELCHAIR COMPANIONS (HOME)	28

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	1250
North East Corner Capacity	467
North West Corner Capacity	450
North Stand Total Capacity	4603*

*Seat numbers are approximate and could be subject to change

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: North Stand - Proposed Upper Seating Bowl Extension

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
1:200	250178	S3	P03

DOCUMENT ID: 250178- (PROJECT) STA - (ORIGINATOR) N - (ZONE) 01 - (LEVEL) DR - (TYPE) A - (ROLE) 0100 (NO.)

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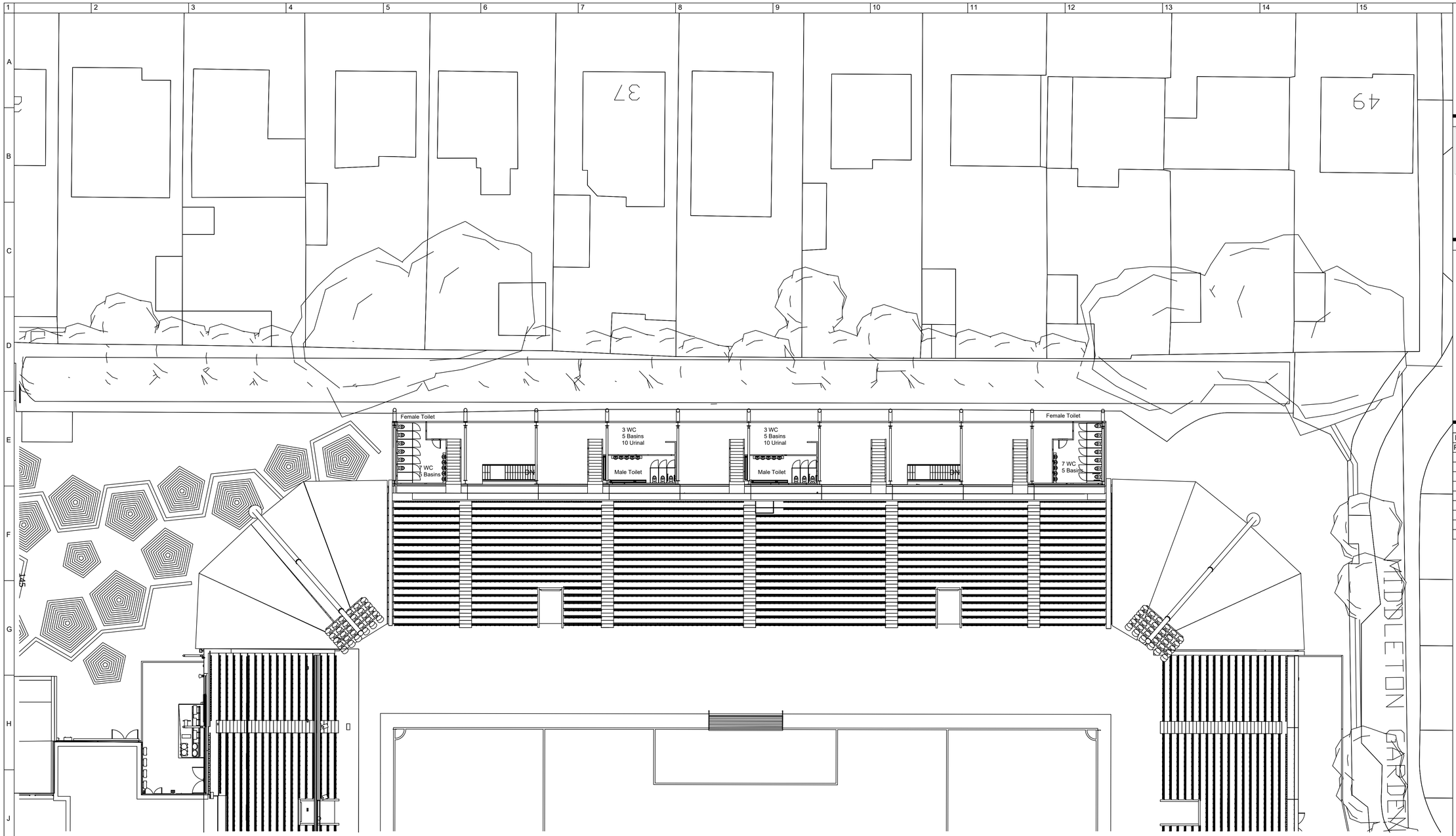


North Stand - Proposed Upper Concourse

1 : 200

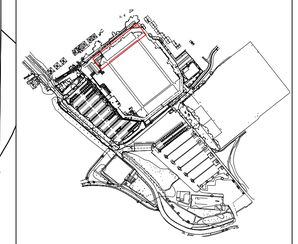
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/04/25	RR	General Revisions for Final Issue

Proposed Lower Bowl Seating Capacity

GA (HOME)	2436
GA WHEELCHAIR POSITIONS (HOME)	28
GA WHEELCHAIR COMPANIONS (HOME)	28

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	1250
North East Corner Capacity	467
North West Corner Capacity	450
North Stand Total Capacity	4603*

*Seat Numbers are approximate and could be subject to change

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: North Stand - Proposed Upper Concourse

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: 1:200	JOB No.: 250178	SUITABILITY: S3	REVISION: P01

DOCUMENT ID:
250178- STA - N - 01 - DR - A - 0101
PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUM

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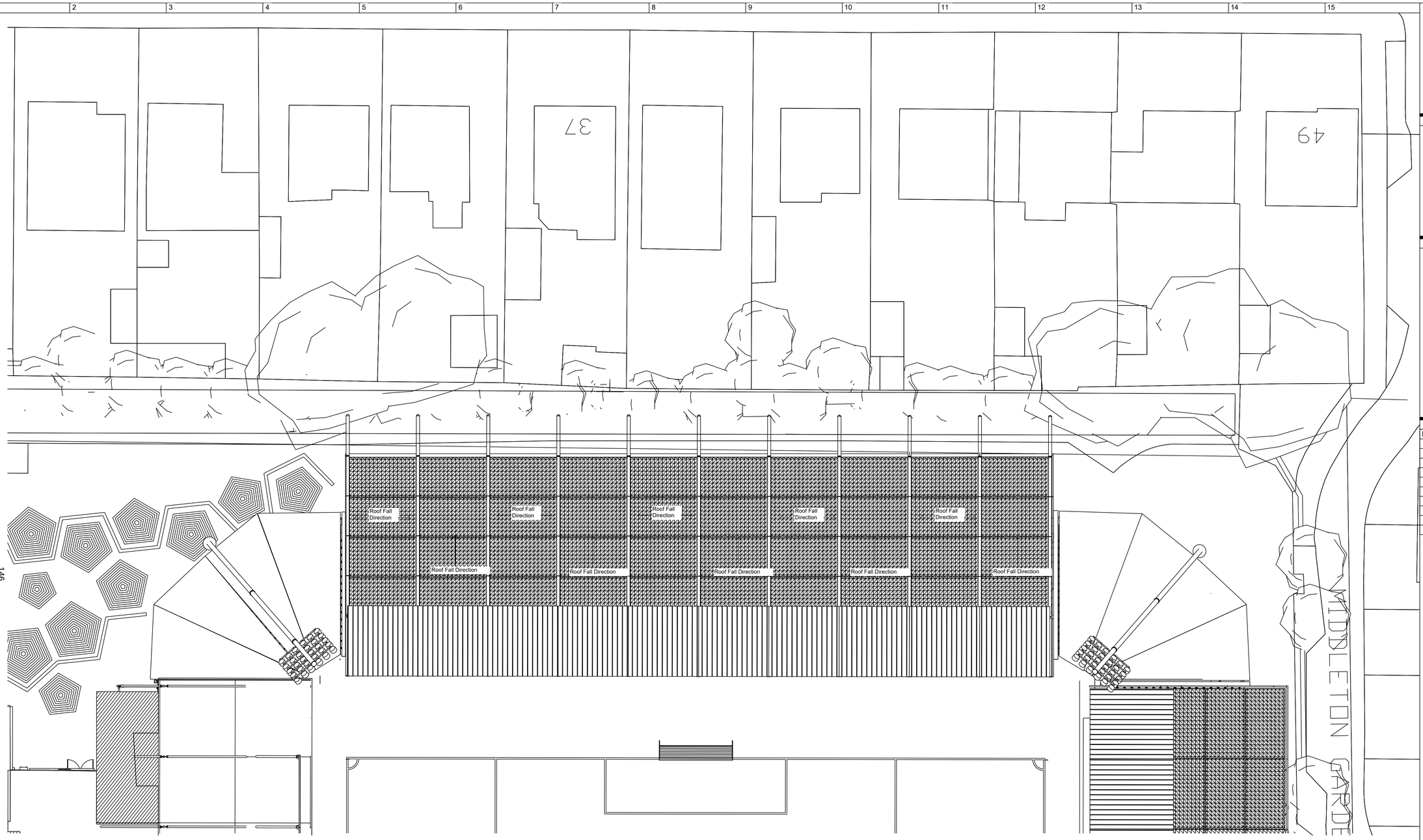


North Stand - Proposed Roof GA

1 : 200

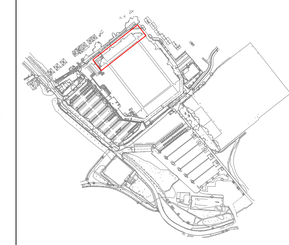
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description

Proposed Lower Bowl Seating Capacity

GA (HOME)	2436
GA WHEELCHAIR POSITIONS (HOME)	28
GA WHEELCHAIR COMPANIONS (HOME)	28

Proposed Upper Bowl Extension Seating Capacity

GA (HOME)	1250
North East Corner Capacity	467
North West Corner Capacity	450
North Stand Total Capacity	4603*

*Seat Numbers are approximate and could be subject to change

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: North Stand - Proposed Roof GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
1:200	250178	S3	

DOCUMENT ID: 250178- STA - N - RF - DR - A - 0201

PROJECT ORIGINATOR ZONE LEVEL TYPE ROL SNO

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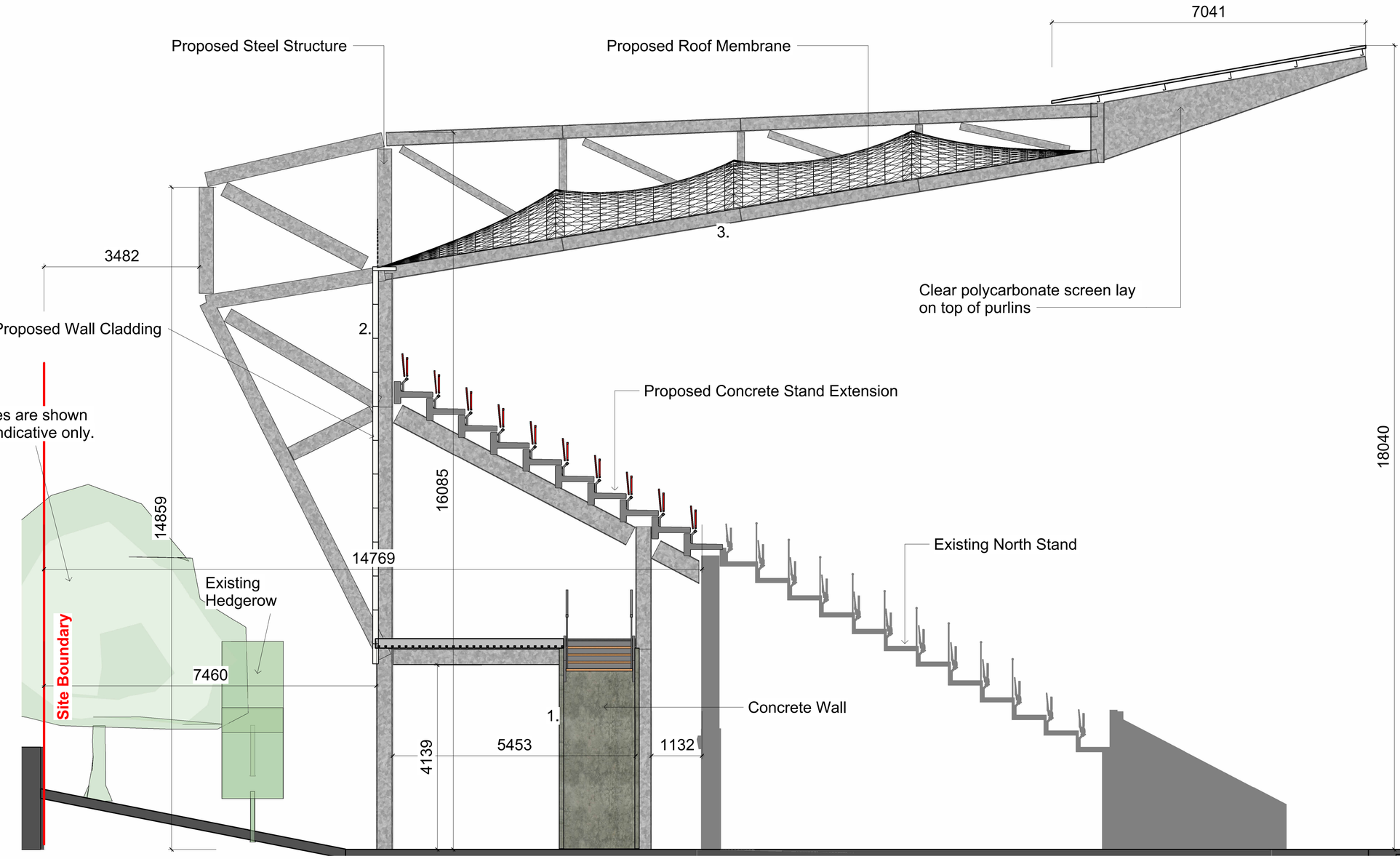


Proposed North Stand - Section 1

1 : 50

GRAPHIC SCALE: 1:200

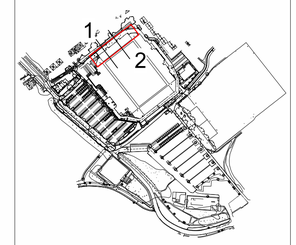
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.06.25	RR	General Revisions for Final Issue
P02	14.01.26	FN	Annotation added

Key:
1. PRECAST CONCRETE WALL PANELS.

2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.

3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.

4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.

5. BLOCKWORK WALL.

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Proposed North Stand - Section 1

CLIENT: AFC Bournemouth

DRAWN: RR	DRAWING STATUS: PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25
SCALE:	JOB No.: 250177 / SUITABILITY: S3 / REVISION: P02

DOCUMENT ID: 250177- STA - N - XX - DR - A - 1050
(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROL - SNO)

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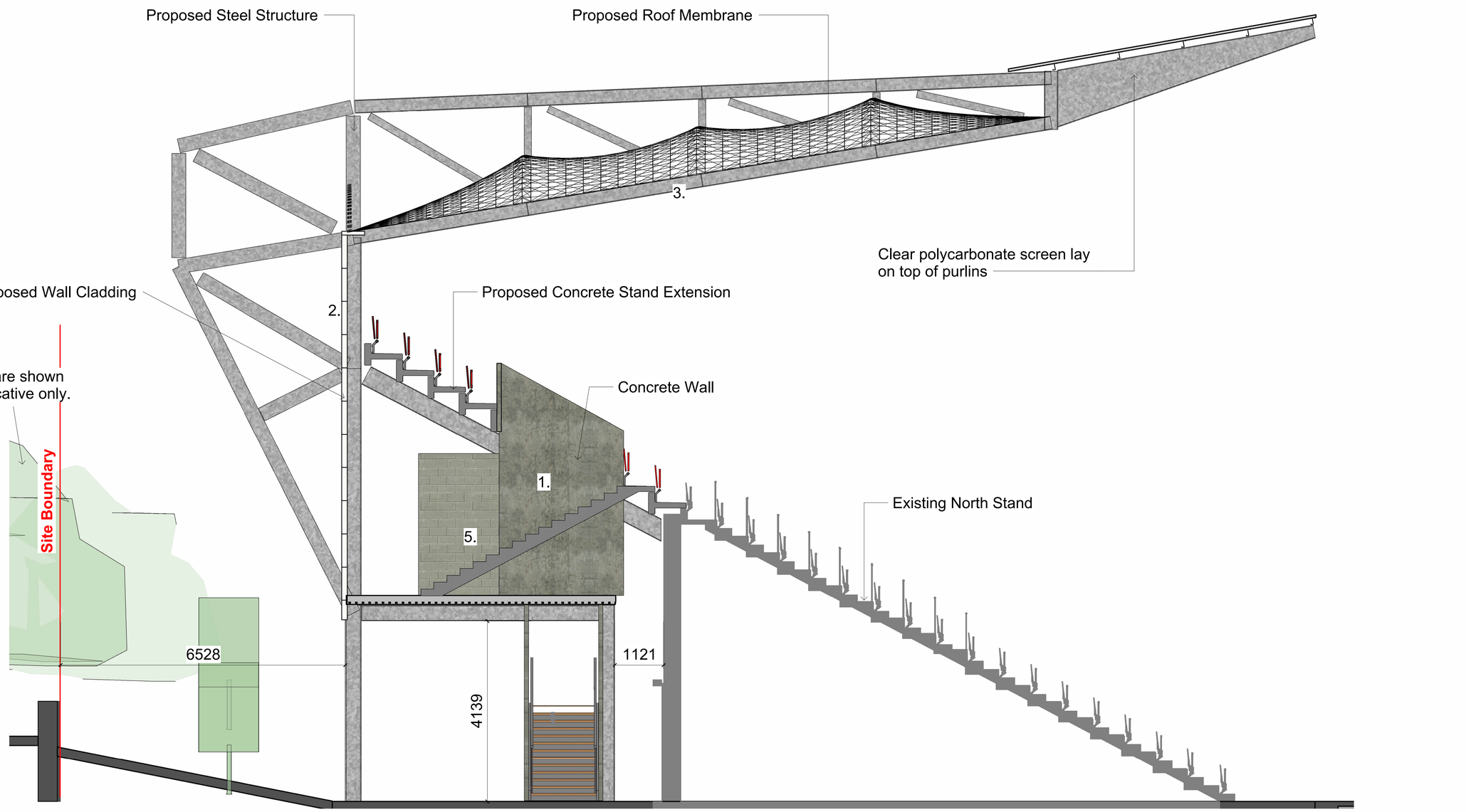


Proposed North Stand - Section 2

1 : 50

GRAPHIC SCALE: 1:200

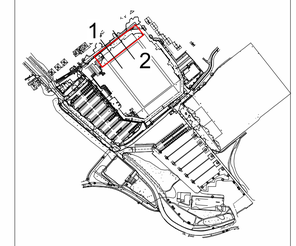
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.06.25	RR	General Revisions for Final Issue
P02	14.01.26	FN	Annotation added

Key:
1. PRECAST CONCRETE WALL PANELS.

2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.

3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.

4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.

5. BLOCKWORK WALL.

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Proposed North Stand - Section 2

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
	250177	S3	P02

DOCUMENT ID:

250177-	STA - N -	XX - DR - A -	1051
PROJECT	ORIGINATOR	ZONE LEVEL TYPE	ROLE NO.

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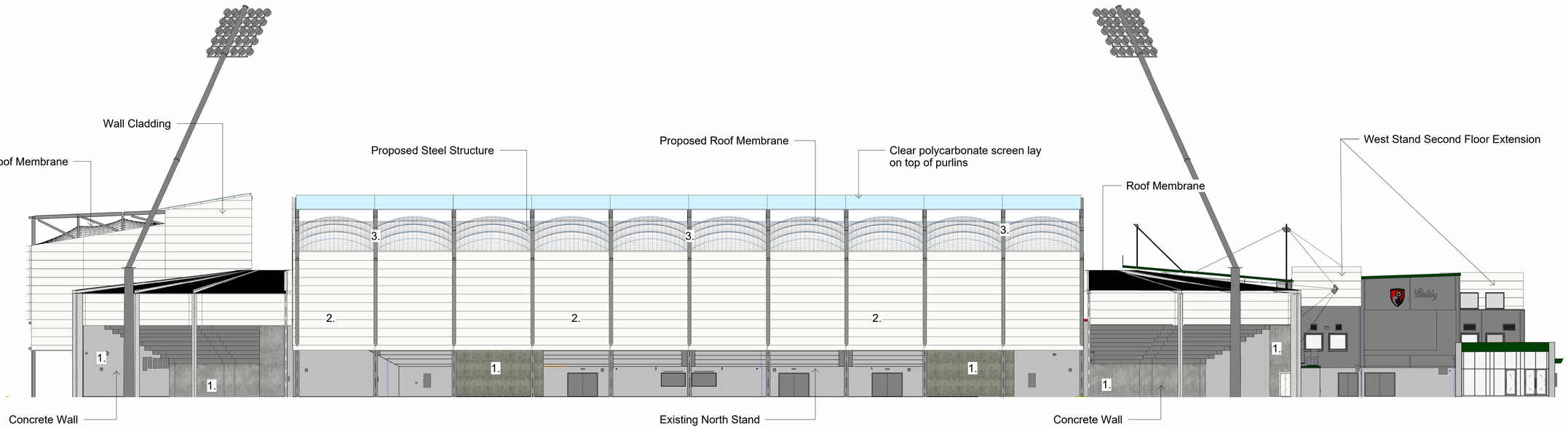


North Stand - Proposed North Elevation

1 : 200

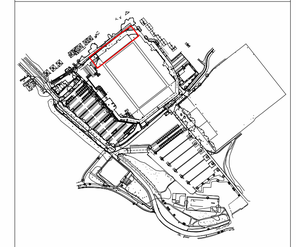
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.06.25	RR	General Revisions for Final Issue

Key:
1. PRECAST CONCRETE WALL PANELS.

2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.

3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.

4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.

5. BLOCKWORK WALL.

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: North Stand - Proposed North Elevation

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 17/09/2025		
SCALE: As indicated@A1	JOB No.: 250178	SUITABILITY: S3	REVISION: P01

DOCUMENT ID: 250178- (PROJECT) STA - (ORIGINATOR) N - (ZONE) ZZ - (LEVEL) DR - (TYPE) A - (ROLE) 1002

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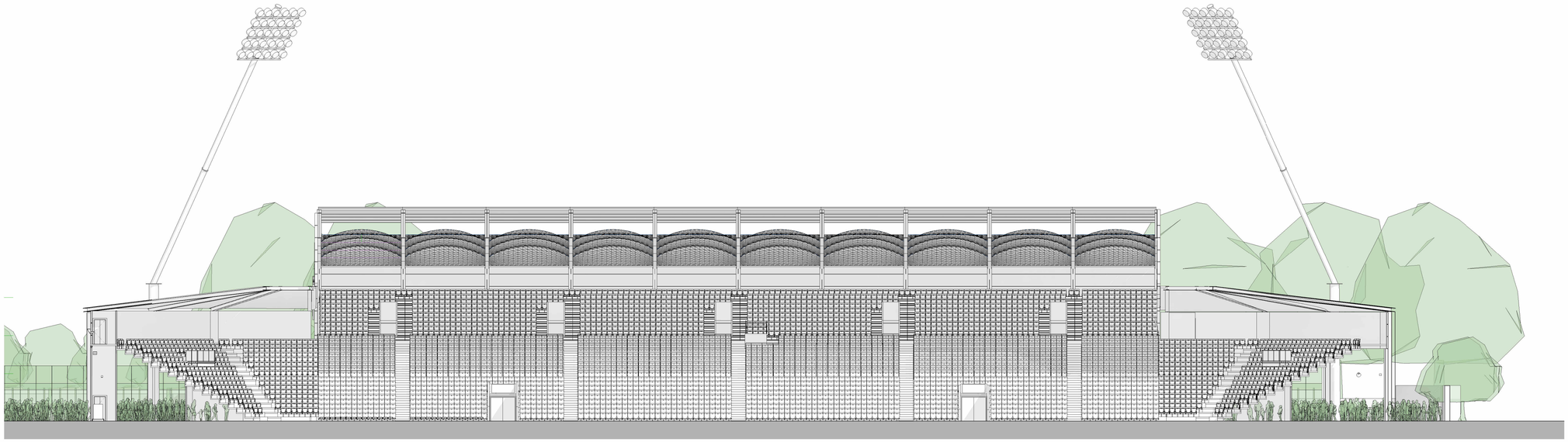

1 North Stand - Proposed South Elevation
1 : 200

GRAPHIC SCALE: 1:200

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	13/01/26	FN	First Issue

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: North Stand - Proposed South Elevation

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
FN	PLANNING
APPROVED: DL	DATE DRAWN: 14/01/26

SCALE:	JOB No.:	SUITABILITY:	REVISION:
	250178	S3	P01

DOCUMENT ID: 250178- (PROJECT) STA - (ORIGINATO) N - (ZONE) ZZ - (LEVE) DR - (TYPE) A - (ROL) 1005. (NO)

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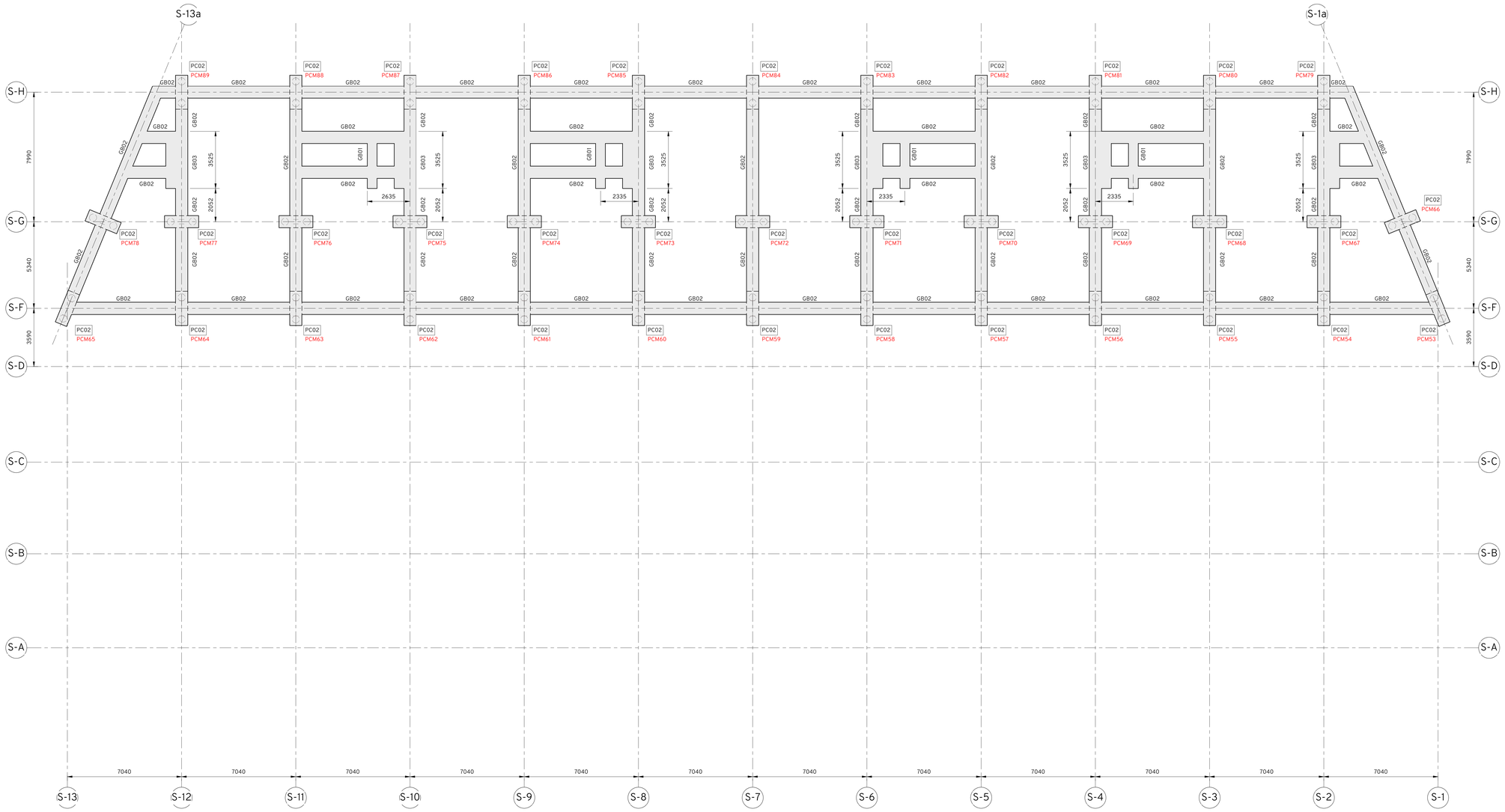

Pile Cap Schedule						
	Pile Cap Dimension			Pile Information		
Type Mark	Length (mm)	Width (mm)	Depth (mm)	Number	Diameter (mm)	Embedment (mm)
PC02	2100	750	1000	2	450	75

Ground Beam Schedule		
Type Mark	Width (mm)	Depth (mm)
GB01	600	600
GB02	750	600
GB03	1350	600

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Notes

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2. The drawing is to be read in conjunction with all relevant Architect's and Engineers drawings, specifications and general notes.
3. This drawing has been produced electronically and may have been photo reduced or enlarged when copied. Do not rely on any scales quoted. Work only to figured dimensions (do not scale). All dimensions to be checked on site. Any errors or emissions to be reported to the Engineer immediately.

Site Plan

Legend

PC02 Pile Cap Type (Refer to pile cap schedule for size)

PCM02 Pile Cap Mark (Individual reference)

TOF = 32.245m UNO

Reference

Document Number	Document Name
AFCB-WHE-SS-PL-DR-S-21102	South Stand Lower Piling Layout
AFCB-WHE-SS-FN-DR-S-21401	Pile Cap Details

Rev	Date	Drawn	Description	Chk'd	App'd
C01	06.03.26	MJ	Issued For Stage 5 Purpose	SM	RH

Status

CONSTRUCTION

Client

Contractor

Civil & Structural Engineer

Willis Hazell ENGINEERS

Project Title

AFC Bournemouth Stadium Development

Drawing Title

South Stand Lower
Foundation Layout

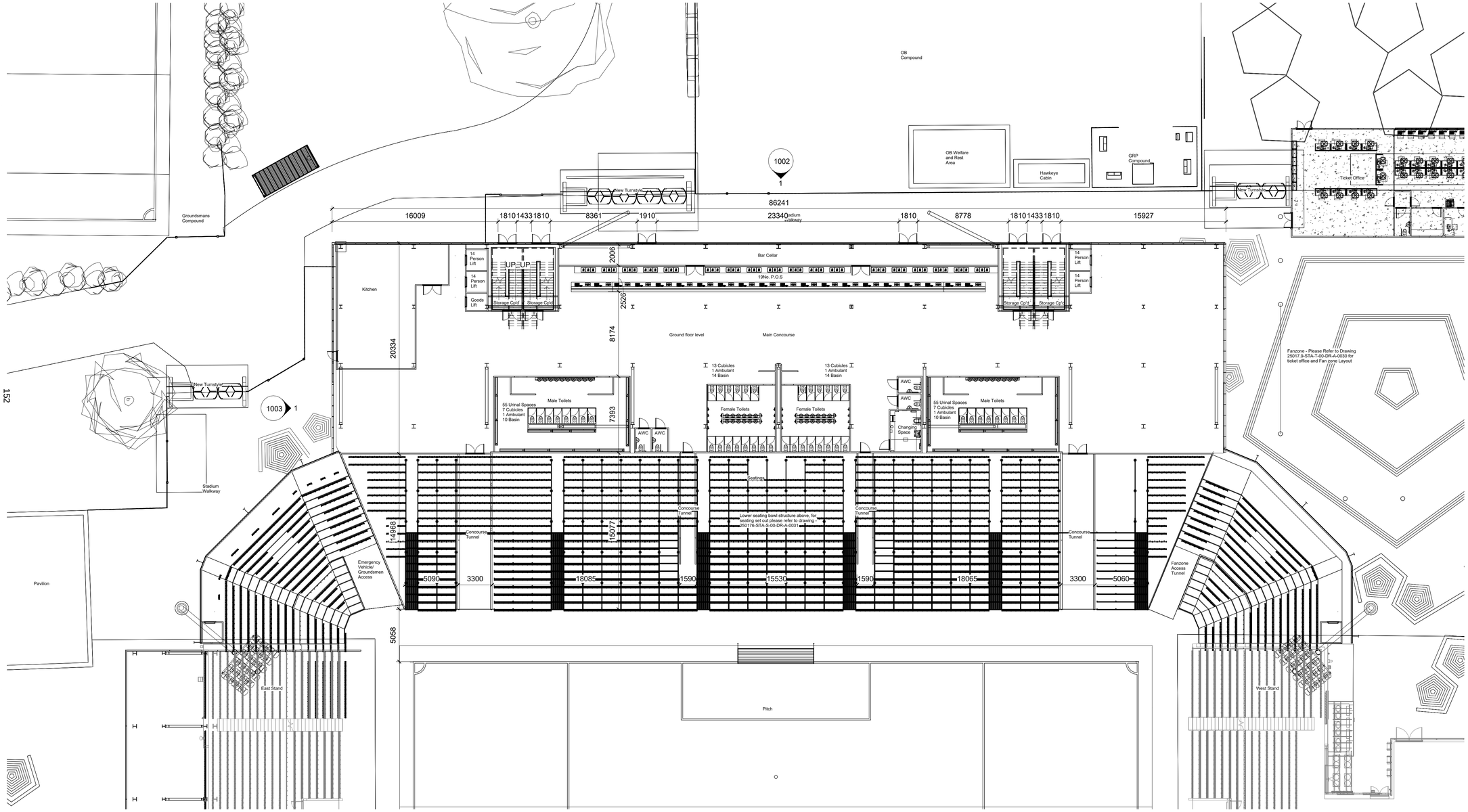
Suitability Status

A5 - Stage 5 Purpose

WHE Project Number	Scale @ A0	Rev
1070	1 : 100	C01

Drawing Number

AFCB-WHE-SS-FN-DR-S-21112



Proposed Ground Floor GA

1 : 200

GRAPHIC SCALE: 1:200

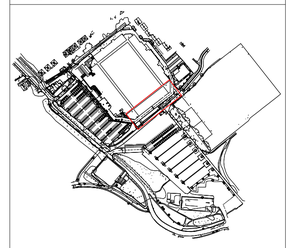
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/03/25	RR	General Revisions for Final Issue
P02	13/01/26	FN	Annotation added

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: South Stand - Proposed Ground Floor GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: As indicated@A1	JOB No.: 25017.6	SUITABILITY: S3	REVISION: P02

DOCUMENT ID: 25017.6- (PROJECT) STA - (ORIGINATOR) S - (ZONE) 00 - (LEVEL) DR - (TYPE) A - (ROL) 0032 (NO.)

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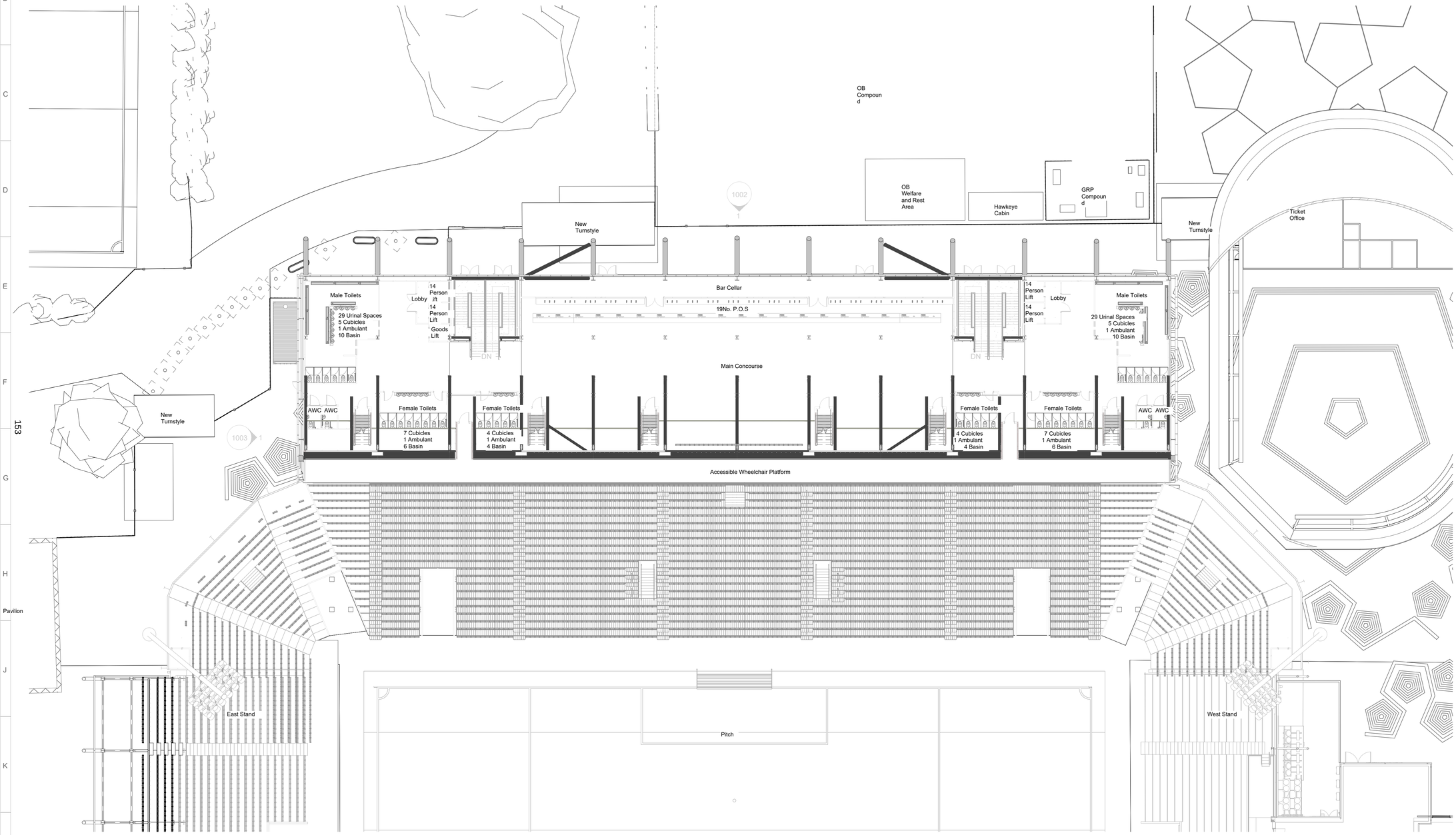


153

Proposed First Floor GA

1 : 200

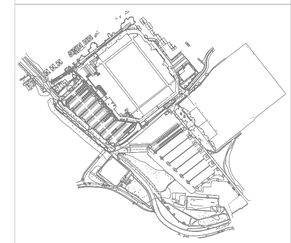
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/03/25	RR	General Revisions for Final Issue

Proposed South Stand Seating Capacity

Lower Bowl - 3687
Upper Bowl - 3784

Upper Bowl Wheelchair Position - 60
Upper Bowl Wheelchair Companion - 60

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: South Stand First Floor GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	25017.6	S3	P01

DOCUMENT ID: 25017.6- STA - S - 01 - DR - A - 0100
(PROJECT - ORIGINATO - ZONE - LEVE - TYPE - ROL - SNO)

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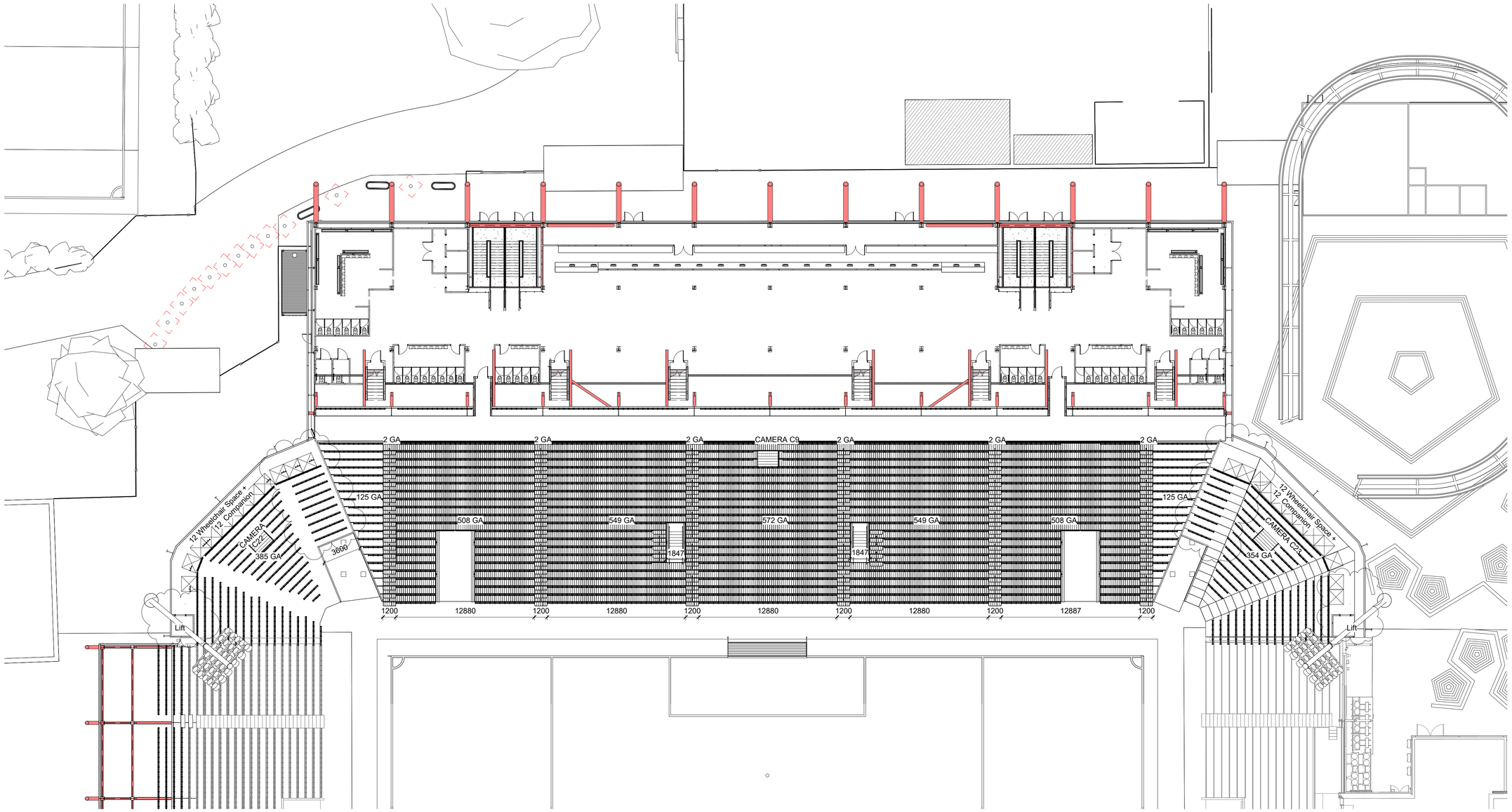


Seating Plan - Lower Bowl

1 : 200

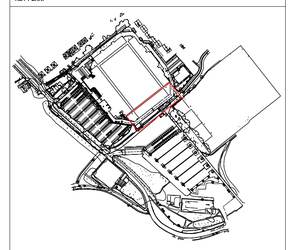
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	10/21/25	RR	Camera Postions added, Seating Numbers updated
P02	10/23/25	RR	Additional seating and lift to corners
P03	11/03/25	RR	General Revisions for Final Issue

Proposed South Stand Seating Capacity

Lower Bowl - 3687
Upper Bowl - 3784

Upper Bowl Wheelchair Position - 60
Upper Bowl Wheelchair Companion - 60

Corner Raised Wheelchair Positions - 24
Corner Raised Wheelchair Companion - 24

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT:
AFC Bournemouth

DRAWING TITLE:
South Stand - Proposed Lower Bowl Seating Plan

CLIENT:
AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10/14/25		
SCALE: As indicated@A1	JOB No.: 25017.6	SUITABILITY: S3	REVISION: P03

DOCUMENT ID:
25017.6- STA - S - 00 - DR - A - 0033
PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROL | NNN

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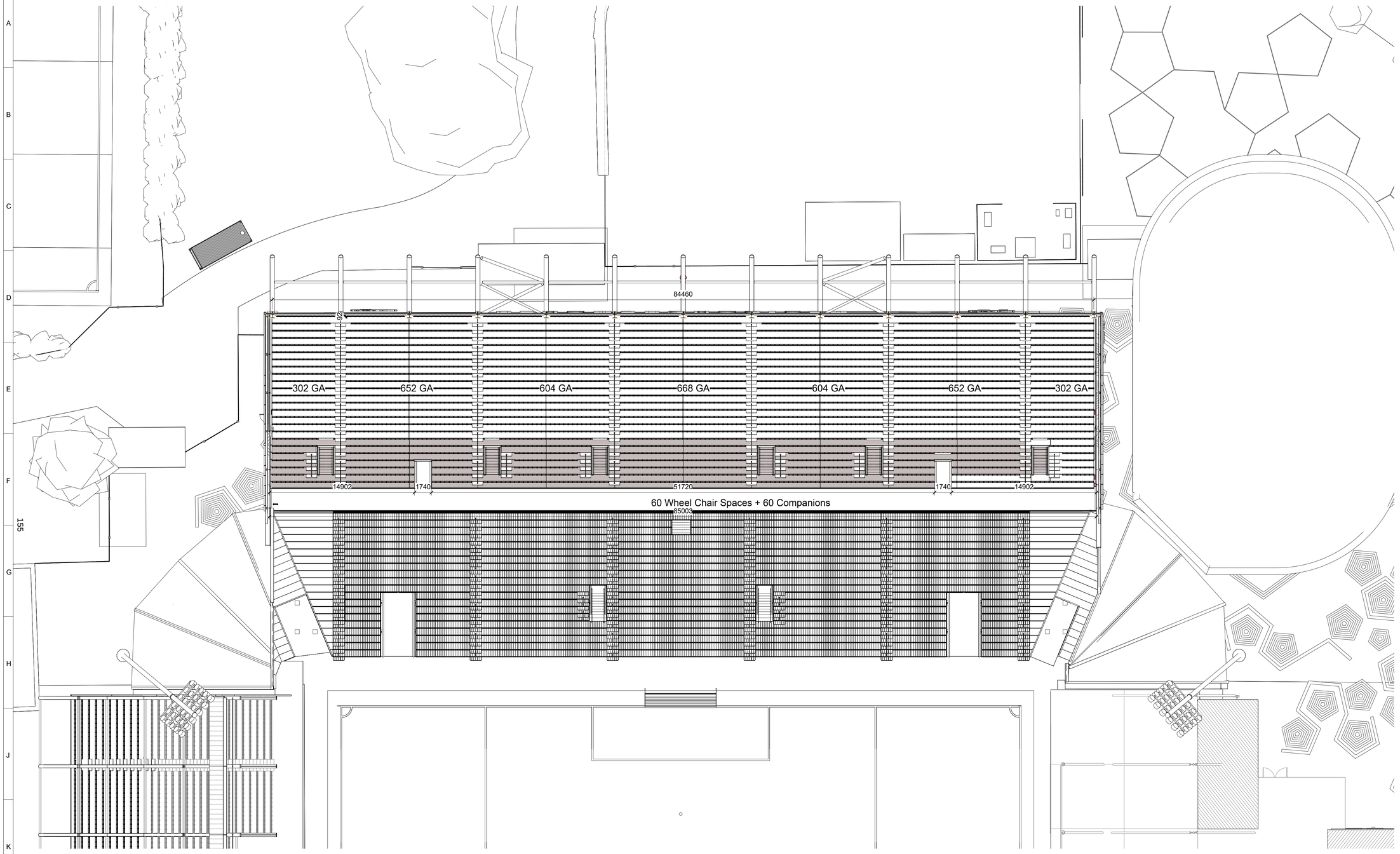


Seating Plan - Upper Bowl

1 : 200

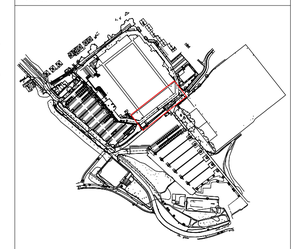
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/03/25	RR	General Revisions for Final Issue

Proposed South Stand Seating Capacity

Lower Bowl - 3687
Upper Bowl - 3784

Upper Bowl Wheelchair Position - 60
Upper Bowl Wheelchair Companion - 60

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: South Stand Upper Bowl Seating Plan

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No:	SUITABILITY	REVISION
As indicated@A1	25017.6	S3	P01

DOCUMENT ID:

PROJECT	ORIGINATOR	ZONE	LEVEL	TYPE	ROL	NNN
25017.6-	STA - S -	01 -	DR -	A -	0101	

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Section 1
1 : 100

0m 1m 2m 3m 4m 5m 6m 7m 8m 9m 10m

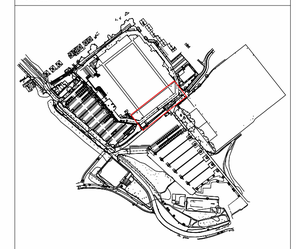
Key:

1. PRECAST CONCRETE WALL PANELS.
2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.
3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.
4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.
5. BLOCKWORK WALL.

Note: Tree heights and widths are indicative

CONSULTANTS:

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/03/25	RR	General Revisions for Final Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: South Stand - Section 1

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10.14.25

SCALE:	JOB No.:	SUITABILITY:	REVISION:
As indicated@A1	25017.6	S3	P01

DOCUMENT ID:
25017.6- STA - S - XX - DR - A - 1050
PROJECT ORIGINATOR ZONE LEVEL TYPE ROL NO.

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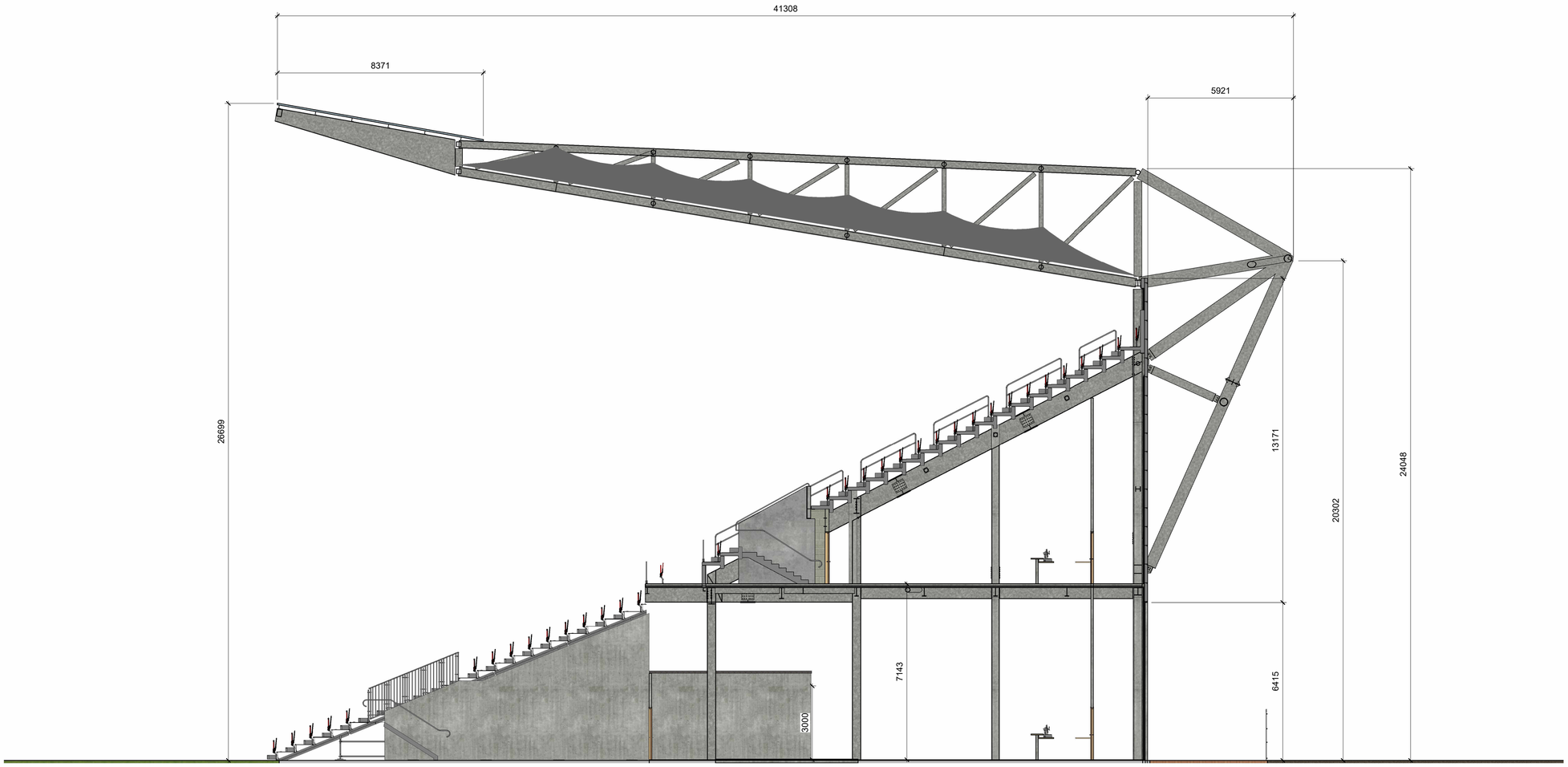
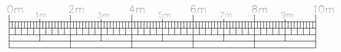


Section 2

1 : 100



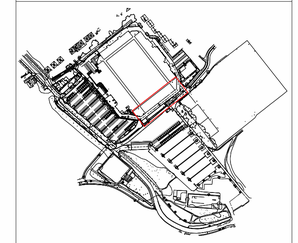
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/03/25	RR	General Revisions for Final Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: South Stand - Section 2

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 01/09/25		
SCALE: As indicated@A1	JOB No.: 25017.6	SUITABILITY: S3	REVISION: P01

DOCUMENT ID:

25017.6- STA - S - XX - DR - A - 1051

PROJECT ORIGINATOR ZONE LEVEL TYPE ROL NO.

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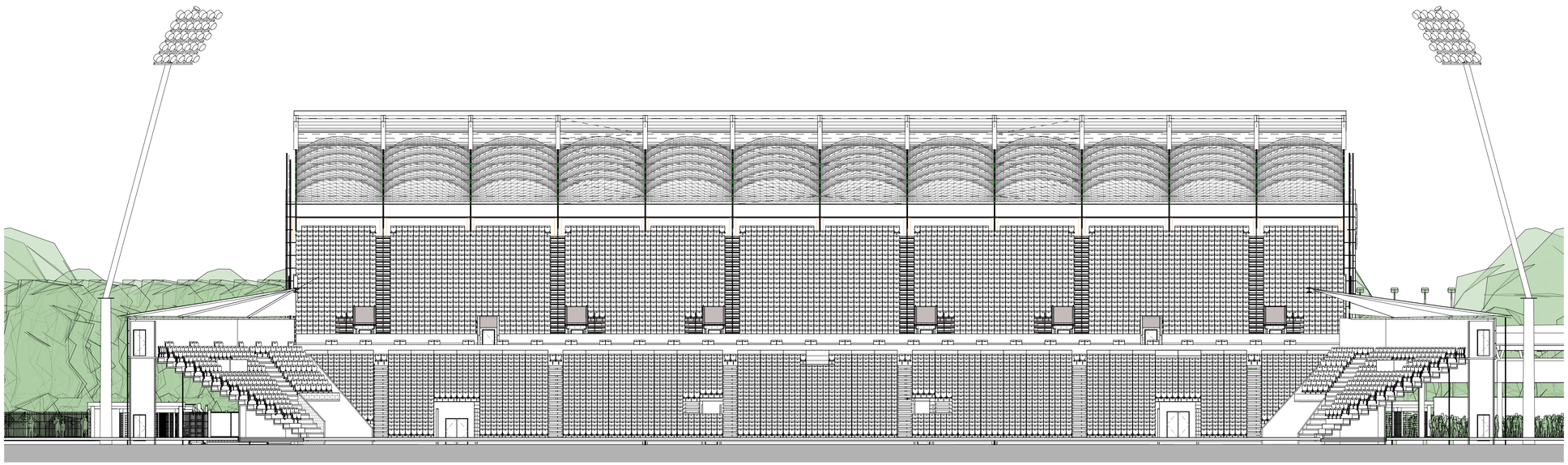

1 South Stand - Proposed North Elevation

1 : 200

0 4 8 12 16 20

GRAPHIC SCALE: 1:200

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	13/01/26	FN	First Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT
AFC Bournemouth

DRAWING TITLE:
South Stand - Proposed North Elevation

CLIENT
AFC Bournemouth

DRAWN:	DRAWING STATUS:
FN	PLANNING
APPROVED: DL	DATE DRAWN: 14/01/26

SCALE	JOB No:	SUITABILITY	REVISION
	250176	S3	P01

DOCUMENT ID:
250176- STA - S - ZZ - DR - A - 1005..
PROJECT ORIGINATOR ZONE LEVEL TYPE ROL NMB

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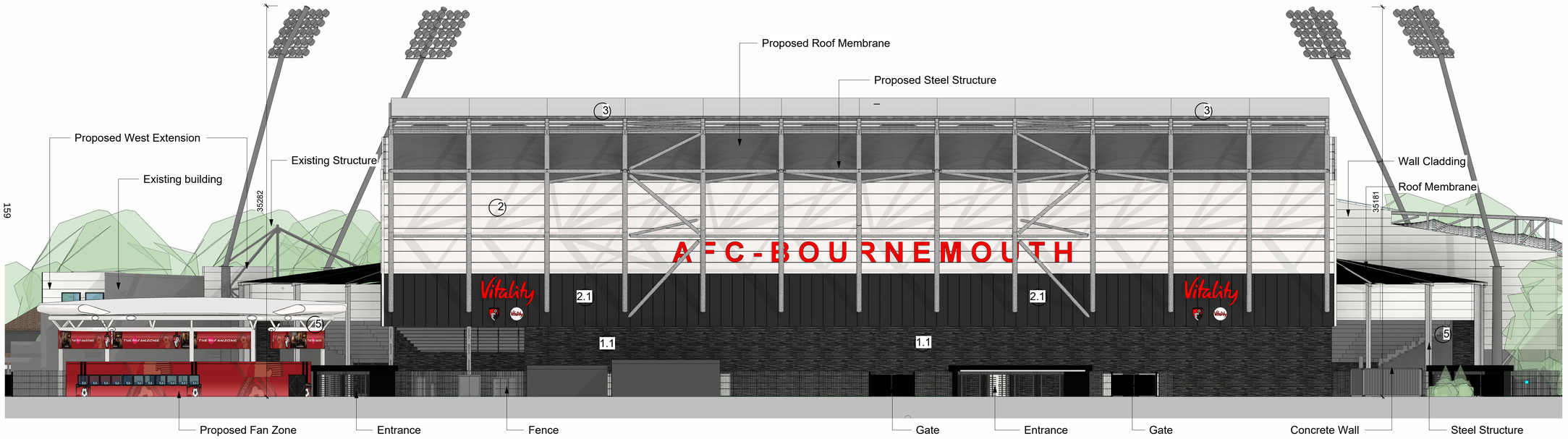


South Stand - South Elevation

1 : 200

Key:

1. PRECAST CONCRETE WALL PANELS.
1.1 GREY SLATE SLIP
2. EUROBOND WALL CLADDING LAID HORIZONTALLY. TATA PRISMAS COLOUR SILVER.
2.1 EUROBOND WALL CLADDING LAID VERTICALLY. TATA PRISMAS COLOUR DARK GREY.
3. STEEL ROOF SUPPORT STRUCTURE GALVANISED.
4. CLEAR ETFE SIDE SCREEN WITH MULLIONS.
6. BLOCKWORK WALL.

Note: All trees heights and widths are indicative

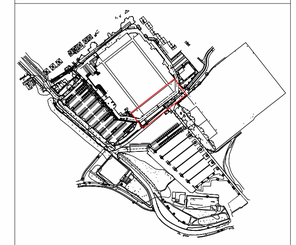
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11/03/25	RR	General Revisions for Final Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: South Stand - Proposed South Elevation

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING
APPROVED: DL	DATE DRAWN: 10/14/25

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	25017.6	S3	P01

DOCUMENT ID: 25017.6- STA - S - ZZ - DR - A - 1002
(PROJECT - ORIGINATO - ZONE - LEVEL - TYPE - ROL - DRG)

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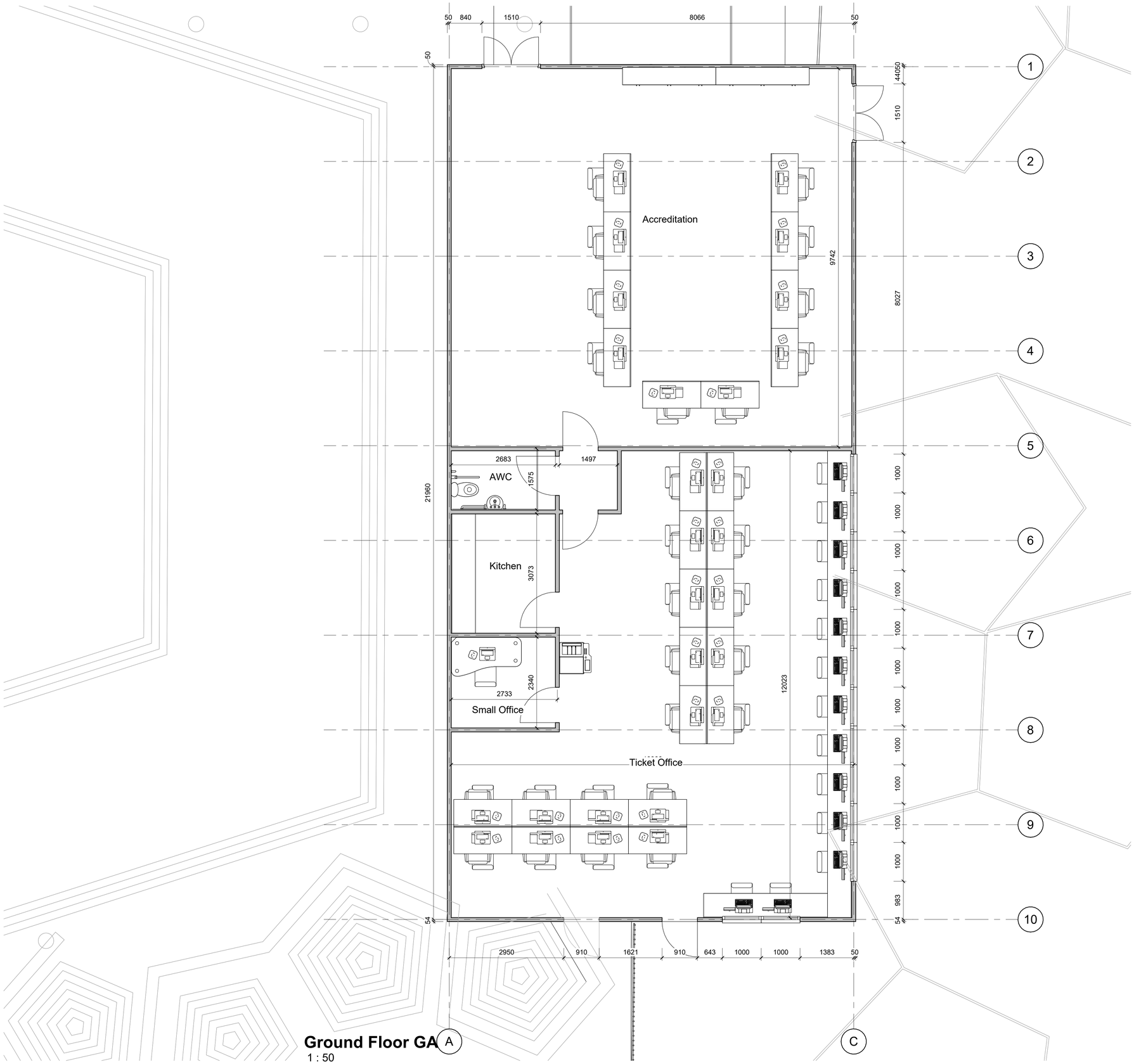


Ground Floor GA
1 : 50

GRAPHIC SCALE: 1:50

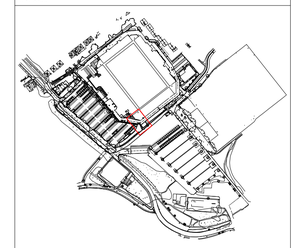
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	10.10.25	LMA	UPDATED LAYOUT
P02	10.24.25	DL	Concessions Removed from Layout
P03	11.05.25	RR	General Revisions for Final Issue
P04	13.01.26	FN	Annotation added

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Ticket Office Ground Floor GA

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
LA	PLANNING
APPROVED: LA	DATE DRAWN: 08/10/25

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	25017.9	S3	P04

DOCUMENT ID: 25017.9- STA - T - 00 - DR - A - 0030
(PROJECT - ORIGINATO - ZONE - LEVEL - TYPE - ROL - DRG)

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1 Fanzone Circulation

1 : 500

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	13.01.26	FN	First Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Ticket Office Circulation

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:
FN	PLANNING
APPROVED: DL	DATE DRAWN: 13.01.26

SCALE @	JOB No.:	SUITABILITY	REVISION
1 : 500@A1	25017.9	S3	P01

DOCUMENT ID:

25017.9- STA - T - 00 - DR - A - 1051

PROJECT | ORIGINATOR | ZONE | LEVEL | TYPE | ROL | NUM

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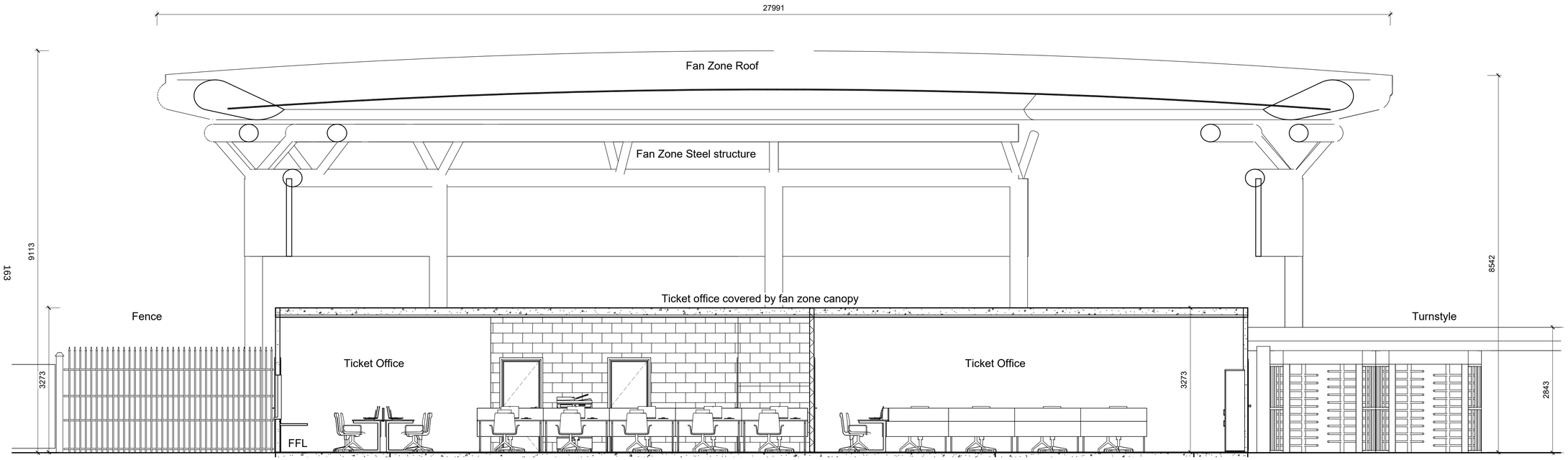


Section 1

1 : 50

GRAPHIC SCALE: 1:50

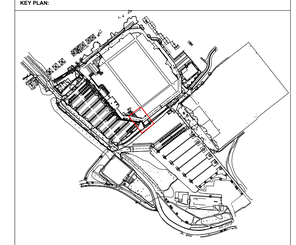
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.05.25	RR	General Revisions for Final Issue
P02	13.01.26	FN	Annotation added

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Ticket Office Section

CLIENT: AFC Bournemouth

DRAWN: Author

DRAWING STATUS: PLANNING

APPROVED: Approver

DATE DRAWN: 08/10/25

SCALE: As indicated@A1

JOB No.: 25017.9

SUITABILITY: XX

REVISION: P02

DOCUMENT ID: 25017.9- STA - T - XX - XX - A - 1050

PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER

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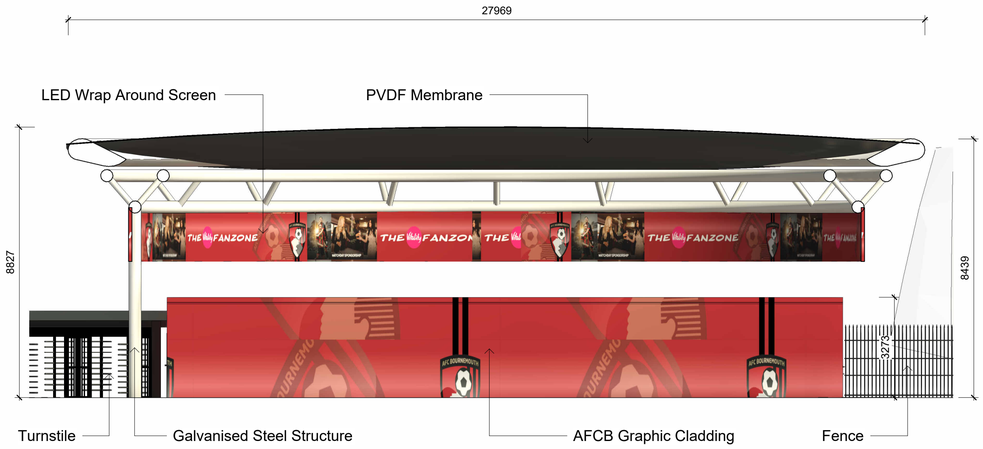
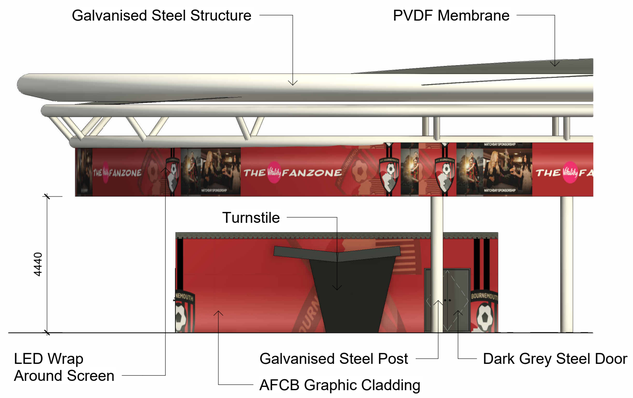
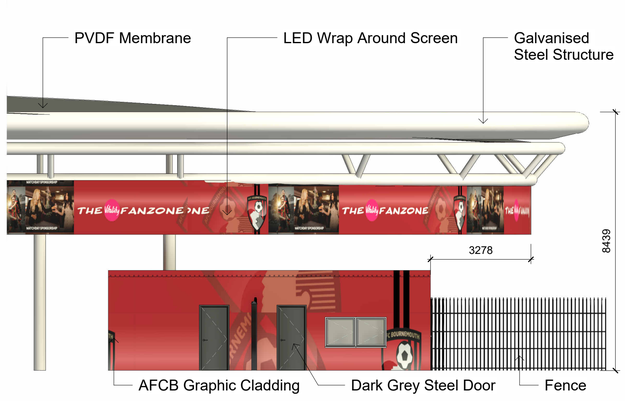


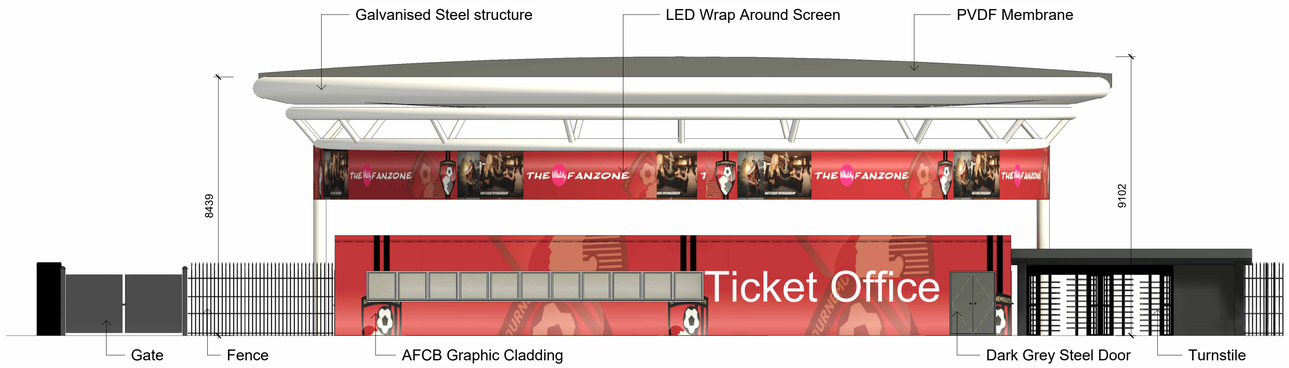
Ticket Office - North Elevation
1 : 100



Ticket Office - East Elevation
1 : 100



Ticket Office - West Elevation
1 : 100



Ticket Office - South Elevation
1 : 100

GRAPHIC SCALE: 1:100

164

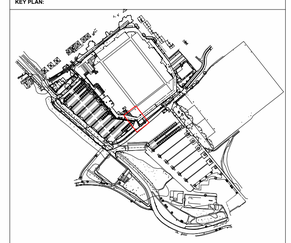
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	10.24.25	DL	Concessions Removed from Layout
P02	11.05.25	RR	General Revisions for Final Issue
P03	20.01.26	FN	Fence colour changed

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Ticket Office Elevations

CLIENT: AFC Bournemouth

DRAWN: FN

DRAWING STATUS: PLANNING

APPROVED: DL

DATE DRAWN: 08/10/25

SCALE: As indicated@A1

JOB No.: 25017.9

SUITABILITY: XX

REVISION: P03

DOCUMENT ID: 25017.9- STA - T - XX - XX - A - 1000

PROJECT ORIGINATOR ZONE LEVEL TYPE ROLE NUMBER

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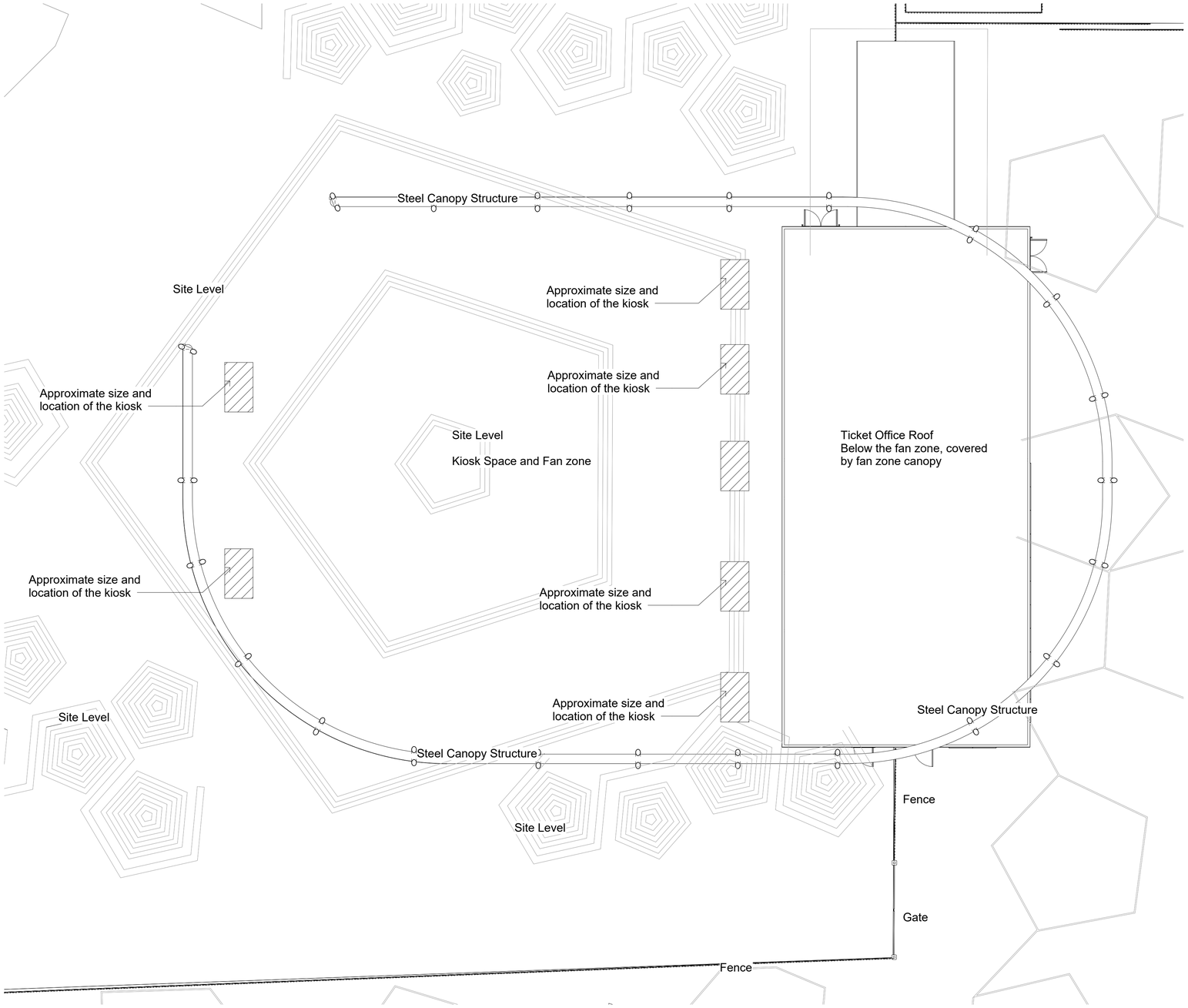

Ticket Office Roof GA

1 : 100

165

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
P01	11.05.25	RR	General Revisions for Final Issue
P02	13.01.26	FN	Annotation added

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT
AFC Bournemouth

DRAWING TITLE:
Ticket Office Roof

CLIENT
AFC Bournemouth

DRAWN:	DRAWING STATUS:
RR	PLANNING

APPROVED	DATE DRAWN:
DL	11.05.25

SCALE	JOB No.:	SUITABILITY	REVISION
1 : 100@A1	25017.9	S3	P02

DOCUMENT ID:
25017.9- STA - T - 00 - DR - A - 0201
PROJECT ORIGINATOR ZONE LEVEL TYPE ROL. NO.

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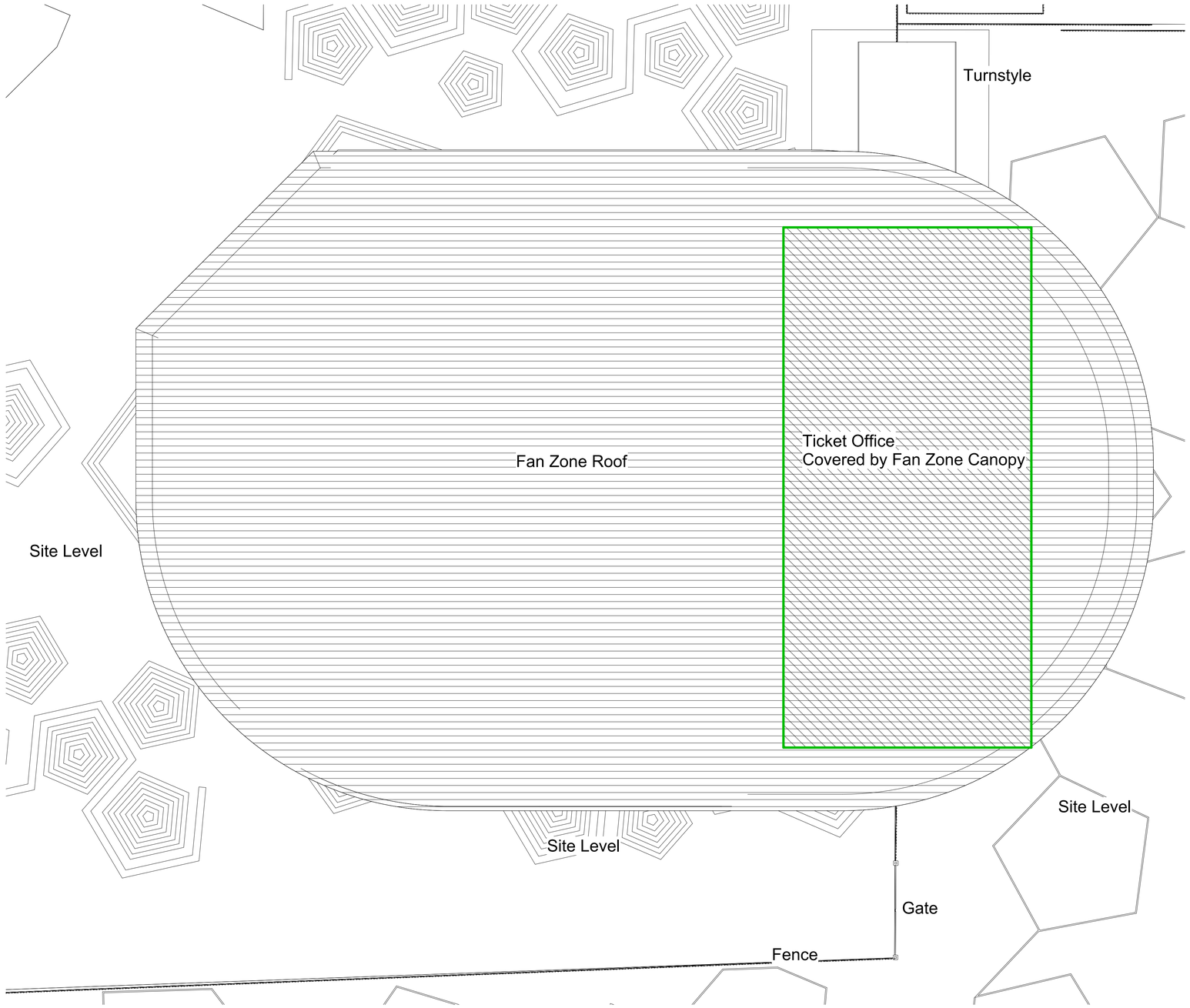


Fanzone Roof GA

1 : 100

GRAPHIC SCALE: 1:100

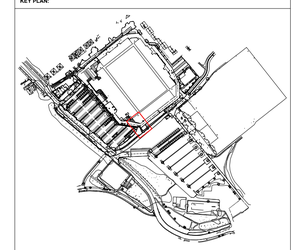
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description
P01	11.05.25	RR	General Revisions for Final Issue
P02	13.01.26	FN	Annotation added

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFC Bournemouth

DRAWING TITLE: Fan Zone Canopy Roof

CLIENT: AFC Bournemouth

DRAWN:	DRAWING STATUS:		
RR	PLANNING		
APPROVED: DL	DATE DRAWN: 10.14.25		
SCALE: As indicated@A1	JOB No.: 25017.9	SUITABILITY: S3	REVISION: P02

DOCUMENT ID: 25017.9- STA - T - 00 - DR - A - 0200
(PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROL - DRG)

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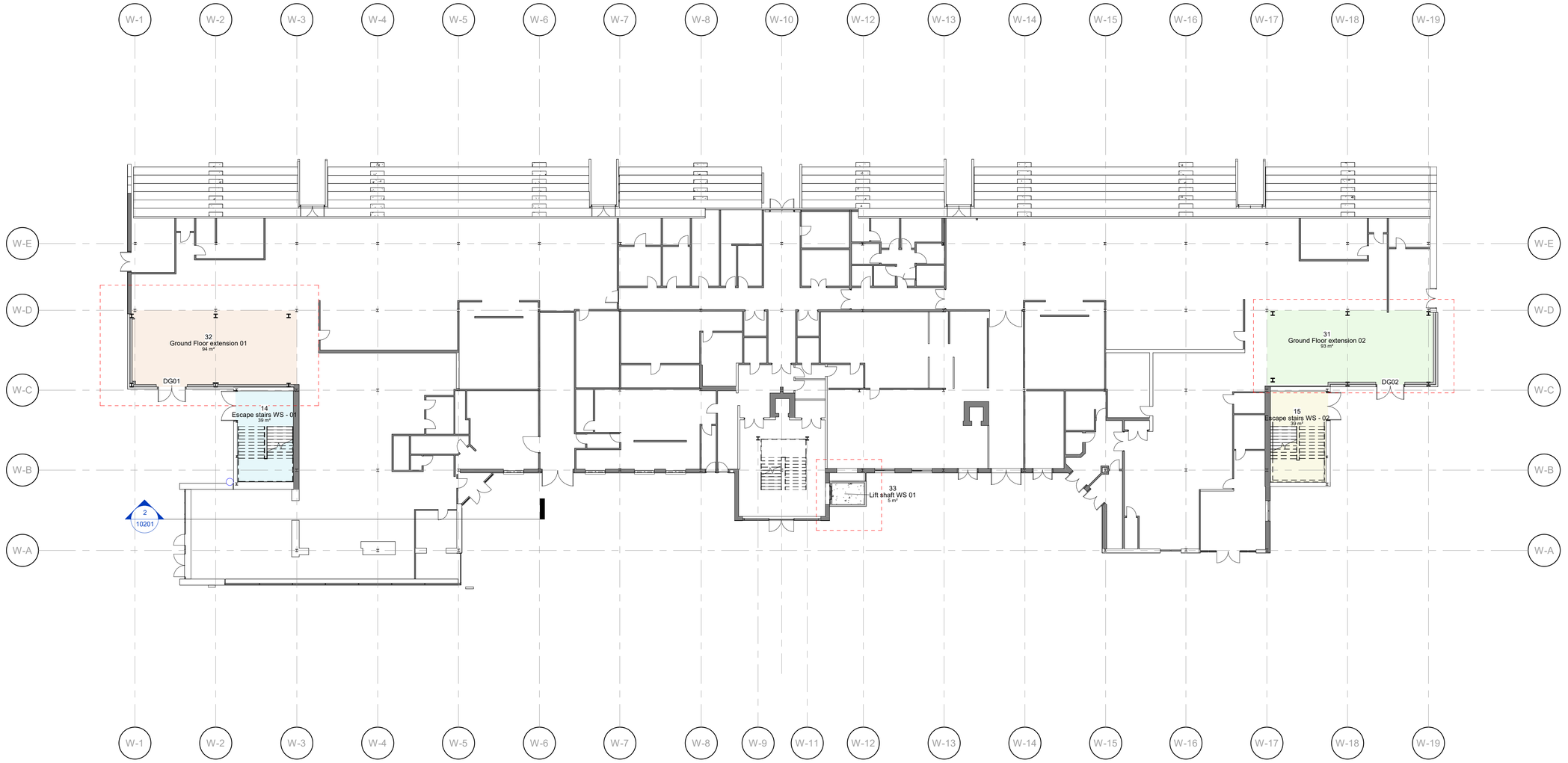
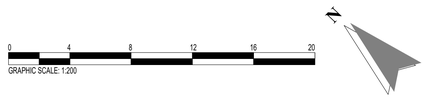


1 West Stand - Proposed Ground Floor Plan

1 : 200



STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT: AFCB Bournemouth

DRAWING: WS - Proposed Ground Floor

CLIENT: AFCB Bournemouth

DRAWN:	DRAWING STATUS:
FN	For Construction

APPROVED	DATE
DL	03/02/2026

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	AFCB		

DOCUMENT ID: AFCB- STA - WS- GF - DR - A - 10104

PROJECT ORIGINATOR ZONE LEVEL TYPE ROL DISC

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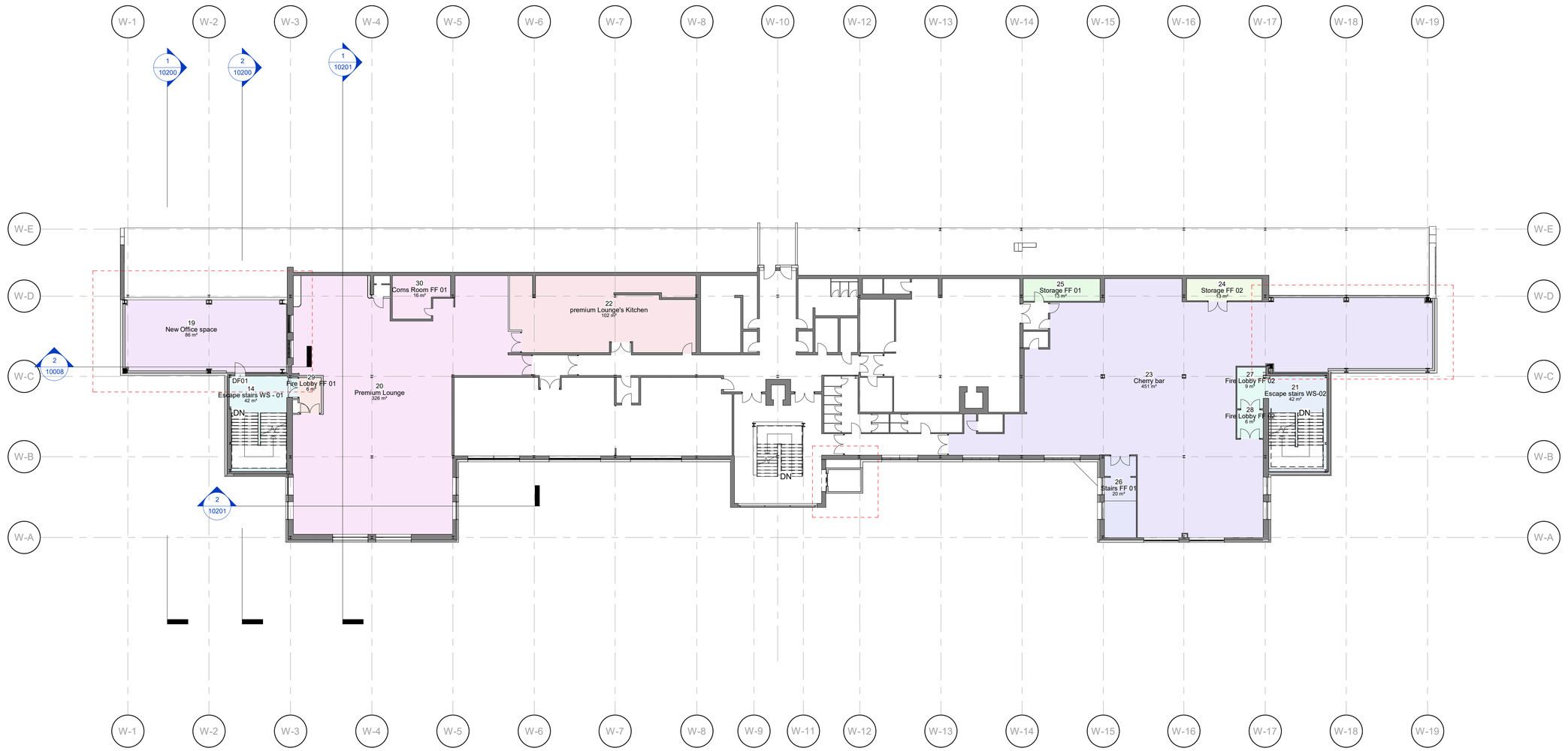
167



1 WS - Proposed First Floor Plan

1 : 200

GRAPHIC SCALE: 1:100

N

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
C01	20/04/26	FN	First Issue

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT
AFCB Bournemouth

DRAWING
WS - Proposed First Floor

CLIENT
AFCB Bournemouth

DRAWN:	DRAWING STATUS:
FN	For Construction
APPROVED	DATE
DL	03/02/2026

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	AFCB		C01

DOCUMENT ID:
AFCB- (PROJECT) STA - (ORIGINATOR) WS- (ZONE) FF - (LEVEL) DR - (TYPE) A - (ROLE) 10105 (NO.)

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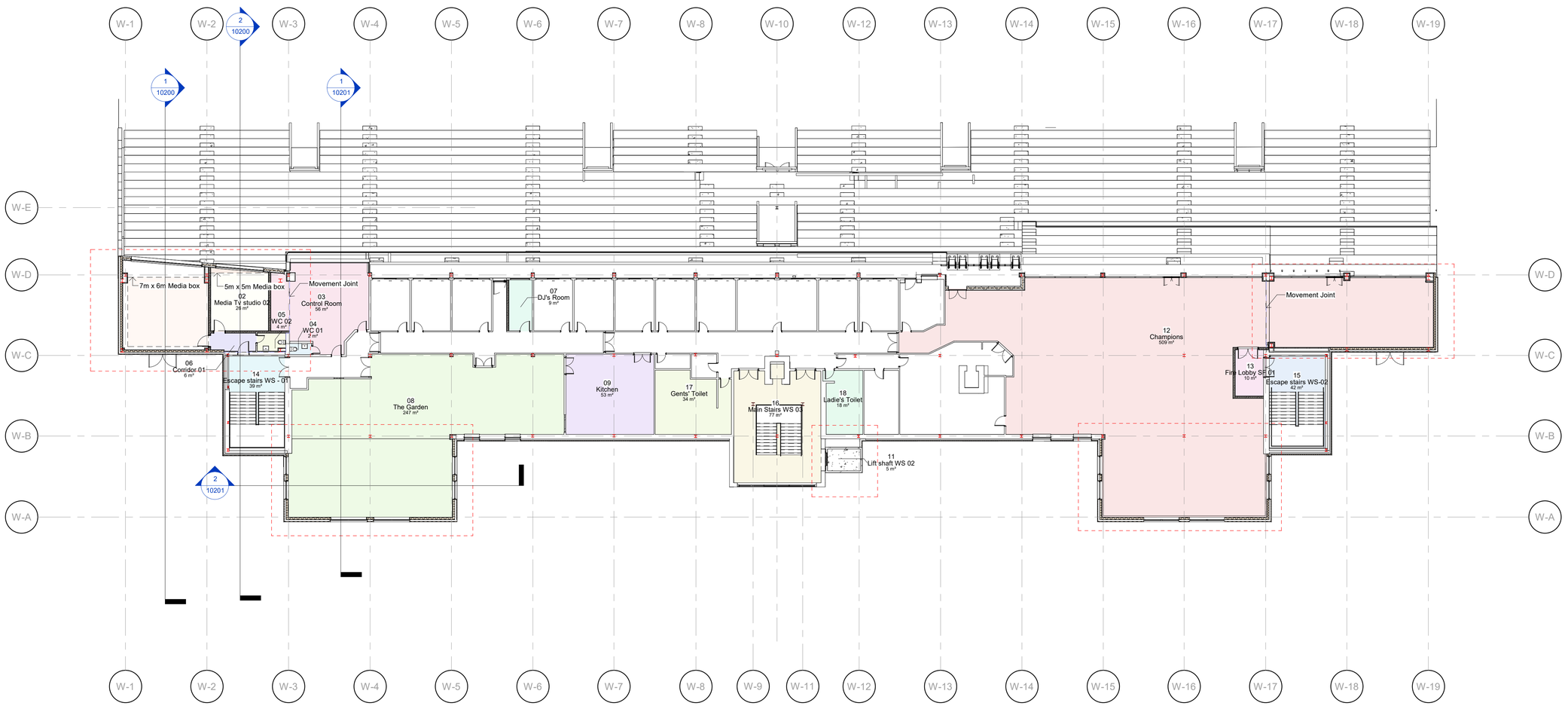


1 WS - Proposed Second Floor Plan

1 : 200

GRAPHIC SCALE: 1:200

0 4 8 12 16 20

N

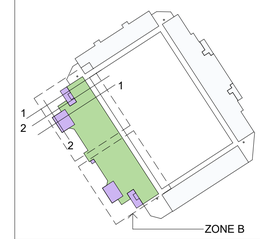
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description

AFC BOURNEMOUTH

AFC Bournemouth
Vitality Stadium
Dean Court
Kings Park
BH7 7AF

PROJECT
AFCB Bournemouth

DRAWING
WS - Proposed Second Floor

CLIENT
AFCB Bournemouth

DRAWN:	DRAWING STATUS:
FN	For Construction
APPROVED: DL	DATE: 03/02/2026
SCALE: As indicated@A1	JOB No.: AFCB / SUITABILITY / REVISION

DOCUMENT ID:
AFCB- (PROJECT) STA - (ORIGINATO) WS- (ZONE) SF - (LEVEL) DR - (TYPE) A - (ROL) 10100 (SNO)

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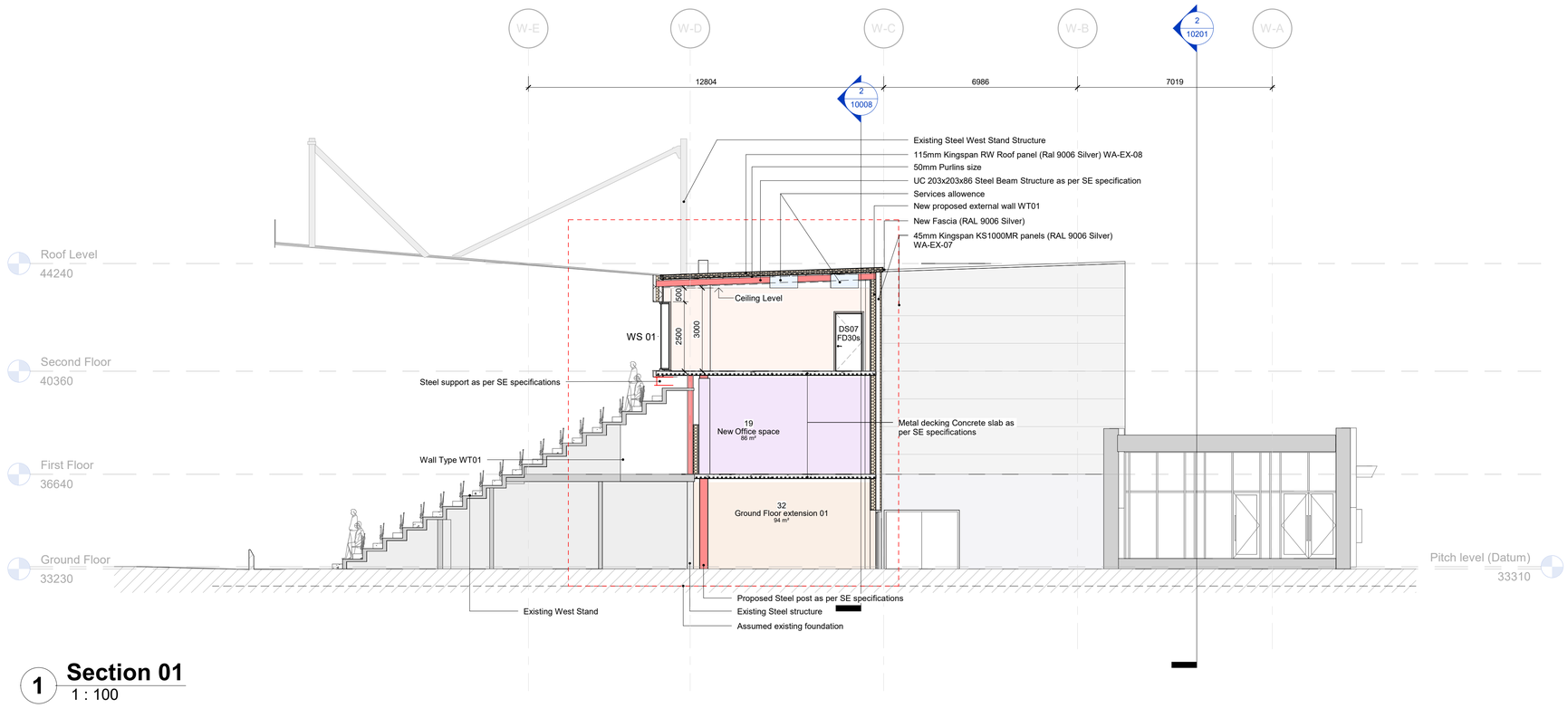
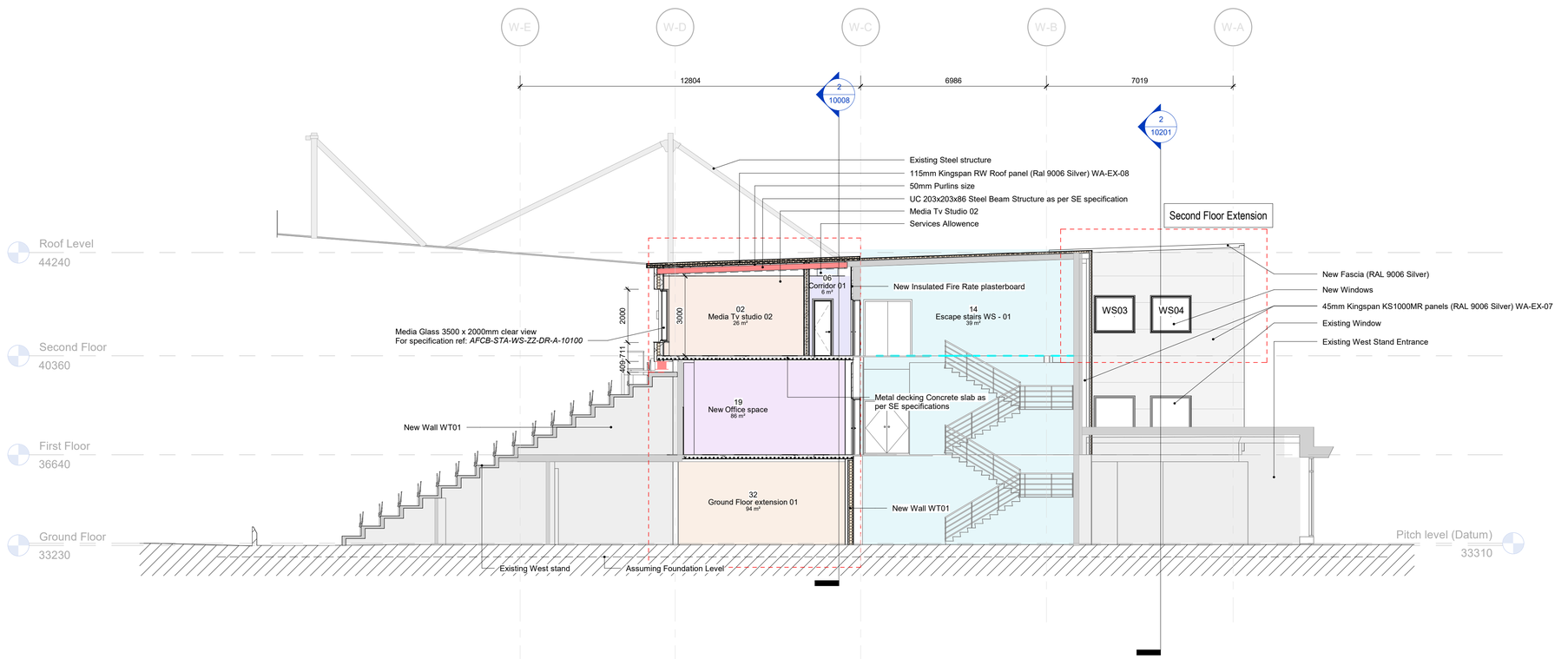


1 Section 01
1 : 100



2 Section 02
1 : 100

Ground Floor extension 01

New Office space

Corridor 01

Escape stairs WS - 01

Ground Floor extension 01

Media Tv studio 02

New Office space

Existing Stand Structure

Existing internal area of the West Stand

Steel Structure

New Cladding

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description
C01	10/03/26	FN	First Issue
C02	20/04/26	FN	Updates due to changes

AFC Bournemouth
Vitality Stadium
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PROJECT
AFCB Bournemouth

DRAWING
WS - Section 01

CLIENT
AFCB Bournemouth

DRAWN:	DRAWING STATUS:
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SCALE	JOB No.:	SUITABILITY	REVISION
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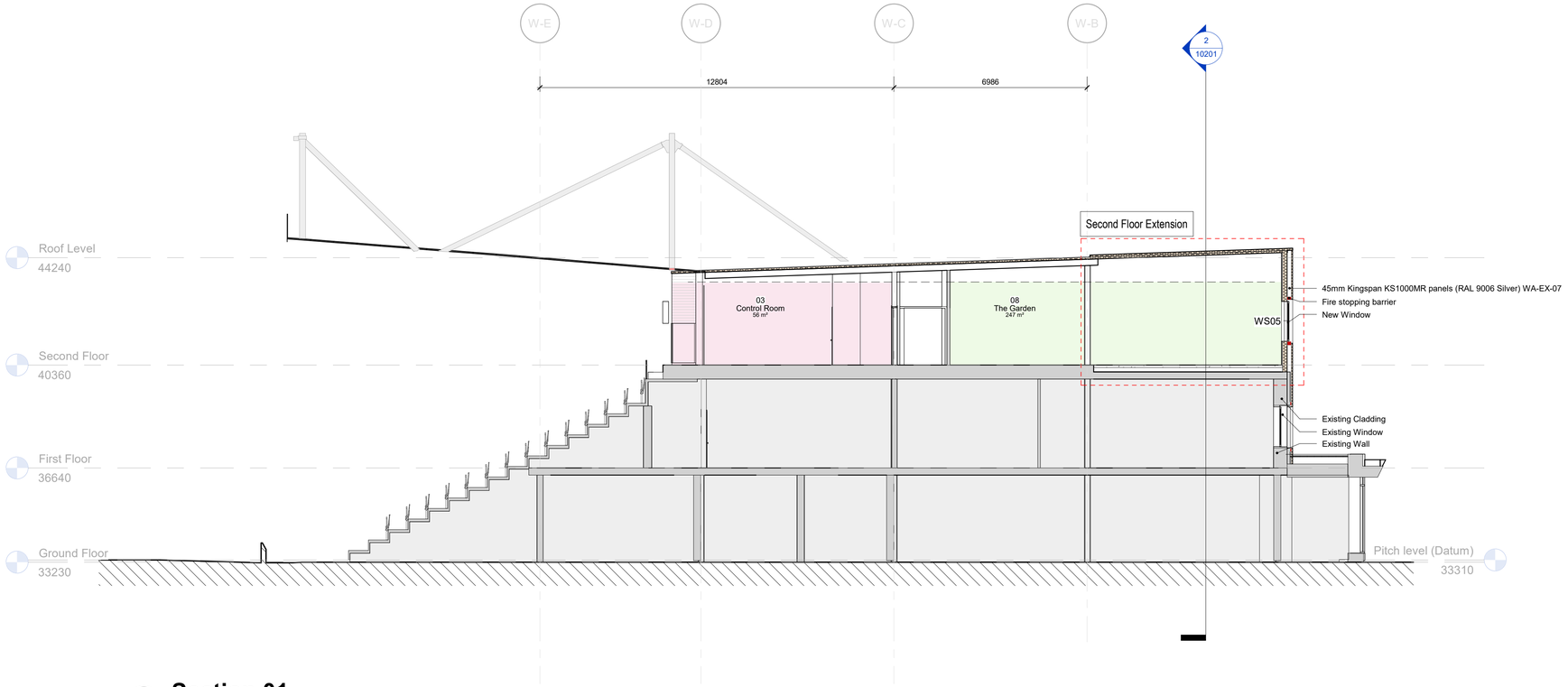
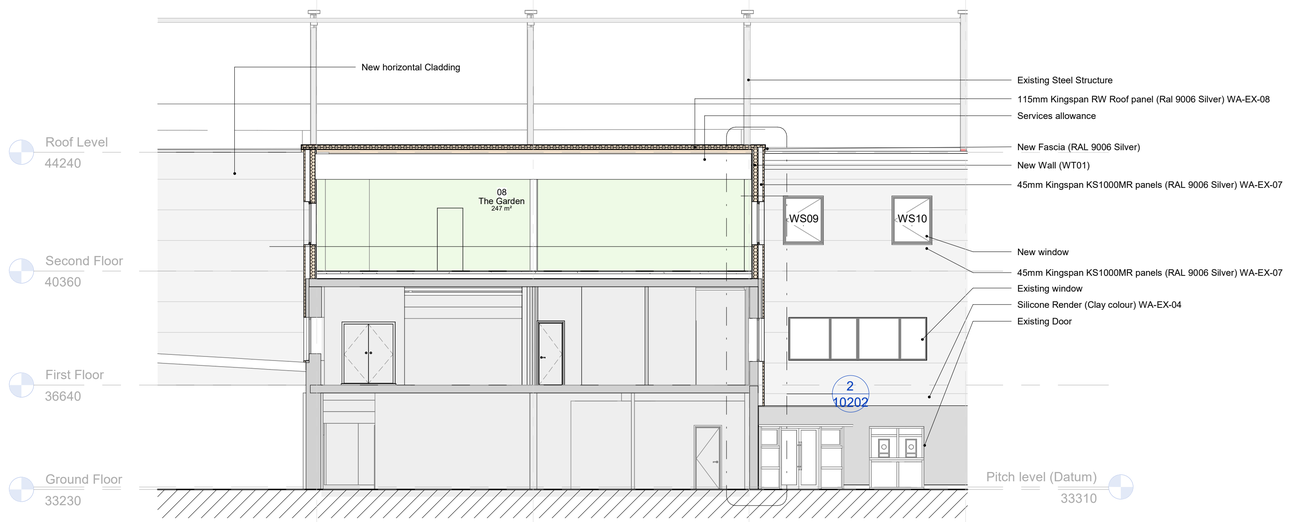


1 **Section 01.**
1 : 100



2 **Section 02.**
1 : 100

171

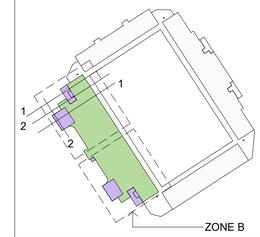
STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:



REVISIONS:

Rev	Date	By	Description

AFC BOURNEMOUTH

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PROJECT
AFCB Bournemouth

DRAWING
WS - Section 02

CLIENT
AFCB Bournemouth

DRAWN:	DRAWING STATUS:		
FN	For Construction		
APPROVED	DATE		
DL	03/02/2026		
SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	AFCB		

DOCUMENT ID:
AFCB- (PROJECT) - STA (ORIGINATOR) - WS (ZONE) - ZZ (LEVEL) - DR (TYPE) - A (ROLE) - 10201 (NUMBER)

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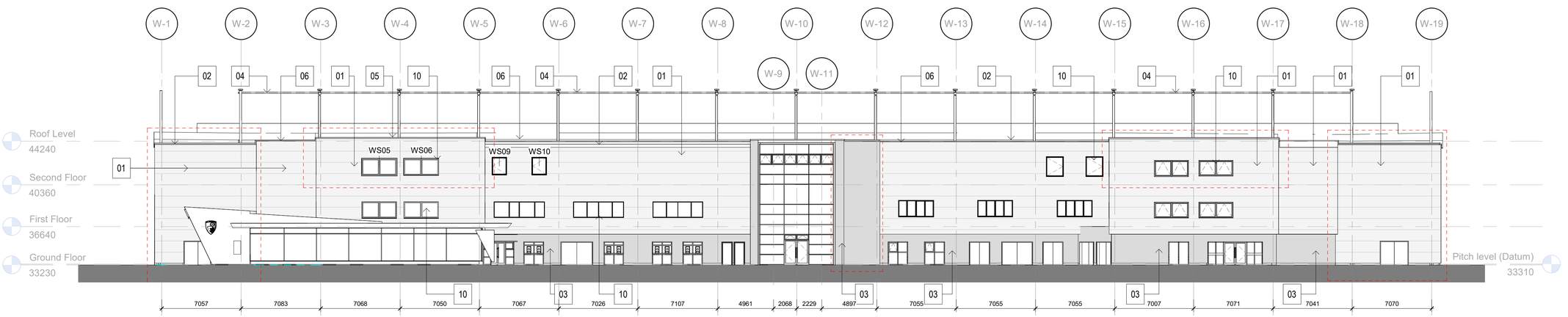
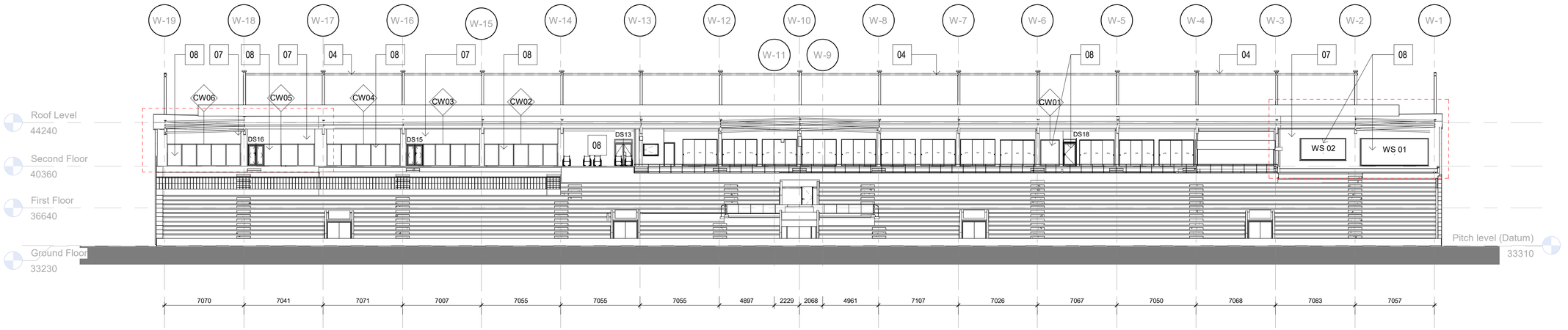
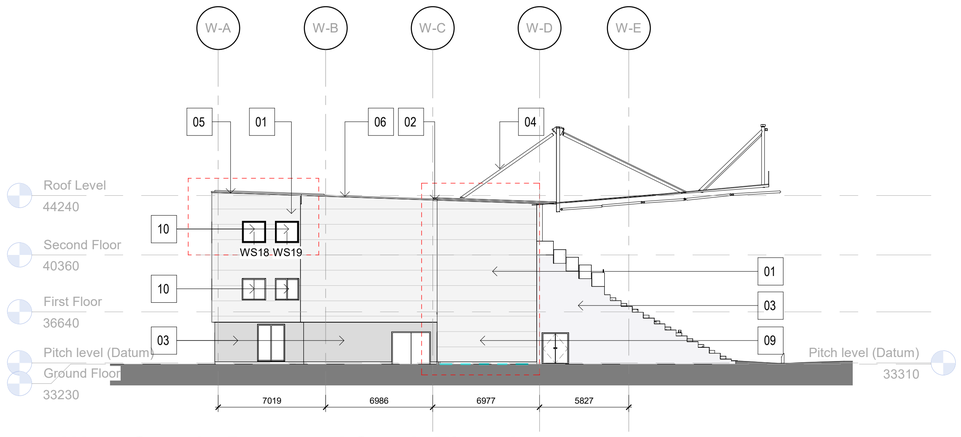


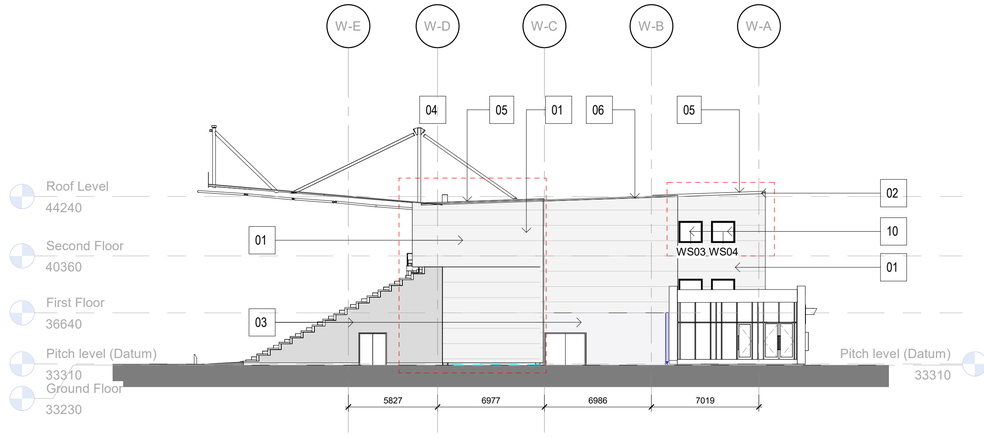
1 West Stand - Prposed West Elevation
1 : 200



4 West Stand - Proposed East Elevation
1 : 200



2 West Stand - Proposed South Elevation
1 : 200



3 West Stand - Proposed North Elevation
1 : 200

GRAPHIC SCALE: 1:200

STADIUM STRUCTURES

CONSULTANTS:

Willis Hazell ENGINEERS

FRONT FIVE Building Services

KEY PLAN:

REVISIONS:

Rev	Date	By	Description

01	WA-EX-07 - 45mm Horizontal Cladding Kingspan Spectrum metallic RAL 9006
02	New Fascia RAL 9006 to match cladding
03	WA-EX-04 - Clay colour silicon render
04	Existing steel structure for the West Stand
05	WA-EX-08 - New roof for the terrace and wings extension
06	WA-EX-08 - New panels for the existing roof
07	East Elevation for the West Stand to match the existing. Block and Paint
08	New curtain walling to match existing
09	External door Jet Black (RAL 9005)
10	Windows Cill - Kingspan Spectrum Solid - Anthracite Gray (RAL7016) (Onyx)

AFC BOURNEMOUTH

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PROJECT
AFCB Bournemouth

DRAWING
WS - Proposed Elevations

CLIENT
AFCB Bournemouth

DRAWN:	DRAWING STATUS:
FN	For Construction
APPROVED: DL	DATE: 03/02/2026

SCALE	JOB No.:	SUITABILITY	REVISION
As indicated@A1	AFCB		

DOCUMENT ID:
AFCB- STA - WS- ZZ - DR - A - 10303
PROJECT ORIGINATOR ZONE LEVEL TYPE ROL. NBR

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