Notice of Eastern BCP Planning Committee

Date: Friday, 5 June 2026 at 10.00 am

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=6739

If you would like any further information on the items to be considered at the meeting please contact: Democratic Services 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

28 May 2026

DEBATE NOT HATE

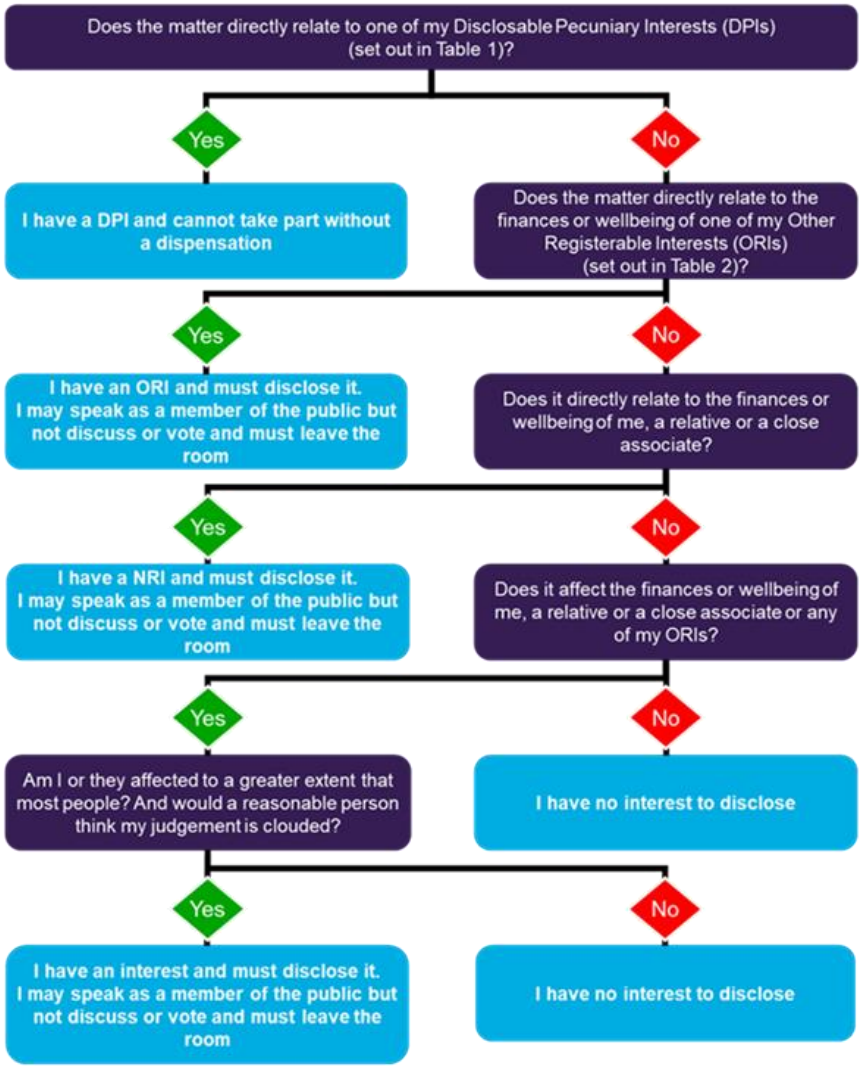
Available online and on the Mod.gov app

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. Declarations of Interests

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

Declarations received will be reported at the meeting.

4. Confirmation of Minutes 7 - 8

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

5. Public Issues 9 - 16

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

The deadline for the submission of requests to speak is 10.00am on Thursday 4 June 2026 [10.00am of the working day before the meeting]. Requests should be submitted to Democratic Services using the contact details on the front of this agenda.

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

https://democracy.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

6. Schedule of Planning Applications

To consider the planning applications as listed below.

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

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

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

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

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

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

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

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

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

a) **Theme Park, Merritown Lane, Christchurch, BH23 6BA** — 17 - 76

Commons Ward

P/25/00993/FUL

Change of use of family theme park to mixed use incorporating leisure and tourism uses with ancillary cafe and retail, education and commercial car parking, along with associated infrastructure (signage, ANPR cameras and columns, cabinet and adverts).

b) **426-432 Holdenhurst Road, Bournemouth, BH8 9AA** — 77 - 112

East Cliff & Springbourne Ward

7-2024-29061-A

Redevelopment of the site to provide residential accommodation of 20 flats (use class C3): including landscaping, refuse storage, cycle storage and other associated infrastructure.

c) **Car Park Rear of 629 to 623 Christchurch Road, Hawkwood Road, Bournemouth, BH1 4AP** — 113 - 156

Boscombe West Ward

P/25/03310/CONDR

Variation of Condition 1 (Approved Plans) of Application no. 7-2023-6706-D: Redevelopment of part of Hawkwood Road Main car park to provide a mixed use scheme comprising residential flats, a medical centre (or flexible Class E commercial floorspace), public park and community pavilion, landscaping and public realm improvements. Proposed community centre (or flexible Class E floorspace) on northern side of Hawkwood Road to rear of 629-633 Christchurch Road and a new pedestrian link and retail kiosks between Hawkwood Road and Christchurch Road following demolition of no. 625 Christchurch Road (WH Smith) - Regulation 3.

ITEMS FOR INFORMATION

7. Appeals Report — 157 - 172

This report updates members of the planning committee on the Local Planning authority's Appeal performance over the stated period

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	Theme Park Merritown Lane Christchurch BH23 6BA
Proposal	Change of use of family theme park to mixed use incorporating leisure and tourism uses with ancillary café and retail, education including erection of a link extension and commercial car parking, along with associated infrastructure (signage, ANPR cameras and columns, cabinet, and adverts).
Application Number	P/25/00993/FUL
Applicant	Lucy and Russell Lucas-Rowe
Agent	Mrs Helen Rosier Tanner & Tilley Planning Consultants
Ward and Ward Member(s)	Commons Cllr Margaret Phipps Cllr Vanessa Ricketts
Report status	Public
Meeting date	5 June 2026
Summary of Recommendation	**Refuse for the reason(s) set out below**
Reason for Referral to Planning Committee	This application has been referred to the Planning Committee by Councillor Phipps for the following reason: - As can be seen from comments on the planning portal there is already much public interest in this application, which covers the material policy headings noted above and more. I consider that due to the complexity and public interest this application it should be considered by the planning committee rather than being decided by delegated powers. This will give the opportunity for public participation as per committee rules and open and transparent debate by Committee Members.
Case Officer	Charlotte Haines
Is the Proposal EIA Development?	No

Description of Proposal

1. The application seeks permission for the change of use of a former theme park to a mixed use comprising of leisure, tourism and education uses with ancillary café and retail uses along with associated parking for these uses within the main car park. In addition, the change of use includes use of the remainder of the main carpark for commercial car parking. The application is part retrospective as some of the uses have already commenced on site.

2. The proposed leisure and tourism use within the Merritown Section of the site would consist of a tourist attraction with has the established Alice in Wonderland Beech Maze at its heart. This use comprises the majority of the western part of the site and would include the open space around the Maze which would be relandscaped. It would re-utilise the existing facilities of the former Theme Park to provide outdoor play areas and natural spaces, including a wildflower meadow. The existing café building that previously served the Theme Park would be re-utilised to form the attraction ticket office, a café and a small retail unit. The small retail unit would be open to the general public and not just visitors to the facilities on site. The supporting statement states this retail unit would primarily sell gifts and locally made products.

3. The application also seeks planning permission retrospectively for the conversion of two existing buildings within the Merritown Section of the site to form a children's play centre known as 'Discovery Village'. One of these buildings was previously used as a theatre in connection with the operation of the Theme Park and the other had been used as a store/workshop.

4. The alterations to enable the conversion of these two buildings have already taken place and include the erection of a small link extension between the two buildings which has also been constructed. The smaller building, accessed by the new link extension from the café, contains the toilets, a small office and a dedicated party room to enable children's parties to be catered away from the main café.

5. In addition, the application seeks planning permission retrospectively for change of use of another building along with the associated land located in the southeastern part of the site to provide a specialist leisure and education venue for children and adults with physical and learning disabilities. This is provided by a charity called Diverse Abilities. There are a number of outdoor play areas within this venue which are shown on the submitted plan as being used for this purpose.

6. The majority of the main carpark (comprising of 371 spaces) that previously served the Theme Park will be used to provide parking for the visitors of these various leisure/education and tourism uses.

7. This application also seeks planning permission retrospectively for the change of use of the remainder of the main carpark (comprising 107 spaces) to provide commercial airport parking. The application also seeks retrospective planning permission for 2 x ANPR cameras and columns, 2 x column protectors and 1 x cabinet that have been installed in associated with this parking use. This part of the carpark lies immediately to the south of the Aviation Museum and its associated parking. The Aviation Museum is a separate facility that does not form part of the application site however the associated parking for the museum has been included in the application.

8. A separate application for advertisement consent has been submitted in respect of various signage advertising these uses of which this application is seeking planning permission for.

Description of Site and Surroundings

9. The site lies wholly within the South East Dorset Green Belt and comprises an area of land located on the south side of Parley Lane, to the east of Merritown Lane, within an area which has a semi-rural character. A public footpath lies adjacent to the southern boundary of the site which links Dales Lane to the East with Merritown Lane to the West. This footpath also runs from Throop to the southeast to West Parley.

10. The site is accessed off Merritown Lane to the southwest of its junction with Parley Lane (B3073) via a long driveway which leads to the main carpark. The application site comprises a large area of land that was formerly used as a Family Theme Park located on the southern side of Parley Lane in Hurn and accessed from Merritown Lane. The site is surrounded to the east, south and west by farmland (some currently being temporarily used for mineral extraction) whilst the land to the north on the opposite side of Parley Lane falls within the grounds of Bournemouth International Airport, the entrance to which is located on Parley Lane 1.2 km to the east of the access to the application site.

11. The Theme Park previously was operated as Adventure Wonderland which featured outdoor rides and attractions, a large play barn, theatre building, maze, outdoor play areas and a café. The Theme Park has been closed since 2024.

12. A large carpark served the Theme Park which is situated to the south of the Bournemouth Aviation Museum, a separate tourist facility/attraction. The Aviation Museum was granted permission in 2014 under reference 8/13/0646. A further permission was granted to expand the site in 2023 under reference 8/23/0073/FUL. There are 22 parking spaces shown with the main carpark to serve this facility.

13. Merritown House which lies immediately to the southwest of the application site is a Grade II Listed Farmhouse.

Relevant Planning History

14. From the table below it can be seen that the site has an extensive planning history commencing with the change of use of agricultural land to a Theme Park in 1996. These applications have included a number seeking to vary conditions relating to both the Theme Park and its associated carpark. Since the Theme Park use was approved, planning permission was granted for part of the park to be used as an Aviation Museum. Other uses have also been permitted allowing part of the Theme Park car park to be used for the parking of buses and for commercial airport carparking. The former approved application related primarily to the parking of buses in association with the transporting of visitors to the Theme Park.

15. The commercial airport parking was granted planning permission by Christchurch Councils Planning Committee in 2016, that decision was contrary to the officer recommendation of refusal. The recommended refusal reasons were as follows: -

    1. *The proposal constitutes an intensification of use and thus inappropriate development within the Green Belt which would have an adverse impact on the openness of the Green Belt. Thus, the proposals are contrary to the aims of the National Planning Policy Framework and to Policies KS1 and KS3 of the Christchurch and East Dorset Local Plan, Part 1 – Core Strategy (2014).*

2. *Policies BA1 and BA2 of the Christchurch and East Dorset Local Plan, Part 1 – Core Strategy (2014) identify measures to reduce the impacts of traffic and to secure sustainable access, through contributions and the implementation of area-wide Travel Plan for the Airport. The proposals would undermine the aims of these policies by virtue of increasing traffic movements on Parley Lane and reducing the incentives to use public transport.*

16. The commercial airport parking approved in 2016 covered a substantially smaller area smaller area than the current one, and that permission was granted under a personal condition restricting the operation of the airport car parking business to the then applicant. The permission also had a condition which limited the operation for the parking of a maximum of 75 vehicles which included the vehicles of site operatives. When the applicant ceased to operate, the permission was extinguished.

17. More recently, various ad hoc applications have been submitted in respect of proposed changes of use of the Theme Park including an application for the change of use of the Theatre and workshop building to a children's play café (Discovery Village) which was withdrawn. Another application for change of use of one of the attractions within the southeastern corner of the Theme Park to a doggy day care facility which was also refused.

18. In addition to these applications, an application was submitted seeking planning permission retrospectively for the change of use of part of the main carpark to commercial airport carparking. This application was refused last year for the following reasons: -

1. *The use of approximately 50% of the existing carpark which serves the Theme Park for a separate facility for the provision of commercial off airport parking would prejudice its future use contrary to Policy PC6 of the Core Strategy.*

2. *The proposed use is unrelated to any existing lawful use of the site and is one that does not fall within any exception uses for the Green Belt. It is considered that the intensification of the car parking would erode the openness of the Green Belt. No very special circumstances have been presented which would justify a grant of permission and thus the proposals are contrary to the aims of the National Planning Policy Framework and Policies KS1 and KS3 of the Christchurch and East Dorset Local Plan, Part 1 – Core Strategy (2014).*

3. *The applicant has failed to demonstrate safe pedestrian access arrangements to/from the site. The lack of a safe crossing, lighting and footways results in an unacceptable impact on highway safety. Furthermore, the applicant has failed to provide data to demonstrate that the theme park use can operate with the loss of 50% of its car park. The development fails to take into consideration the impact on the highway when combined with the theme park in operation. The development is contrary to Policies KS11 and KS12 of the Christchurch and East Dorset Local Plan Core Strategy (2014) and paragraphs 114, 115 and 116 of the NPPF (2023).*

P/25/04266/ADV	Theme Park Merritown Lane Christchurch BH23 6BA	Advertising consent for pole entrance sign, directional signs and parking signs	Under considerat ion	

8/24/0180/FUL	Theme Park Merritown Lane Christchurch BH23 6BA	Retrospective Change of use to commercial car park and Installation of 2 x anpr cameras and columns, 2 x column protectors and 1 x cabinet	Refused	10/01/25
8/24/0181/ADV	Theme Park Merritown Lane Christchurch BH23 6BA	Retrospective permission for 49 x non-illuminated signs	Refused	10/01/25
8/23/0073/FUL	Bournemouth Aviation Museum Merritown Lane Christchurch BH23 6BA	Expansion of external display area for Museum	Granted	25/07/23
8/20/0016/CONDR	Hurn Quarry Hurn Court Lane Christchurch BH23 6AX	Extension to sand and gravel extraction at Hurn Quarry followed by filling with imported inert materials and restoration - Variation of Condition 1 (Time limit - Commencement of Development) and Condition 6 (Pre-Commencement - Archaeology) of App 8/16/2010/DCC to - Extend the end date of Hurn Quarry to support the restoration of the Western Extension.	Granted	12/11/20
8/20/0017/CONDR	Hurn Quarry Hurn Court Lane Christchurch Dorset BH23 6AX	Extension to sand and gravel extraction at Hurn Quarry, Dorset, followed by filling with imported materials and restoration - the deletion of condition 3 (Limit and Depth of	Granted	12/11/20

		Extraction) of App. No. 8/16/2011/DCC to avoid the sterilization of 305,168 tonnes of sub-groundwater mineral and the variations of condition 2 (Development to be in accordance with approved plans) and condition 18 (Throughput and type of waste) to adopt a revised scheme of working and the volume of imported restoration materials.		
8/20/0365/COND R	Adventure Wonderland Theme Park Merritown Lane Christchurch BH23 6BB	Change of Use of land from agricultural to leisure facility including formation of car park, construction of play areas and siting of temporary building for use as creche (retrospective application). Variation of Condition 2 of Planning application 8/96/0034/C to permit use of existing play barn for leisure and/or storage purposes (Class B8)	Granted	15/09/20
8/18/3322/CLE	Adventure Wonderland Theme Park Merritown Lane Christchurch BH23 6BB	Use of Land as Car Park	Lawful	09/07/19
8/16/0033	Theme Park Merritown Lane	Variation of Condition 2 of Application 8/96/0034 to allow part of car park to be used to provide ancillary parking for users of Bournemouth International Airport jointly with Adventure Wonderland (Revised scheme following	Granted	02/11/16

		withdrawal of 8/15/0442) (Amended description)		
8/10/0173	Adventure Wonderland, Merritown Lane	Removal of condition 2 of application 8/08/0186 to allow the parking of a maximum of 16 half coaches or mini buses in the existing car park on a permanent basis	Granted	18/08/10
8/08/0186	Adventure Wonderland, Merritown Lane	Relief of condition 2 of application 8/96/0034 to allow parking of coaches & mini buses in existing car park	Granted	25/06/08
8/06/0191	Aventure Wonderland, Merritown Lane	Retrospective application to erect two free standing wooden entrance signs	Granted	30/05/06
8/05/0717	Alice In Wonderland Family Theme Park, Merritown Farm, Hurn (Affecting the setting of Grade II Listed Building)	Erection of replacement indoor theatre for use as theatre and disabled play area	Granted	12/01/06
8/04/0844	Alice in Wonderland Park, Merritown Lane	Retention of attractions (Jumping Beans, trampolines, Spinning Saucers, Curvy Caterpillar, Space Orbiter, Flying Jumbos, Wild bills Runaway Train, Giant Yoyo, Wonderland Amusements, and resiting of 4 portable buildings adjacent to entrance and the erection of new boat ride (In pursuance of condition 3 of planning consent reference 8/96/0034C)	Granted	20/05/05
8/04/0667	Alice in Wonderland Park Merritown Lane	Erection of external entrance to playbarn (under construction)	Granted	15/11/04
8/04/0135	Alice in Wonderland, Merritown Lane	Proposed new play and activity barn (S106 proposed to ensure use is not separate entity and	Granted	06/09/04

		forms part of Alice Park)		
8/02/0456	Alice in Wonderland, Merritown Lane, Hurn	Retention of entrance facade/booth	Granted	11/02/03
8/02/0457	Alice in Wonderland, Merritown Lane, Hurn	Siting of a 4-lane childrens slide for a temporary period of one year	Granted	11/02/03
8/02/0102	Alice in Wonderland Park, Hurn	Retention of indoor play cabin for a further one year	Granted	13/06/02
8/01/0034	Alice in Wonderland Park, Hurn	Retention of indoor play cabin for a further year (renewal of temporary consent)	Granted	18/04/01
8/01/0035	Alice in Wonderland Park, Merritown Lane, Hurn	Retention of elephant roundabout childrens ride	Granted	18/04/01
8/01/0036	Alice in Wonderland Park, Merritown Lane, Hurn	Erection of a childrens swing chair ride	Granted	18/04/01
8/00/0045	Alice In Wonderland Park, Merritown Farm, Merritown Lane	Renewal of temporary consent for indoor play cabin	Granted	18/05/00
8/00/0046	Alice in Wonderland Park, Merritown Farm, Merritown Lane	Erection of elephant roundabout	Granted	18/05/00
8/99/0014	Alice In Wonderland Park, Merritown Farm, Merritown Lane, Hurn	Siting of temporary building for use as creche/play cabin (retrospective application)	Granted	11/02/99
8/98/0179/M	Merritown Lane, Merritown Farm, Leisure Facility at, Hurn (Grade II Listed Building)	Relief of Condition 3 attached to planning approval 8/96/0034C to permit siting of wooden entrance facade/booth (Retrospective Application)	Granted	19/05/98
8/98/0180/M	Merritown Lane, Merritown Farm, Leisure facility at, Hurn (Grade II Listed Building)	Relief of Condition 3 attached to planning approval 8/96/0034C to permit siting of 25ft high 4 lane childrens slide	Granted	19/05/98
8/97/0027/F	Merritown Lane, Merritown Farm, Part land at Hurn (Grade II Listed Building)	Erection of additional Family Theme Park play equipment comprising Roundabout Teacup, Pirate Rope Climbing	Granted	16/03/97

		Frame, Adventure Fort & Go Kart Track		
8/96/0034/C	Merritown Lane, Merritown Farm, part land at, Hurn (Grade II Listed Building)	Change of Use of land from agricultural to leisure facility including formation of car park, construction of play areas and siting of temporary building for use as creche (retrospective application)	Granted	12/12/96

Constraints

19. Grade II Listed Building - 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.

20. Contaminated Land

21. Rights of Way

22. Airport Safeguarding

Public Sector Equalities Duty

23. 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

24. 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.

25. 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".

26. 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.

27. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

BCP Ecology

28. Holding Objection as at present the applicant has not complied with BNG hierarchy of offering enhancement to existing habitat on-site, and/or enhancement of existing habitats nor explained why it is not possible to follow this hierarchy. Additionally, applicant has not at least outlined how they will comply with mandatory 10% BNG.

BCP Environmental Health

29. This section does not hold any records in relation to previous contaminative uses of the site concerned therefore the standard contaminated land condition is not necessary. However, recommend that an informative note be attached if planning is minded to grant permission advising of potential unforeseen contamination.

BCP Highways – Minor Dev

30. Objection was raised regarding the commercial airport car park as it is contrary to Policy KS11 as it results in passengers using the carpark to park their vehicles having to walk to and from the airport on foot with luggage and in doing so having to cross a 40mph road where there is no signalised crossing. It also conflicts with the aims of the policy in seeking to encourage the use of sustainable modes of transport to and from the Airport. Whilst the proposed car and cycle parking is considered acceptable, there is no provision for pedestrian and cycle access to the Merritown, Discovery Village and Diverse Abilities uses on site.

BCP Waste & Recycling

31. None received

BCP BNG

32. It is not clear how much of an impact the proposed parts of the development will have on existing habitats or if the de minimis exemption would apply. The BNG Planning Policy Guidance document puts the onus on the applicant to demonstrate that an application is exempt from statutory biodiversity net gain in situations where it is not obvious. In this case there are proposals for a path and other works around the site that may or may not add up to an impact on 25sqm or more of area habitat or 5m or more of linear habitat.

If not exempt, the habitat plans and metric will be required to include all habitats within the redline.

Public Health Dorset

33. None received

Hurn Parish Council

34. The following comments are raised: -

- The Parish Council welcomes the submission of a planning application for the whole site.
- The Parish Council supports the redevelopment of the theme park and would like to see the attraction succeed.
- The potentially controversial aspect of the application is the commercial car parking. The previous planning application for commercial parking 8/24/01812/ADV was refused. The reasons for refusal need to be addressed.
- If the application is approved there must be a condition that the number of commercial parking space are clearly designated and must not be increased or moved onto any other area of the site.
- All car parking areas should remain as gravel/porous surface and not be surfaced with tarmac, concrete or any other "hard" surfacing.
- Any grant of planning must supersede any other previous grants of planning within the red line area of the application.
- The change in use of the Theme Park will result in an increase in vehicle movements from current permitted uses, impacting not only people crossing the roads but also horses/horse riders from the Hurn Bridge Equestrian Centre and Home Farm. Policy 7. of the adopted Hurn Neighbourhood Plan - Creating safer roads and pedestrian / cycle routes - states: "Measures to improve road safety, including specific crossing points identified on Map 7 of the Neighbourhood Plan, will be supported where they are designed in a manner appropriate to the rural character of the area, and will be a priority for locally determined expenditure arising from developments. Developer contributions may be sought for these purposes where they are necessary, reasonable and directly related to the proposal."
- Policy 7 of the Hurn Neighbourhood Plan, refers to 2 Pegasus crossings for use by pedestrians, cyclists and horse riders, (marked on Map 7), one on Parley Lane (near the Mill Lane/Pussex Lane exits) and the other on Christchurch Road (near Hurn Court Lane exit/Ramsdown). The anticipated cost of each crossing is approximately £300k. The Parish Council ask than any grant of planning be conditional on a contribution towards these crossings. This funding to go to the Parish Council to be ring fenced towards the provision of the crossings.

Representations

35. 2 letters of objection were received in response to the initial publicity on the application raising the following concerns: -

- Concerns relate only to the commercial parking aspect of the application.
- Major concerns that any pedestrian using the commercial airport parking to then fly from the airport needs to cross Parley Lane – a busy unlit road.
- There is no footpath on the side of the road to the Theme Park.
- Whilst can get a taxi or minibus, there can be long waits for these, and so customers may choose to walk.
- ANPR that has been provided along with associated infrastructure and signage at great expense for 107 cars on the greenbelt and could actually be first of a number of future applications to increase commercial parking spaces.

- Large visual impact on rural setting from a large number of parked cars continually not to mention the additional signage.
- Description of development does not include the infill development that is also being sought to be regularised.
- The red line boundary for the application includes the main parking area to the south of the Aviation Museum and if this to be used solely for parking purposes directly related to the associated leisure uses and access directly onto Parley Lane is prevent, then there would be no objection to this element from Bournemouth Airport (BIAL).
- Infrastructure elements in relation to control and operation of commercial carpark comprises inappropriate development within the Green Belt.
- No very special circumstances are advanced to justify these elements
- Similar proposals have been recently refused.
- Proposed overflow parking is not within red line on submitted location plan but is shown within a red line on a plan including in the Design and Access Statement.
- BIAL are actively engaged with offices to ensure that adequate car parking is provided in the most sustainable locations within the operational area of the airport and so outside of the Green Belt.
- The next element of the strategy is the expanded facility (nearly 900 spaces) allowed earlier this year on land east of the terminal.
- Beyond that permission in place for an additional 800 spaces on the southern edge of the airfield.
- No evidence has been submitted to demonstrate that the commercial car parking element is a necessary revenue stream.
- Reference to previous permission cannot be relied on as it was limited to just 75 spaces and made personal to a specific operator which has since ceased and so the permission no longer exists.
- The reference to the ability to restore excavated land to the east of the main carpark (area shown as overflow) which even if the case does not convey the ability for further infrastructure that might be need for a commercial operation.
- Commercial use of the carpark would see a solid bank of parking in place continuously with users leaving their vehicles there for extended periods in addition to the infrastructure and signage to support this activity.
- Even if the site were to be regarded as Grey Belt, the commercial parking element derives no support from this because for it not to be regarded as inappropriate there would need to be a demonstrable unmet need for the parking and for the development to be in a sustainable location.
- Customers may choose to walk as the distance is not excessive but there is no pedestrian infrastructure on the south side of Parley Lane and no pedestrian crossing and the footway is not wide enough for pedestrians walking with suitcases in opposite directions.
- BIAL are currently involved with the council in progressing works to improve pedestrian accessibility up Hurn Court Lane and safety around its junction with Parley Lane.
- Proposal encourages people to emerge through the hedge onto the verge, cross Parley Lane at an uncontrolled location with luggage and then walk some distance alongside a busy road including in the dark which is a significant safety concern.
- Effect of commercial parking with cars parked on a continuous basis has a different and greater impact than the more ephemeral parking associated with the Theme Park.No attempt has been made in the application to demonstrate very special circumstances.

- No need when the managed provision of additional car parking where needed is possible at the airport which is outside the Green Belt and in a manner consistent with policies KS12, BA2 and BA3.

36. A further 3 letters of objection have been received in respect of additional information submitted during the application raising the following additional concerns: -

- Permission is now in place for an additional facility of about 800 parking spaces within the southern edge of the airfield.
- Through the recent determination of the application for the expanded terminal, a commitment was made to the advancement of further parking within the airports operational area that could be implemented when needed.
- Given these circumstances, a proposal for off-site commercial car parking within the green belt cannot be supported.
- No justification for this proposal in the Green Belt has been advanced.
- Fundamental issues around the inadequacy of the application do not appear to have been addressed.
- Applicants' highway consultant pushes back on suggestion from the LHA for extended hours of operation for a shuttle service between the commercial airport parking at the Theme Park and the airport.
- The applicant's highway consultant does identify enhanced lighting as a safety measure although it does not engage with any wider points around Green Belt, need or sustainability.
- Enhanced lighting would have an impact in Green Belt terms and serves to re-enforce the unacceptability of the proposal.
- Applicant has no interest in investing in any pedestrian safety measures.
- Concerns that any pedestrians using the carpark to then fly from the airport would need to cross a busy unlit road carrying volumes of vehicles including a number of HGVs.
- No footpath on the south side of Parley Lane.
- No road crossing, no lighting and no footpath shown in the submitted plans for the application.
- Sufficient car parking provided in the airport based on enquiries made with them.
- Problems with the operation of a shuttle bus service including is a difficulty with the vehicle or the driver, or where multiple planes land within a short period and there is not enough room on the vehicle, or where customers are running late and feel that they cannot wait for the vehicle to take them to the terminal, or where customers simply prefer not to wait for the vehicle will Results in customers walking to and from the airport and having to cross Parley Lane
- Any commercial parking facility at Adventure Wonderland must be served by a safe controlled crossing on Parley Lane and adequate pedestrian infrastructure down to the terminal.
- Irrespective of the whether the site comprises Grey Belt land these proposals cannot overcome the requirements of paragraph 155 of the NPPF which imposes a series of criteria, all of which must apply if development is not to be considered inappropriate.
- Measures are in place for the sustainable provision of additional parking on land outside the Green Belt to be brought on stream as need arises and there is not currently any demonstrable unmet need – fails to meet criterion B of para 155.
- Fails to meet criterion c) of para 155 which requires that the development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of the NPPF which deal with sustainable transport choices and safe and suitable access for all users – The proposal does not offer this.

37. 55 letters of support have been received in respect of the application raising the following points: -

- Proposals will benefit all members of the community.
- Could bring further flow to other businesses in the area.
- Diverse Abilities use of part of the site known as 'The Treehouse' is essentially a continuation of the established use by a different occupier which has a limited impact upon openness of the green belt or in other respects and has very significant benefits.
- The Treehouse has become a vitally important facility for families of children with Special Educational Needs and Disabilities in the area.
- The Treehouse gives opportunities for children who can struggle in mainstream or commercial facilities of this type to play in a safe and supportive environment.
- If the planning assessment of the proposals were to find harm to the Green Belt, then the benefits of the proposal as a whole to provide support services with children with Special Educational Needs and Disabilities, should constitute 'Very Special Circumstances'.
- As the theme park no longer exists it would be sensible to make use of the site as the alternative could be an empty venue left to deteriorate.
- Education use is invaluable and should support the leisure and tourism aspect of the area.
- Excellent provision for the area attracting local people and tourists.
- Would benefit the area in terms of employment and tourism.
- Development would benefit local families and the community.
- There is a definite need for additional commercial parking in the area.
- The area would benefit greatly from other facilities proposed within this application.
- Road infrastructure in area is very good and will sufficiently cope with this change.
- Will be a much needed educational and employment facility to the area.
- Additional traffic will be minimal.
- BCP needs more attractions in the area for tourists with children.
- Proposal aligns well with community wellbeing and use of established spaces;
- Makes use of existing buildings and surroundings, enhancing the area with minimal disruption.
- Project prioritises safety with clear access routes and thoughtful design for pedestrians and families.
- Minimal noise, traffic or impact on neighbouring privacy.
- Proposal will provide a valuable community asset supporting local families.
- Will bring significant economic and community benefits to the area.
- It represents a productive use of the land, supports local jobs, and provides new amenities for residents and visitors alike.
- Thoughtful integration of infrastructure such as ANPR and improved signage indicates a responsible and sustainable approach to development.
- Development will not only preserve character and legacy of site but significantly expand its value to the BCP region.
- Would meet a current need within the area for a family orientated attraction.
- Proposal has an emphasis on child friendly activities that contribute positively to health, wellbeing and education.
- Inclusion of cafes, retail outlets, and well-planned visitor infrastructure will ensure the site remains inclusive and welcoming for families of all ages and abilities.
- An accessible outdoor and social learning environment would have a direct impact on childhood development and mental health.

- Notable component of proposal is the introduction of a long stay commercial car parking which serves as a competitive and community friendly alterative to the airport parking.
- Commercial parking introduces healthy competition and keeps spending power within the community.
- Added parking provision is integrated into a broader leisure and tourism offering making it multi-purpose and attractive to wider demographic.
- Will help balance traffic flow and encourage longer visits.
- Proposed change of use retains its original spirit whilst enhancing its accessibility functionality and relevance.
- Will bring significant community benefits.
- Proposal complements the existing character of Merritown Lane.
- Proposal directly enhances quality of life of BCP residents while respect the sites heritage.
- Provides affordable, long stay parking as a viable alternative to the inflated rates at Bournemouth Airport.
- Proposal address key local needs including a leisure attraction.
- Would be beneficial to local employment.
- Regeneration of site.
- Creates much needed parking for Bournemouth Airport.
- No negative effect on environment as set back from road and uses existing building.
- Ample car parking provided.
- The tourism, employment facilities, charitable hub and alternative parking are much needed.
- Sensible use of land that is already parking.
- Community based local attraction provided.
- Airport carparking offers a cheaper alternative to Bournemouth Airport.
- Facilities would be beneficial to the local community.
- Combination of leisure and tourism with educational elements would offer something for everyone.
- Addition of ancillary café and retail would make it a convenient destination for a full day out.
- This development has potential to be a real asset to the community.

38. 5 letters have also been received raising the following comments: -

- Would be a great benefit to the area.
- Benefit to local families and bring some more jobs to the area.
- Supports growth of many businesses.
- There isn't any development that will be affected from passing traffic or highways flow of traffic.
- With the airport's expansion plans, would be an added bonus having more commercial parking.

Key Issues

39. The key issues involved with this proposal are:

1. Principle of the development in this Green Belt location
2. Highway Safety
3. Impact on Character and Appearance of the Area
4. Impact on Neighbours Living Conditions
5. Biodiversity

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

Policy Context

41. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the Christchurch and East Dorset Local Plan and saved policies of the Christchurch Local Plan 2001.

The following policies are of particular relevance in this case:

42. Christchurch and East Dorset Core Strategy (Part 1) 2014:

KS1: Presumption in favour of sustainable development

KS2: Settlement Hierarchy

KS3: Green Belt

Policy KS3 identifies that the most important purposes of the Green Belt in the area are to: -

- Protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them.
- To maintain an area of open land around the conurbation.

KS11: Transport and Development

Policy KS11 advises that development must be designed to provide safe, permeable layouts which provide access for all modes of transport, prioritising direct, attractive routes for walking, cycling and public transport. This in line with Paragraph 116 of the NPPF which states that development should give priority first to pedestrian and cycle movements.

KS12: Parking Provision

BA1: Vision for Bournemouth Airport

Policy BA1 sets out the aims and objectives for Bournemouth Airport which includes improvements in public transport and cycle access.

BA2: Strategy for the Operational Airport

Policy BA2 sets out the strategy for the operational airport including Public transport facilities and enhanced services in accordance with airport travel plan.

HE1: Valuing and Conserving Our Historic Environment

HE2: Design of new development

Policy HE2 states that new development should be compatible with or improve its surroundings.

HE3: Landscape Quality

Policy HE3 states that development will need to protect and seek to enhance the landscape character of the area by demonstrating amongst other considerations that it would not impact on the character of an area from light pollution.

PC4: The Rural Economy

Policy PC4 advises that proposals for the conversion and re-use of appropriately located and suitably constructed existing buildings in the countryside for economic development, including tourist related uses must ensure it meets a number of criteria including the following: -

- The proposal supports the vitality and viability of rural service centres and villages with existing facilities. Proposals do not have a materially greater impact on the openness of the Green Belt and the purpose of including land within it.

PC6: Tourism

Core Strategy Policy PC6 sets out a number of measures to attract visitors to the area whilst encouraging investment. These include the following: -

- By protecting visitor attraction sites unless it can be proved the use is no longer economically viable and promoting new visitor attractions and accommodation in sustainable locations.

- By encouraging sustainable transport to tourist and cultural sites.

KS7: Role of Town and District Centres

Policy KS7 of the Core Strategy identifies that Town and District Centres are to be the focal point of commercial, leisure and community activity including employment, retail and leisure. This Policy also states that a sequential assessment needs to be undertaken for main town centre uses that are not in an existing centre. Preference is given to the town centre, then edge of centre locations which are well connected to a centre by easy pedestrian access.

43. Borough of Christchurch Local Plan 2001 (saved policies)

EI7: Airport Safety Zone

BE15: Setting of Listed Buildings

44. Hurn Neighbourhood Plan (made December 2024)

Policy 1: Conserving and Enhancing Hurns Historic Character

Policy 2: Local Landscape Character

Policy 2 of the Hurn Neighbourhood Plan advises that development should conserve and seek to enhance the character of the local landscape type to which it relates, in particular avoiding significant harm to a number of key characteristics including the following which are relevant to the proposal:

• The rural nature of the lanes and tracks away from the main roads (B3073 / A338);
• Sense of remoteness away from the main transport corridors and influence of the airport including the lower levels of noise and light pollution.

Policy 4: Access to the Countryside

Policy 4 of the Hurn Parish Neighbourhood Plan states: "Access to the Countryside Proposals that will increase the opportunities for the enjoyment of the countryside, through the provision of new footpaths / bridleways or open access land, will be supported where this is compatible with the rural character of the area and nature conservation interests. To be supported development proposals must demonstrate that they maximise accessibility to public transport and sustainable travel choices and minimise adverse impacts on the safe use of the rural lanes and trails by pedestrians, cyclists and horse riders".

Policy 6: Supporting Community Facilities and Local Services

Policy 6 of the Hurn Neighbourhood plan states that development to improve existing community facilities or introduce new facilities should be in keeping with the character of the area, taking into account the height, scale and layout of neighbouring buildings, and environmental constraints.

Policy 7: Creating safer roads and pedestrian / cycle routes

Policy 7 of the Hurn Parish Neighbourhood Plan supports measures to improve road safety that includes crossings. It also allows for developer contributions to be sought where is necessary, reasonable and directly related to the proposal.

45. National Planning Policy Framework ("NPPF" / "Framework") 2024

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 2 – Achieving Sustainable Development
Section 6 – Building a strong, competitive economy
Section 8 – Promoting healthy and safe communities
Section 9 – Promoting sustainable transport
Section 11 – Making effective use of land
Section 12 – Achieving well designed places
Section 13 – Protecting Green Belt land
Section 15 – Conserving and enhancing the natural environment
Section 16 – Conserving and enhancing the historic environment

46. Other Guidance

Parking Standards SPD 2021

Christchurch Borough Wide Character Assessment 2003

Planning Assessment

Principle of development - Appropriateness in the Green Belt:

47. The application site lies within the South East Dorset Green Belt where new development is inappropriate unless it meets one of the exceptions set out at paragraph 154 or 155 of the National Planning Policy Framework (December 2024).

48. The proposed leisure and tourism use within the Merritown Section of the site would consist of a tourist attraction which has the established Alice in Wonderland beech Maze at its heart. This use is considered to be of a similar character to the former use as Theme Park albeit are less intensive (noting removal of large rides and the uses have a reduced impacts) and as such would not cause substantial harm to the openness of the Green Belt.

49. The retail and cafe uses are normally considered uses appropriate for Town and District Centres. In this respect, Policy KS7 of the Core Strategy identifies that Town and District Centres are to be the focal point of commercial, leisure and community activity including employment, retail and leisure. This Policy also states that a sequential assessment needs to be undertaken for main town centre uses that are not in an existing centre. Preference is given to the town centre, then edge of centre locations which are well connected to a centre by easy pedestrian access. The NPPF also states in paragraph 87; 'Local Planning Authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered.'

50. The application site falls outside of a defined Local Centre and outside the Christchurch town centre and a sequential test would normally need to be applied to justify this edge of centre site. Such a test would need to demonstrate the proposed retail store could not be accommodated within an existing centre in order to comply with paragraph 87 of the NPPF and Core Strategy Policy KS7. However, the proposed retail unit would occupy a small area of the building where there would also be a café and ticket office. It would be ancillary to the main use of the building and wider site as a tourist attraction. On this basis, it is considered that the proposed retail unit would not be subject of a sequential test. This is because the proposed retail use would not undermine the existing retail uses of the town and district centres given that customers of the shop would be those who are already visiting the leisure/tourism facilities on site.

51. Similarly, the use of the main park for parking associated with these uses is acceptable as this parking is of a similar nature to the lawful use of the carpark for the parking associated with the Theme Park.

52. The application also seeks permission for two uses which are already operating on site, namely:

- Diverse Abilities which provide a provide a specialist venue for children and adults with physical and learning disabilities. This operator re-uses the existing buildings and land within the southeastern part of the Theme Park in accordance with paragraph 154.

- A children's play centre which provides an attraction for small children with an associated cafe. This serves to provide both a leisure and education facility which is used by families as well as small community groups. This facility re-uses two existing buildings that were associated with the Theme Park (as a Theatre and storage workshop). A small link extension has been built however this is very modest in size that is subservient to the existing buildings it is attached to. Therefore, the link extension does not result in disproportionate addition over and above the size of the original buildings and as such would accord with paragraph 154 c) of the NPPF.

53. The children's play centre and diverse abilities elements provide play hubs and spaces for community groups to use and thus the proposal does include uses that serve as a community facility/service. Policy LN7 of the Core Strategy which deals with Community Facilities and Services advises that community facilities should be focused within the main settlements which include Christchurch and Highcliffe. This is where access can be by public transport, bike and on foot. Whilst the application site is not located within a settlement, it is situated on a main route between Christchurch and West Parley and is also on a bus route albeit the service is infrequent. Nevertheless, it is recognised that the Theme Park and other facilities in the area including the adjacent Aviation museum in the area already serve the local population within the area. Furthermore, Policy LN7 goes on to state that "Services can also be provided in more innovative ways in suburban areas of Christchurch and East Dorset where access to facilities is more restricted to the car". Given these factors it is considered that the proposal would broadly comply with policy LN7.

54. The use of the main carpark for visitor and staff parking associated with the various uses on site would be similar to the existing lawful us of the main carpark for parking in association with the Theme Park and as such are considered acceptable in principle. In addition, a section of the carpark that lies adjacent to the Aviation Museum provides dedicated visitor parking to the museum.

55. However, the application also involves the continued use of part of the existing car park for off airport commercial parking, a use that was the subject of a refusal of permission last year. This airport parking occupies part of the existing carpark that was previously used as visitor parking in association with the Adventure Wonderland Theme Park.

56. The planning authority did grant a personal permission in 2016 which allowed the use of part of the car park for commercial airport parking, however this was more limited in extent than the existing proposal and was shown to be on a different part of the carpark to where the current off airport commercial parking is currently taking place and which is subject of this application. The approved location plan showed the area of the carpark to be immediately to the south of the Aviation Museum and adjacent to the area of visitor parking for the museum. It is considered that the existing carpark constitutes previously developed land as defined in the NPPF. Therefore, Paragraph154(g) of the NPPF is relevant.

57. This sets out that limited infilling or the partial or complete redevelopment of previously developed land, whether redundant or in continuing use would not be inappropriate development where it would not have a greater impact on the openness of the Green Belt than the existing development. The NPPF states that the fundamental aim of Green Belt Policy is to prevent Urban Sprawl and keep land permanently open. It is an established principle that the openness of the Green Belt has a spatial as well as a visual aspect. The Government attaches great importance to Green Belts and when considering planning decisions substantial weight has to be given to any harm.

58. Policy KS3 identifies that the most important purposes of the Green Belt in the area are to: -

- Protect the separate physical identity of individual settlements in the area by maintaining wedges and corridors of open land between them.

- To maintain an area of open land around the conurbation.

59. It is therefore necessary to consider whether the proposed change from the existing use of the land as a carpark to commercial airport parking would have a materially greater impact on the openness of the Green Belt. The use of the land for the parking of airport customers' cars does not involve the erection of any buildings. There is no statutory definition of openness but unlike the use for the Theme Park and Museum car parking it does involve parking cars on a 24 hour, 7 days a week, basis.

60. The submitted plans and information show that the commercial airport parking would allow for up to 107 cars being parked at one time and would operate for 24 hours a day throughout the year and as such it is likely it would require lighting though none is provided for in the application. This was however put forward in the Transport Note submitted during the course of the application in response to the initial comments of the Local Highway Authority although no details of this lighting were given.

61. The airport parking unconnected with any other activities on this site represents a material change of use of land which by the nature of its use would have a greater impact on the openness of the Green Belt than its use as parking for the Theme Park and as such it conflicts with the purposes of including land within it (NPPF para 154(h) (v.)). This use does not fall within any of the uses considered appropriate in the Green Belt and is unrelated to any current lawful uses on the site.

62. Paragraph 155 also advises that the development of homes, commercial and other development in the Green Belt should not be regarded as inappropriate where all the following criteria apply: -

a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan;

b. There is a demonstrable unmet need for the type of development proposed;

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.

63. The proposed commercial airport parking has been assessed against these criteria, and this is set out below. The applicant's agent has submitted a Green Belt statement setting out their own assessment against the criteria of paragraph 155 and this is also considered in the assessment below.

a. The development would utilise grey belt land and would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan; -

64. For the purposes of plan-making and decision-making, 'grey belt' is defined as land in the Green Belt comprising previously developed land and/or any other land that, in either case, does not strongly contribute to any of purposes (a), (b), or (d) in paragraph 143.

'Grey belt' excludes land where the application of the policies relating to the areas or assets in footnote 7 (other than Green Belt) would provide a strong reason for refusing or restricting development.

The site would meet the definition of grey belt as it is within the confines of the Theme Park site and forms part of the car park ancillary to this use and as such is considered to be previously developed land. the site makes a limited contribution towards the Green Belt purpose of preserving the setting and special character of Bournemouth and it also plays a limited part in checking the unrestricted sprawl of large built-up areas. Its position within the Green Belt is not in an area between two towns and it therefore also does not make a meaningful contribution towards preventing neighbouring towns merging into one another. The site does not strongly contribute to purposes (a), (b), or (d) in Paragraph 143 of the Framework. Given that the commercial airport parking is therefore part of a developed site in the countryside, it makes a limited contribution towards Green Belt purpose (c), which is to assist in safeguarding the countryside from encroachment. As the site is not urban land, Green Belt purpose (e), which seeks to assist in urban regeneration by encouraging the recycling of derelict and other urban land, is not applicable. Therefore, the proposal would not fundamentally undermine the purposes (taken together) of the remaining Green Belt across the area of the plan. Criterion (a) of Paragraph 155 of the Framework is therefore met.

b. There is a demonstrable unmet need for the type of development proposed;

65. Given the significant provision of parking within the operational area of the airport which is outside the green belt and future plans to provide additional parking at the airport as well as better public transport options to and from the airport, it is not considered that there is a demonstrable unmet need for the commercial parking off site. Thus, criterion b) is not met.

66. The applicants' agent in their Green Belt Statement advises that there is a lack of car parking provision within the airport based on what has been reported in the press and anecdotally to the applicants. These comments are noted however they do not provide a clear and convincing case for allowing the off-site parking in this Green Belt Location. These findings simply demonstrate support for the idea and do not expressly demonstrate an unmet need. It has not been demonstrated that the Airport is operating at or over capacity with regards to car parking or that there are people unable to secure parking at the airport due to lack of availability.

67. The agent has provided data showing an increase in passenger numbers year on year and that this is set to continue. This increase in passenger numbers will generate an additional need for parking spaces.

68. The agent notes from the minutes from the Consultative Committee Meeting in July 2025 that the chair stated that there was room in the Airport's car parks to accommodate additional cars that were reported to have been parking in West Parley and taxiing to the airport. In responding to this point, the agent states that the underlying issue is not solely about space and availability but that clearly cost becomes a fact. However, the test is not whether there are affordable parking spaces being provided but whether there are parking spaces being provided to meet the need. The evidence therefore does indicate that there are sufficient parking spaces within the operational area of the airport which is outside of the Green Belt to meet this need and thus, does not demonstrate an unmet need.

69. The agent states that the public transport network serving Bournemouth airport is lacking with the only public transport which serves this route More Bus Service 737 which operates only Monday to Friday with two buses arriving daily at 06:31 and 07:21 and three busses departing at 13:35, 16:20 and 18:00. There are no other public transport

options. They conclude that given this and that there is no other public transport options this will mean passengers will rely on travelling to the airport by car and thus there will be a greater parking demand. In this regard, the agents predict that the share of passengers reaching the airport by public transport is closer to 0%.

70. The agent refers to Bristol Airport Parking Demand Study which calculated the number of spaces required to service the demand that would be generated by the forecast passenger growth after converting passenger numbers to number of likely cars to be parking at the airport (based on average group size caried out by Civil Aviation Authority surveys). In applying this methodology to Bournemouth airport, the agent concludes that based on the predicted passengers of 1.75m which equates to 336, 875 cars per annum would generate a need or 3,295 parking spaces. They state that there is just enough capacity for 2026 based on there being 3,311 spaces but that this leaves very limited capacity for future demand despite the airports intentions to continue to grow overall passenger numbers to closer to the 3 million consented.

71. They note from the minutes of the Consultative Committee meeting in July 2024 that in answer to a question relating to whether the previous Planning permission for a carpark off Parley Lane would be developed, it was advised that the airport did not intend to use that permission as it had sufficient available land within its boundaries without the need to move taxiways. The agents surmise from this statement that there is a lack of desire by the airport to develop the carpark which sits on Parley Lane due to the requirements to move taxiways and make other alterations to how the airport can function. They therefore conclude that in the absence of this carparking, the predicted demand for 2026/2027 is unlikely to be met by the airport.

72. In this regard, the Local Highway Authority in commenting on the application advised that the airport provides on-site car parking for passengers and recently have increased the number of car parking spaces on site by 899 through permitted development. Furthermore, the current planning application for the terminal expansion increases the car parking capacity on site and therefore they questioned whether there was a need for additional airport car parking. The applicant has not provided evidence that there is a demand for additional car parking and that it cannot be provided at the airport.

73. The agent acting on behalf of the airport in their objection letter advised that as need has arisen, additional parking has been, and continues to be, provided by the Airport in the operational area. In this respect, they advised in their objection letter that expanded parking facility (nearly 900 additional spaces) allowed earlier this year on Airport land east of the terminal. Beyond that, permission is in place for an additional facility (about 800 spaces) within the southern edge of the airfield. They also state that through the recent determination of the application for the expanded terminal a commitment was made to the advancement of further parking within the Airport's operational area that could be implemented when needed to make provision in the longer term. The airport are currently engaged in discussions with the Council about the realisation of that.

74. The officer report for 8/20/0547/CLP which related to a number of developments approved under application 8/07/0065 which includes the parking within the southern edge of the airfield (about 800 spaces) to be accessed off Parley Lane advised the following in respect of the carpark of Parley Lane: -

As well as an extension to the existing eastern car park, the application included an additional southern car park to the west of the terminal building on airport land to provide 801 spaces. It was envisaged from the outset that the southern car park would be constructed at a later stage, when passenger numbers would have significantly

increased. This later stage has not yet occurred, and the car park has not yet been constructed. The S106 agreement also sets out the targets for provision of contributions for sustainable transport when passenger numbers increase. These triggers have not been met either, and it is now over 13 years since the Terminal permission was granted. Nevertheless, the permission and S106 agreement remain extant and when passenger numbers increase, the need for the additional car park will arise and can be provided.

75. The above therefore shows that there is capacity at Bournemouth Airport to provide the additional parking as and when it is needed. It can therefore be concluded that the need for additional parking can be met within the operational area of the airport, which lies outside of the Green Belt, and as such, there is no demonstrable unmet need for the additional 107 parking spaces at this off-site location within the Green Belt.

c. The development would be in a sustainable location, with particular reference to paragraphs 110 and 115 of this Framework; and

76. The site is not in a sustainable location as it is isolated and disconnected from the conurbation and the airport. Whilst there is a bus stop opposite the site, there is an infrequent bus service. It should also be noted that the purpose of the commercial airport parking is to provide parking spaces for passengers to leave their cars whilst they are on holiday and as such offers a facility that by its very nature encourages a reliance on the private car as opposed to other sustainable modes of transport such as public transport. This is contrary to the aims of Policy BA1 and BA2 which identify measures to reduce the impacts of traffic and to secure sustainable access, through contributions and the implementation of area-wide Travel Plan for the Airport. It would therefore represent an unsustainable form of development contrary to Policies KS1 and KS2 of the Core Strategy.

77. It would also be contrary to paragraphs 110 and 115 of the NPPF which seeks to ensure development prioritises sustainable transport modes. Furthermore, paragraph 115 advises that development should ensure that a safe and suitable access to the site can be achieved for all users. However, as is set out within the Highway Safety section below, the commercial airport parking does not provide a safe and suitable access to and from the site for users of this parking facility. It is therefore considered the criterion C is not met.

78. The agent in their Green Belt statement advises that the location of the car part is dictated by the location of the airport as they state that there is no need for an airport car park miles away from the airport itself. However, it's not uncommon for airport parking to be some distance from the terminal and in such instances, shuttle buses are arranged to and from the site. However, given the excessive distances involved, pedestrians are more likely than not to rely on the shuttle service. In this instance, the commercial airport parking facility is within a close walking distance of the airport which would make it more likely for passengers to walk between the site and the airport terminal as opposed to using the shuttle service.

79. They go on to state that there would be no alternative, suitable sites in close proximity to the airport that are also not within the Green Belt However, this is not the test of his criterion, but rather whether or not the proposed development is in a sustainable location having regard to paragraphs 110 and 115 of the NPPF. Furthermore, as set out above, there is scope to provide additional parking within the operational area of the airport as and when need arises for this parking which lies outside of the Green Belt and where measures can be taken to ensure the safe transit of passengers to and from the parking and the terminal.

80. The agent notes in their statement that the airport has extent permission to provide commercial airport parking on land immediately to the north of Parley Lane opposite the application site. They advise it is illogical argue that this is carpark is in a sustainable location where the application site is not. However, this is an extent permission and in any case the land is within the operational area of the airport and not within the Green Belt and as such paragraph 155 of the NPPF would not have been would not be engaged had the application been considered today.

81. The agent also relies on arguments relating to the cost of on-site commercial airport parking and use of taxis incurred by passengers and that the facility provides an income stream for the applicant to support the viability of their business. However, neither of these arguments are relevant to the consideration of whether the proposal would be in a sustainable location.

82. On the basis of the above, it is not considered that the applicants have put forward a case to show that the commercial airport parking is in a sustainable location and as such, criterion C is not met.

d. Where applicable the development proposed meets the 'Golden Rules' requirements set out in paragraphs 156-157 below.

83. This criterion is not applicable.

84. As such, when assessed against the criteria of paragraph 155 of the Framework, the use of part of the existing car park for commercial airport would constitute inappropriate development. No very special circumstances have been presented by the applicant as to justify the location of the commercial airport parking within the Green Belt. The use of part of the carpark as a facility providing off airport commercial parking within the Green Belt which is not associated with the existing lawful use of the land as Theme Park would constitute an intensification of the use of a site within the South East Dorset Green Belt of which no 'very special circumstances' have been demonstrated.

85. Therefore, whilst the leisure and tourism uses of the proposal would comply with Green Belt Policy, the commercial airport parking element would be contrary to Policy KS3 of the Core Strategy and Paragraph 154(g) and 154(h)(v.)) and 155 of the NPPF.

Highway Safety

86. The application site is accessed from the B3073 (Parley Lane) which is a classified single carriageway road that had the national speed limit (60mph) but this has recently been reduced to 40mph. The Local Highway Authority (LHA) have been consulted and have objected to the application. Whilst the Highway Authority recognise the previous use of the site as a Theme Park generated traffic and required onsite parking, they are concerned over the use of part of the site for airport parking. The concerns of the Highway Authority on this use relate to the movement of persons between the site and airport.

<u>Movement between the site and airport for users of the commercial airport parking</u>

87. The site is accessed from the B3073 (Parley Lane), a 40mph Classified Road. The road was a 60mph road until recently when it was reduced in speed with the agreement with Dorset Police due to safety concerns.

88. Pedestrian and cycle access is also from Parley Lane, which requires crossing the road as there is no footpath on the south side of Parley Lane. Pedestrians can also use the Public Right of Way which runs to the south of the site.

89. A previous application which sought retrospective permission for the use of part of the main carpark for commercial airport car parking was refused for the following reason: -

The applicant has failed to demonstrate safe pedestrian access arrangements to/from the site. The lack of a safe crossing, lighting and footways results in an unacceptable impact on highway safety. Furthermore, the applicant has failed to provide data to demonstrate that the theme park use can operate with the loss of 50% of its car park. The development fails to take into consideration the impact on the highway when combined with the theme park in operation. The development is contrary to Policies KS11 and KS12 of the Christchurch and East Dorset Local Plan Core Strategy (2014) and paragraphs 114, 115 and 116 of the NPPF (2023).

The submitted design and access statement incorrectly states that this was granted planning permission. However, this is incorrect.

90. This refused application followed the Regulation 28: report to prevent future deaths, dated 5th December 2024 of which the application site is referred to in the report. Paragraph 4 of the report states that "*Many people access the airport on foot, either being dropped off and/or picked up on Parley Lane where there is no layby or drop off zone or by using nearby car parks and walking on foot to the airport. One such car park is at the Adventure Wonderland site and is known as Parley Lane Parking. This is 0.9 miles from the airport, on the opposite side of Parley Lane which offers cheaper rates than Bournemouth Airport to park. There is no pathway, so people will either walk along the road or cross the road to access the footpath*". The report goes onto state at paragraph 5 that "*this results in pedestrians walking in the road or on the grass section next to the road on Hurn Court Lane to get to the airport terminal. This is dangerous as it is not a stable, safe public pathway and could lead to people falling into the road or being struck by vehicles, especially as people pull suitcases along. The airport has erected signs stating there is no pedestrian access however these are widely ignored*".

91. The submitted transport statement fails to take into consideration the Regulation 28: report to prevent future deaths.

92. There are no footways to safely transfer pedestrians to the site on Parley Lane and Merritown Lane. In addition, there are no internal walkways, lighting and wayfinding signage to direct pedestrians to the various uses within the site. Therefore, pedestrians are informally crossing the road.

93. Online customer reviews of the commercial airport parking clearly demonstrates that passengers do walk to the airport. A site visit was undertaken by the LHA and Road Safety Team at the point where passengers are crossing the road and it was considered to be an unsafe crossing. In order to make the crossing safe, a signalised crossing and footways are required to be secured under this application. This would need to be secured by way of a legal agreement. Furthermore, lighting is required along the access where pedestrians will walk through into the site to the commercial car parking area.

94. Whilst it is noted that the speed limit has been reduced from the National 60mph limit to 40mph recently, this does not make Parley Lane safe to cross. The LHA in commenting on the application advised that footways and signalised crossing are required in order to safely facilitate passengers across Parley Lane in order to go between the airport and the commercial airport parking within the site and vice versa. The LHA have advised that

as the airport has provided a footway onto their land (following the publication of the Regulation 28 Report), this is now the only unsafe crossing point between the airport carparking at the site and the airport.

95. The Transport Statement refers to permission that was granted for commercial airport carparking for up to 75 cars in 2016 (under reference: 8/16/0033). This application was recommended for refusal by the Local Planning Authority and no comments from the LHA were included in the report. The application was approved at committee against officer recommendation. However, the transport statement does not make clear that this permission was restricted by condition to the applicant 'BOMO Ltd' only (as a personal permission). This company which operated the airport car parking no longer operates at the site and as such the permission has ceased and as such there is no lawful use on the site for commercial airport parking. BOMO Ltd operated a service where customers would drop off their car at the airport and the cars would then be driven to the commercial airport carpark to be stored until the return flight. Customers were then picked up from the airport on their return and returned back to the car park.

96. In contrast, this application relates to the parking of up to 107 cars and is operated in a different manner where customers are able to walk to the airport, which involves crossing a 40mph road with no crossing and where there is no lighting. The commercial airport carparking that is subject of this application is materially different to this previously approved use. Therefore, this permission is not considered to be relevant to the assessment of this current application.

97. Whilst the Transport Statemen states that a shuttle operates from the car park to the airport, this shuttle service only operates between 08.00 and 18.00 when pre-booked. If passengers have not pre-booked, they have to walk. The car park is open 24 hours and therefore if passengers' flights are before 08.00 or after 18.00 hey are also unable to use the shuttle service. The shuttle service does not operate so that every flight is catered for and therefore there are flights that depart/arrive and no shuttle is available for those passengers who chose to park at Parley Lane Parking. Whilst the website gives details of taxi firms, it is unlikely that a taxi will travel the distance to reach this site and make the short journey to the airport, including the drop off fee. Given the short distance between the site and the difficulty in obtaining a shuttle service or taxi, the likelihood of passengers walking on foot to and from the site is highly likely.

98. No information has been provided by the applicant as to why the shuttle service only runs between 8am and 6pm when the majority of flights are outside this timeframe. It should also be noted that passengers for these flights are likely to be parking significantly earlier to allow for the additional check in times for the flights. Thus, further increasing the incidents of passengers needing to access the airport outside of the hours when the shuttle service is operating. Furthermore, it is also considered that flights can be delayed which could then remove the shuttle option for customers who would have been within the shuttle operating time if the flight had not been delayed. In this respect, no information has been provided by the applicant as to what happens in cases where customers have pre-booked the shuttle service for return journeys and have a delayed flight.

99. The LHA have reviewed both arrival and departure flights data which shows that on average there is over 50% of flights where customers cannot use the shuttle service as the arrival/departure times for these flights are outside the shuttle operating time.

100. Given the above, it is considered that the shuttle operating times are not fit for purpose and does not meet the times and demand for the arrival and departure schedules. Therefore, the applicant has failed to provide safe access arrangements for pedestrians.

The applicant has failed to clearly demonstrate that families with children carrying luggage can safely transfer to the airport. The reliance upon walking, in darkness and crossing a 40mph road is poor design and fails to safeguard pedestrian safety.

101. The LHA have also advised the applicants agent that the following should be provided to address their concerns over highway safety:

a. a footway is required to be constructed on Merritown Lane between the site access and the junction with Parley Lane to provide pedestrian access.
b. a footway is required to be constructed on the south side of Parley Lane in order to provide a pedestrian footway linking the bus stop and application site.

102. The LHA also raised concerns with the agent over the lack of a pedestrian access gate which forces pedestrians to share the access into the site with vehicles. On this basis, the LHA advise that a delineated pedestrian route should be shown on a site plan which would clearly show a safe pedestrian access route to the site that is separate to the vehicular access roue should be shown on the proposed site plan.

103. In response to the above comments of the LHA, the agent submitted a transport note which included a plan showing a new pedestrian and cycle access and the location of the bus stop. However, this plan is included as an Appendix of the Transport Note and was not formally submitted by the agent.

104. The LHA supported the relocation of the bus stop in principle as it moves pedestrians closer to the proposed pedestrian access to the site rather than relying on pedestrians to walk further up the road once alighted from the bus to find the pedestrian access.

105. However, the response failed to consider how bus passengers to the site will make a return journey and a bus stop is also required on the other side of Parley Lane. The LHA therefore advised that the application should secure a second bus stop so that visitors and staff to the site are able to make journeys both ways along Parley Lane in order to visit and leave the site. The provision of the bus stops along with associated kerbs and road marking in accordance with the standard bus stop specification for BCP would need to be secured by a condition.

106. In addition, the LHA required a footpath to be created on the south side of Parley Lane in order to link the bus stop from the site. This would also need to be secured by a condition.

107. Notwithstanding the above, the LHA expressed concerns over the lack of a signalised pedestrian crossing. The proposed crossing shown on the plan appended to the transport note is for tactile crossing and is not supported by the LHA on the grounds that this is not a formal crossing and as such there would be no expectation that traffic travelling at 40mph would slow and allow pedestrians to cross the B3073 Parley Lane. They therefore advise that the proposed unsignalized crossing with tactile paving is unacceptable and would put pedestrians at a high risk of injury should they attempt to cross through a gap in the traffic and therefore a would create serious highway safety concerns. Whilst the flights generating pedestrian movements are outside of peak traffic periods a typical road users would not normally anticipate pedestrians with luggage etc crossing Parley Lane in this location especially in low light or poor visibility conditions.

108. The applicant's agent was advised of the LHA's concerns and their advice that a lit signalised crossing is required to ensure a safe crossing is provided for passengers to use when they are walking between the site and the airport. In response to this, the agent submitted a response letter from the applicants Transport Consultant which set out

a revised offer for a 24-hour Shuttle service in lieu of the previous proposal to relocate the bus stop and provide an unsignalised crossing with tactile paving. This shuttle service would supersede the existing shuttle service that is offered between the hours of 08.00 and 18.00 hours when booked.

109. The LHA have reviewed this response letter and provided an updated set of comments maintaining their objection as the revised offer does not address their concerns in respect of pedestrian safety. They advise that whilst an increase in the shuttle operating times would, in theory provide passengers with more comfort that a shuttle could be available, concern is raised that flights can be delayed and passengers may miss the shuttle slot. In addition, they also raised concerns over the long-term monitoring and enforcement of the shuttle operating schedule. There is no certainty that any shuttle system will continue to operate and so it is not an unreasonable expectation that future users of the car park will have to walk to the airport unless this was controlled by an appropriate legal mechanism.

110. The LHA consider there is an increased likelihood that people parking at the application site will walk to the airport once they have crossed the B3073 parley lane given that the airport have now provided a bound surface into their site from the junction of Hurn Court Lane/Parley Lane allowing pedestrians using the existing footway along the airport perimeter to walk. Furthermore, given this and the short distances involved, in the event that passengers miss a shuttle they are highly likely to walk as opposed to wait for another shuttle.

111. In addition to the above, the highway authority has expressed concerns over the lack of detail or information on. The provision of suitable lighting within the car park and along the access route to carpark from the location of the crossing particularly given the high number of early morning flights and the cluster of late-night flights. Without suitable lighting it is unclear how users of the car park could safely be expected to walk to the airport, particularly when there is no certainty that the suggested shuttle will be operational.

<u>Pedestrian and Cycle Access to the site</u>

112. In addition to those using the airport parking the other uses on the site also require pedestrian and cycle access for visitors and staff who wish to travel to the site either on bicycle or on foot. Equally, any staff or visitors wishing to access the site via bus would be required to also cross Parley Lane as the bus stop is on the northern side of the road to the site. Therefore, a safe crossing would need to be provided for these users as well as the passengers using the off-site airport carparking.

113. The transport statement submitted with the application notes that there have not been any fatalities crossing the road outside of this site. However, this does not mean that there could not be fatalities in the future. On this basis, the LHA have advised that it is a fundamental requirement that the application provides a lit signalised toucan crossing to allow the safe crossing for pedestrians and cyclists to cross Parley Lane. In the absence of this crossing, the development cannot be regarded as safe and is contrary to contrary to Policies KS11 and KS12 of the Christchurch and East Dorset Local Plan Core Strategy (2014) and paragraphs 114, 115 and 116 of the NPPF (2023).

114. The proposal would also fail to comply with Policy 7 of the Hurn Neighbourhood Plan 'Creating Safer Roads and Pedestrian/Cycle Routes' which states that "Measures to improve road safety, including the crossing points identified on Map 7 of the Neighbourhood Plan, will be supported". Whilst this crossing point is not in the location where the required crossing is identified in the Neighbourhood Plan, a signalised

crossing at this location would be a measure that would significantly improve road safety.

115. It is considered that the crossing is necessary, reasonable and directly related to the proposal as it would ensure safe pedestrian crossings that are being made in association with the uses in the site including the commercial airport parking. In the absence of this, there is no safe pedestrian and cycle access to the site including those users accessing the site via bus.

Off-site Public Rights of Way Improvements

116. There is a designated public right of way (Footpath E62/3 annotated in pink) that runs through the site linking the bottom of Merritown Lane to Dales Lane to the East. This PROW can be used by pedestrians to access the site from the south.

117. No information was provided with the application to demonstrate how the PROW can be enhanced in order to provide a safe and alternative access route to the site for pedestrians and cyclists to the uses on site that would avoid Parley Lane.

118. The LHA advise that an upgrade to the existing PROW to a bridleway would enable cycle access along this route. There is an existing crossing over the River Stour and the PROW is on a desire line and a quicker way of travelling from north Bournemouth to the site than through West Parley and Parley Lane.

119. The LHA in their comments refer to the councils Local Cycling and Walking Infrastructure Plan which sets a framework and evidence base for cycling and walking infrastructure projects in the BCP Council area.

120. They note that Travel Plan submitted with the application has referred to this plan but fails to identify the PROW as an opportunity to increase instances of cycling, by upgrading the footpath to a bridleway. This would have the benefit of providing a safe and accessible cycle route to the site.

121. The travel plan notes that cycling to the site by staff is a potential option and in this respect cycle parking is also to be provided on site and therefore there is expected to be an increase in cyclists. The PROW upgrade required would facilitate the increased instances of cycling and would provide an alternative and sustainable mode of transport to the site.

122. The councils Public Rights of Way Senior Officer has been consulted on this application and supports the need for a bridleway upgrade. They advise that in order to make this PROW upgrade an agreement would need to be made under section 25 of the Highways Act 1980. They advise that this also require the removal of an obstructing vehicular gate and replacement with a bridle gate.

123. The upgrade to a bridleway would comply with Policy KS11 and Policy 4 of the Neighbourhood Plan in providing a safe and attractive access route for walking and cycling and ensuring the development maximises accessibility to sustainable travel.

124. The transport note submitted to address the LHA comments set out that the applicant agreed to replace the obstructing vehicle gate with a bridle gate within the PROW. This can be secured by condition. However, the applicant does not agree to upgrade the PROW to a bridleway which the LHA expressed disappointment over given the travel plan has targets to encourage cycling and this would provide an alternative route

for cyclists to take rather than Parley Lane. It is therefore not clear how the applicant intends on meeting travel plan targets when there are no improvements put forward for cycling enhancements.

Level of car parking provision

125. The submitted site plan divides the main carpark into designated areas for the parking associated with the use of neighbouring land by Aviation Museum, the use of the carpark for commercial airport parking as well as the parking associated with the various tourism, leisure and education uses on site that are being applied for under this application.

126. The Transport Statement submitted with the application states that there are 178 car parking spaces within the main carpark that is shared between the Merritown (the proposed leisure/tourism facility) and the existing uses at Discovery Village and Diverse Abilities.

127. The application site lies within Parking Zone D where there the Parking Standards SPD requires 4 parking spaces to be provided per 100m2 of gross floor area of buildings for the uses on site.

128. The use of the buildings on site for the children's play café (known as Discovery Village) covers a gross floor area of 350m2 which generates an on-site parking requirement of 15 car parking spaces for the Discovery Village use. The use of buildings on the site for a specialist venue for leisure and learning opportunities for children and adults with learning disabilities (operated by Diverse abilities) cover a gross floor area of 960m2 which generates an on-site parking requirement of 38 parking spaces.

129. There are therefore 125 parking spaces remaining within the main carpark to serve the proposed use of the remainder of the site for the new tourist facility referred to as Merritown'.

130. The application has demonstrated the car parking demand for each use can be met by the existing parking spaces within the main carpark. It also has demonstrated that the 107 parking spaces for the off-site commercial airport car parking can be accommodated without negatively impacting the car parking availability on the businesses that operate on site.

131. Whilst not a part of this application, the submitted site plan shows an area of overflow parking outside of the application site edged in red that is currently on land being temporarily used for Mineral Extraction associated with Hurn Quarry. Therefore, this does not form part of the application. Such a use of land for car parking would normally require an application for planning permission. However, in this instance, a lawful use certificate has been granted for the use of this area of land as a carpark. The submitted site plan indicates that this area of land would be used for overflow parking once it has been restored on completion of the mineral extraction.

Cycle Parking

132. The submitted transport statement refers to the Beryl cycle and scooter hire that is available within the conurbation and has detailed where the nearest docking bays are to the site. However, these bays are too far away to be considered as a reasonable option, with distances ranging from 1.5km-2.4km walk in order to dock the bike/scooter. Given these distances, it is very unlikely staff will choose this method of travel. The submitted information also does not detail how staff and visitors would access the site on foot from the docking bays given the lack of safe crossing at Parley Lane.

133. Notwithstanding this, the submitted plans do show cycle parking to be provided on site although it is unclear if this would be for staff and visitor use or solely for staff use. No details have been provided with the application as to how the cycle parking would be secured and of a design that complies with the Parking SPD. However, these details could be secured by condition.

Travel Plan

134. The Councils Travel Planning Team have been consulted in respect of the submitted Travel Plan. The application seeks to regularise a number of uses on the site along with a proposal to provide a new attraction which would support the maze that is to be retained which would include a café, small shop along with other attractions such as go-kart track and garden golf. This attraction is referred to as "Merritown Farm". As such there are a number of uses that would be operating from the site which caters for a range of needs. The uses sought under the application generate more journeys by both visitors and staff to the site.

135. The Travel Plan team have advised that Parley Lane currently acts as a barrier to people wishing to walk to and from the site as there is no crossing. The Travel Plan inaccurately describes the development as having convenient bus access, but this is incorrect. The bus service to the site is irregular and it is also pointed out that there is a possibility to improve cycle/walking routes from Throop via Pig Shoot Lane/ Hurn Court Lane/ Dales Lane or west along the River Stour to Dales Lane. Overall, they advise that the site is not in a location where sustainable modes of travel namely by Bus or Beryl Bike are realistic options given the irregularity of the bus service and the distance from beryl bike bays to the site. The lack of safe and accessible cycle and pedestrian routes further limit the options for sustainable travel to and from the site by customers and staff wishing to access these various facilities.

136. Had permission been recommended, a condition would need to be attached requiring the submission of travel plan to review the travel behaviour in the future. A travel plan monitoring fee would need to be secured via a S106.

Conclusion

137. The car parking demand for the tourism, leisure and education uses for Merritown, Discovery Village and Diverse Abilities can be provided on site. However, there is no safe pedestrian access to the site for these uses. Furthermore, the commercial airport parking operating on site has led to pedestrians unsafely crossing Parley Lane in order to walk to and from the airport. This results in significant pedestrian and highway safety harm. Thus, the applicant fails to provide safe crossing for pedestrians, is promoting pedestrians to walk to the airport which is unlit and has no safe access into the airport which is poor design and raises serious highway safety issues.

138. Furthermore, the off-site airport parking encourages passengers to use private car as their mode of transport as opposed to other more sustainable modes of transport and as such it does not promote sustainability. The proposal is therefore contrary to Policies KS11 and KS12 of the Christchurch and East Dorset Local Plan Core Strategy (2014) and paragraphs 114, 115 and 116 of the NPPF (2023).

139. A number of measures are required to ensure safe pedestrian and cycle access is provided for the development including the commercial airport parking which include footways along Merritown Lane and Parley Lane to meet up with a required toucan crossing over Parley Lane, a separate pedestrian roue through the site to the main

carpark which would be required to be lit and upgrades to the Public Right of Way to the south of the site which provides an alternative pedestrian and cycle access to the site

Impact on Character and Appearance of the Area

140. The proposed change of use to a mixed use of leisure and educational uses is not dissimilar in character to the lawful existing use of the site as a Theme Park. The majority of the application relates to change of use with the physical layout and built form on the site remaining the same as existing.

141. The use of the buildings and land for the various leisure and educational uses are not dissimilar to the existing lawful use of the site. It is also noted that some of the rides and attractions associated with the previous use of the site as Theme Park have been removed from the site whilst those that remain have been either re-used or are proposed to be re-used by the leisure and education facilities namely Diverse Abilities and the proposed 'Merritown' attraction. In respect of the latter, the Maze that formed part of the former Theme Park is proposed to be retained with a number of the other attractions to be replaced with quieter natural spaces and outdoor play areas.

142. The proposed link extension is modest in size comprising a single storey narrow corridor and is considered a subservient addition to the two buildings it adjoins to. The buildings are only visible from within the Theme Park and as such the alterations to the buildings including the extension are not visible from any public views within the surrounding area.

143. The ANPR camaras are wholly located within the confines of the carpark site which is on private land that is set behind the Aviation Museum. Therefore, they are not visible from the public realm. Furthermore, the ANPR cameras and associated equipment would be compatible with the existing character and appearance of the car park. Therefore, the presence of these structures would not result in visual harm to the character of the street scene and as such the development complies with Policy HE2 of the Core Strategy.

144. However, the car park would require 24-hour security lighting given that it is open on a 24-hour basis which would be intrusive compared with the existing use. It is understood that currently there is no such lighting installed. No lighting is proposed in the application but if lighting had been included the visual impact of that on the rural character of the area would need to be considered. It is noted that the transport note that was submitted during the course of the application refers to lighting that would be provided at the pedestrian and cyclist access that was proposed from Parley Lane to the carpark immediately to the east of the Aviation Museum. However, no details are given as to what this lighting would involve as part of this application and as such an assessment cannot be made.

Impact on Heritage Assets

145. The application site lies immediately to the northeast of Merritown House, a Grade II Listed Farmhouse.

146. The proposal involves predominantly the change of use of buildings and land to various leisure uses which are of a similar nature to the existing lawful use of the site as a Theme Park. It is not considered that these would affect the setting of the Grade II Listed Building.

147. The existing café building associated with the Theme Park is considered to be curtilage listed as it is an historic farm building (associated with the Grade II Listed Farmhouse).

The proposed plans show that this is to be used as a café, retail and education space in association with the proposed leisure and tourism attraction which is referred to as 'Merritown'. The use would not be dissimilar to its former use as a café associated with the Theme Park. The submitted plans indicate that the existing layout of the building would be utilised and no internal or external alterations are proposed. It is therefore considered that this proposed use of the building would not harm the significance of this curtilage listed building.

148. In addition, a small infill extension is being applied for retrospectively as it has been built. However, this comprises a modest link extension between two existing buildings which themselves sit within the complex of buildings within the southwestern corner of the site close to the Grade II Listed Farmhouse. Given the modest scale and subservient nature of this link extension, it would not cause harm to the setting of the Grade II Listed Building.

Impact on Neighbours Living Conditions

149. The proposed change of use of Family Theme Park to mixed use incorporating leisure and tourism uses with ancillary café and retail would not give rise to any unacceptable impact on the living conditions of neighbouring residential properties. This is because the uses proposed which include those which are already operating would either give rise to a similar or lower level of noise and activity when compared to the existing lawful use of the site as a Theme Park. Thus, it is not considered that the proposed change of use would lead to increased noise and disturbance.

150. The use of the main carpark for the commercial airport parking would also not give rise to any increased noise and disturbance when compared to its existing lawful use as a customer car park for the Theme Park.

151. As such it is not considered that the development would result in a detrimental effect on the amenities of the residents of the neighbouring properties and it would be in accordance with Policy HE2 of the Core Strategy and Saved Policy H12 of the Local Plan in respect of the impact on amenity.

Biodiversity Net Gain

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

153. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan at Policy ME1– Safeguarding biodiversity and geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 though exemptions apply.

154. The application claimed both the de minimis exemption and that the application is part-retrospective.

155. The application is part retrospective because the following developments have already been carried out before the application was submitted: -

- Conversion of two existing buildings within the western part of the site to form a children's play café known as 'Discovery Village' which includes external alterations to the buildings including the erection of a small link extension to connect them.
- Change of use of another building along with associated land in the southeastern part of the site to provide a specialist leisure and education venue for children and adults with physical and learning difficulties.
- Use of the southern part of the carpark to provide parking spaces for the above uses.
- Change of use of the northern part of the carpark to provide commercial airport parking along with associated infrastructure for this.

156. However, the application is also applying for the change of use of the remaining buildings and land within the western part of the site to form a new tourist attraction referred to in the submitted application documents as "Merritown Village" and includes the change of use of buildings to form a ticket office, café and small retail unit along with the provision of customer and staff parking for this attraction within the main carpark. This change of use has not been carried out and is being proposed as part of this application.

157. When providing reasons for the de minimis exemption, an applicant should provide sufficient evidence to support their justification. This evidence needs to clearly demonstrate that the development that has not been carried out on site would impact on less than 25 square metres of onsite habitat and 5m of linear habitats such as hedgerows. However, no such evidence has been presented with the application. Instead, an ecological impact appraisal, BNG assessment and Statutory Biodiversity Metric has been submitted. The supporting planning statement set out that enhancements are available to provide a 10% BNG.

158. However, the submitted BNG Assessment and metric sets out the development's baseline calculation shows 25.40 habitat units and 2.69 hedgerow units are present on-site. The submitted BNG Assessment and metric concluded that the proposed landscaping on site would generate an 2.01% increase on habitats and a 14.43% uplift on hedgerows although this is below the required 10% biodiversity net gain. However, the submitted assessment states that "as the application comprises a Section 73A retrospective application, a 10% habitats net gain under the Environment Act 2021 is not legally required".

159. The NPPG advises that BNG does not apply to retrospective planning permissions made under section 73A. This is because the statutory condition for BNG is a pre-commencement condition and therefore cannot be applied to development that has already been carried out. Therefore, for the parts of the application that are retrospective as they relate to development that has already been carried out before the application was submitted, BNG does not apply.

160. However, 10% biodiversity net gain (BNG) is required for the parts of the application that is proposing development which has not been carried out although exemptions apply. In this case, the applicant has claimed the de minimis exemption which applies where development impacts less than 25 square metres of on-site habitat and 5m of linear habitats such as hedgerows.

161. Based on the above advice, the Local Planning Authority requested that a detailed plan which clearly showed the extent of proposed development (i.e. that has not been carried out prior to the application being submitted and which planning permission is being applied for retrospectively under section 73a) and the existing onsite habitats that would be affected by the. If this plan clearly demonstrates that the proposed development

would impact on less than 25sqm of area habitat or less than 5m linear habitat, then the development proposed would be exempt from BNG under the de minimis exemption.

162. In response to this request, the applicants' agent advised that they did not consider that this was necessary as the application had been made under section 73a on the basis that it was part retrospective and as such did not provide the requested information.

163. During the course of the application, the applicant had proposed to provide an unsignalised crossing with a pedestrian footpath through the site to the car park. This would have involved the removal of hedgerow and the laying of hard surfacing over a grassed area within close proximity of existing mature trees within the site. In respect of the mature trees, an arboricultural method statement and tree protection plan was submitted which sufficiently demonstrated that these trees could be adequately protected and would not be harmed by the proposed footpath.

164. The applicant now proposes a shuttle bus service in lieu of the previous proposal to provide an unsignalised crossing and footpath through the site to the car park. The removal of the unsignalised crossing and footpath would now mean that these on-site habitats would not be affected. The agents therefore argues that on this basis the only physical operational development proposed is the creation of the link extension between two buildings to facilitate the change of use to a children's play cafe (Discovery Village) which itself is on a sealed surface and in any case has already been carried out and is therefore retrospective and thus BNG does not apply.

165. Whilst this is accepted, it does not address the concerns relating to the remaining proposal for the change of use of land and buildings to form the new tourist facility known as Merritown Village. It is also accepted that the areas of the proposed change of use of existing buildings and land that comprises of sealed surfaces within the site would not affect on-site habitats. However, the proposed change of use also encompasses areas of the site that comprise of habitats. Therefore, it would need to be demonstrated that the proposed change of use of this land would not affect more than 25sqm of on-site habitats and 5m of linear habitats within this part of the site.

166. In the absence of this information, the applicant has failed to provide sufficient evidence to satisfy the local planning authority that the proposed development that is not being applied for retrospectively would benefit from the de minimis exemption as set out within the Biodiversity Gain Requirements (Exemptions) Regulations 2024 and therefore, the local planning authority cannot be confident that the statutory biodiversity gain condition would not apply.

167. As such, the local planning authority cannot be confident that the proposed development would comply with the requirements of Part 3 of Article 7 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 or Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). Consequently, the proposal is contrary to Policy ME1 of the Core Strategy and the relevant legislation.

Planning Balance / Conclusion

168. The re-use of the former Theme Park to various tourism/leisure and education uses including the associated use of the main carpark by staff and visitor to these uses would not give rise to a materially greater impact on the Green Belt than its current lawful use. However, the use of part of the main carpark for commercial airport parking represents inappropriate development in the Green Belt as it does not fall within any of the exceptions of paragraph 154 of the NPPF and it would not meet all the criteria of

paragraph 155 of the NPPF. No very special circumstances have been presented to justify this location and therefore the use by its definition as inappropriate development is harmful to the Green Belt and as such contrary to policy KS3 of the Core Strategy.

169. There are significant pedestrian and highway safety impacts in respect of the airport parking aspect of this application which fails to provide safe pedestrian access arrangements between the site and the airport. The application also fails to provide safe and separate pedestrian and cycle access to the site for visitors and staff to the tourism/leisure and education uses on the site. Therefore, the proposal is contrary to Policy KS11 of the Core Strategy.

170. It is considered that the proposed commercial parking would result in significant harm to the Green Belt and 2Highway Safety which would outweigh the benefits of the proposal as a whole and would justify refusal on these grounds.

171. Furthermore, insufficient evidence has been submitted with the application to satisfy the local planning authority that the proposed development that is not being applied for retrospectively would benefit from the de minimis exemption from the Biodiversity Net Gain Requirement of the Environment Act 2021 and as such is contrary to Policy ME1 of the Core Strategy.

Recommendation

Refuse, for the following reasons:

Reasons

1. The use of part of the main carpark for commercial airport parking unrelated to any uses or activities on the site is one that does not fall within into any of the categories of appropriate development set out in paragraph 154 of the National Planning Policy Framework 2024. Having regard to paragraph 155 of the NPPF the applicant has not sufficiently shown a demonstrable unmet need for the development in this location given that this need can be met by the provision of airport parking within the operational area of Bournemouth Airport (outside of the Green Belt) and the proposal would not be in a sustainable location. It is therefore considered that the use of land for commercial airport car parking constitutes inappropriate development which is harmful to the Green Belt by definition, and which fails to preserve the openness of the Green Belt and represents encroachment into the countryside contrary to the purposes of the Green Belt. No very special circumstances have been presented which would justify a grant of permission. Therefore, this use contrary to Policy KS3 in the Christchurch and East Dorset Local Plan and policy contained in Section 13 of the National Planning Policy Framework (2024), particularly paragraphs 142-143 and 153-155.

2. Policies BA1 and BA2 of the Christchurch and East Dorset Local Plan, Part 1 – Core Strategy (2014) identify measures to reduce the impacts of traffic and to secure sustainable access, through contributions and the implementation of area-wide Travel Plan for the Airport. The commercial airport parking undermines the aims of these policies by virtue of increasing traffic movements on Parley Lane and reducing the incentives for airport passengers to use public transport. Therefore, the commercial airport parking represents an unsustainable form of development which falls contrary to policies KS1, KS2, BA1 and BA2 of the Christchurch and East Dorset Local Plan (2014).

3. The applicant has failed to demonstrate safe pedestrian and cycle access arrangements to/from the site. The lack of a safe lit signalised controlled crossing, lighting and footways results in an unacceptable impact on highway safety. The applicant has failed to provide acceptable evidence that additional airport car parking is required. The development is

therefore contrary to Policy KS11 of the Christchurch and East Dorset Local Plan Core Strategy (2014) and paragraphs 114, 115 and 116 of the NPPF (2024) which seek new development to provide safe and suitable access for all, to give priority first to pedestrian and cycle movements, and to ensure appropriate opportunities to promote sustainable transport modes have been taken up.

4. The applicant has failed to provide sufficient evidence to satisfy the local planning authority that the proposed development would benefit from the de minimis exemption as set out within the Biodiversity Gain Requirements (Exemptions) Regulations 2024 and therefore, the local planning authority cannot be confident that the statutory biodiversity gain condition would not apply.

   In the absence of the minimum information required by legislation to establish the baseline habitat value for the site or to demonstrate how the required 10% uplift in biodiversity would be achieved, the local planning authority cannot be confident that the proposed development would comply with the requirements of Part 3 of Article 7 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 or Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021).

Informatives

1. 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 did not take the opportunity to enter into pre-application discussions.

   The applicant was advised that the proposal did not accord with the development plan and that there were no material planning considerations to outweigh these problems.

2. For the avoidance of doubt the decision on the application hereby determined was made having regard to the following plans:

   Proposed Site Location Plan – Drawing Number 241175 - 2001 02 received on 16/04/2025
   Proposed Block Plan – Drawing Number 241175 - 2002 02 received on 16/04/2025
   Proposed Land Use - Merritown Plan – Drawing Number 241175 - 2003 02 received on 16/04/2025
   Proposed Land Use - Merritown Plan (Colour) – Drawing Number 241175 - 2003 received on 16/04/2025
   Proposed Land Use - Diverse Abilities & Parking Plan – Drawing Number 241175 - 2004 02 received on 16/04/2025
   Proposed Land Use - Diverse Abilities & Parking Plan (Colour) – Drawing Number 241175 - 2004 received on 16/04/2025
   Site Plan – Drawing Number C 28892 002 B received on 16/04/2025
   Phantom Camera Details – Drawing Number C 0000 006 received on 16/04/2025
   Column Protector – Drawing Number D 0000 006 C received on 16/04/2025
   External Cabinet – Drawing Number C 0000 004 received on 16/04/2025
   Proposed Plans & Elevations – Drawing Number P002 02 received on 16/04/2025
   Existing & Proposed Floor Plans – Drawing Number 241175 - 2005 received on 16/04/2025
   Proposed Perspective Views – Drawing Number P004 01 received on 16/04/2025

3. Informative
   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 would appear to fully apply.

Background Documents:

P/25/00993/FUL

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

Notes.
This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972.

Reference to published works is not included.

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1 Existing Site Location Plan
1:1250

KEY
- Application Site Boundary
- Overflow Car Park
- Diverse Abilities
- Merritown
- Aviation Museum

NORTH

0 10.0 30.0 50.0 100.0 125.0m

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Rev.	Description	Date	Drw.	Chk.
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Existing Site Location Plan

Drawing Status
Planning

Corstorphine & Wright
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01425 655 806
corstorphine-wright.com

Drawing No. 241175 - 1001
Revision 02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:1250	19.03.25

1 Proposed Site Location Plan
1:1250

KEY
- Application Site Boundary
- Overflow Car Park
- Diverse Abilities
- Merritown
- Aviation Museum

NORTH

0 10.0 30.0 50.0 100.0 125.0m

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Rev.	Description	Date	Drw.	Chk.
02	Red Line Boundary Amended	13.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Proposed Site Location Plan

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No.	Revision
241175 - 2001	02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:1250	13.03.25

B3073 PARLEY LANE

B3073 PARLEY LANE

B3073 PARLEY LANE

MERRITOWN LANE

Aviation Museum

Car Park

Area currently used for mineral extraction

Corner Cottage

Merritown Farm

MERRITOWN LANE

Coach Parking

Merritown House

DALES LANE

Pond

1 Existing Site Block Plan
1:500

KEY

- Application Site Boundary
- Overflow Car Park
- Diverse Abilities
- Merritown
- Aviation Museum

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev	Description	Date	Drw	Chk
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Existing Site Block Plan

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No.	Revision
241175 - 1002	02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A0	1:500	19.03.25

B3073 PARLEY LANE

B3073 PARLEY LANE

B3073 PARLEY LANE

MERRITOWN LANE

Aviation Museum

Car Park

Overflow Car Park (Restored upon completion of mineral extraction)

Coach Parking

Corner Cottage

Merritown Farm

MERRITOWN LANE

Merritown House

DALES LANE

Pond

KEY

- Application Site Boundary
- Overflow Car Park
- Diverse Abilities
- Merritown
- Aviation Museum

1 Proposed Site Block Plan
1:500

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw	Chk
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Proposed Site Block Plan

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No.	Revision
241175 - 2002	02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A0	1:500	19.03.25

B3073 PARLEY LANE

MERRITOWN LANE

Outdoor Play Area

Maze

Garden

Aviation Museum

Decommissioned Train ride

Car Park

Outdoor Play Area

Karting Track

Decommissioned Teacup Ride

Corner Cottage

Discovery Village

Decommissioned Ride Track

Merritown Farm

MERRITOWN LANE

Merritown House

Cafe

1 Existing Land Use - Merritown
1:500

KEY
- Application Site Boundary
- Merritown

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw.	Chk.
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Existing Land Use
Merritown Plan

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No.	Revision
241175 - 1003	02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:500	19.03.25

1 Proposed Land Use Plan - Merritown
1:500

KEY
- Application Site Boundary
- Merritown

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw.	Chk.
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

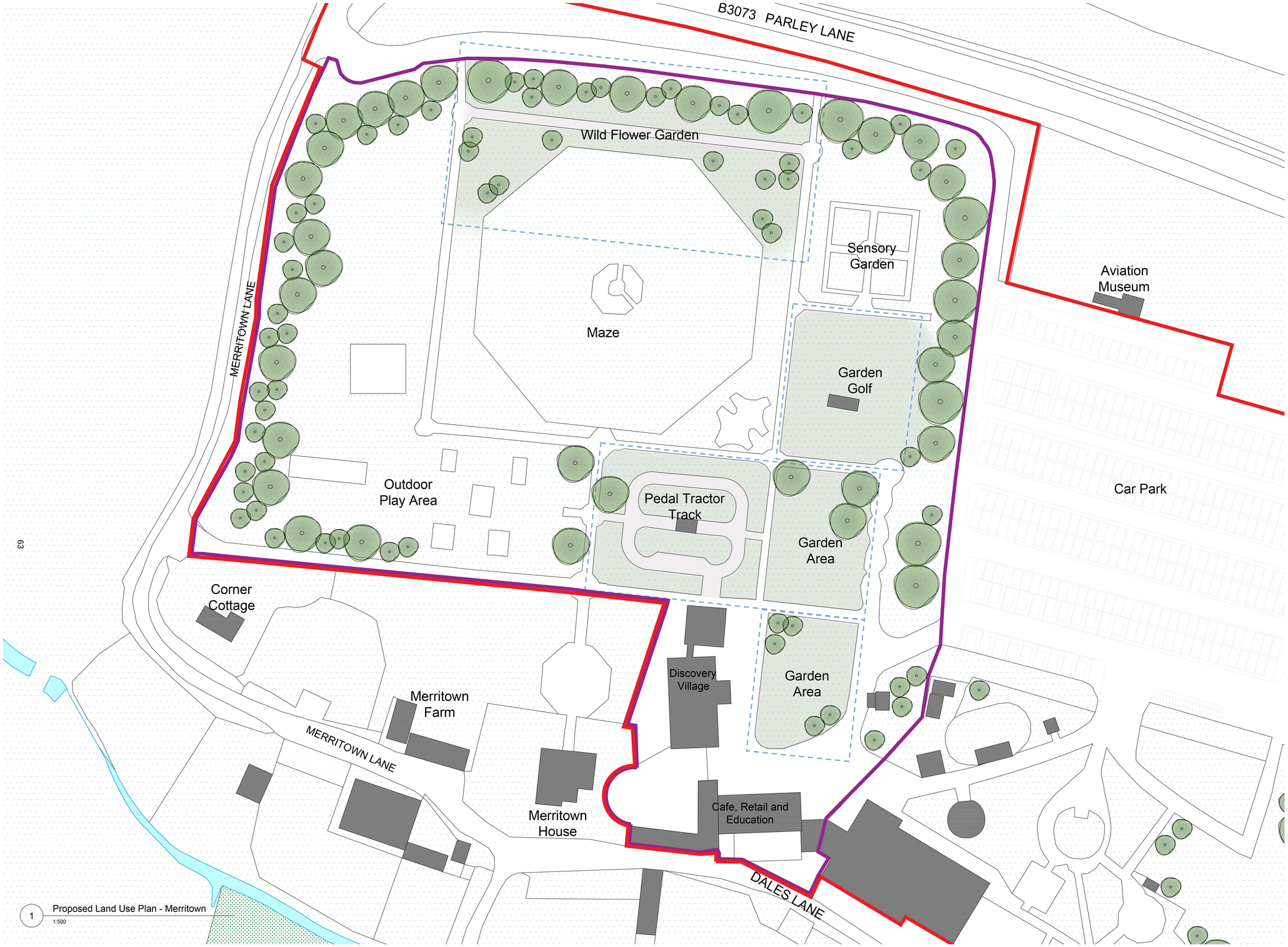
Drawing Title
Proposed Land Use Plan
Merritown

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No. 241175 - 2003
Revision 02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:500	19.03.25



1 Proposed Land Use Plan - Merritown
1:500

KEY
- Application Site Boundary
- Merritown
- Areas of Change

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw.	Chk.
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Proposed Land Use Plan
Merritown

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fodingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No. 241175 - 2003
Revision 02

Drawn	Checked	Paper Size	Scale	Date
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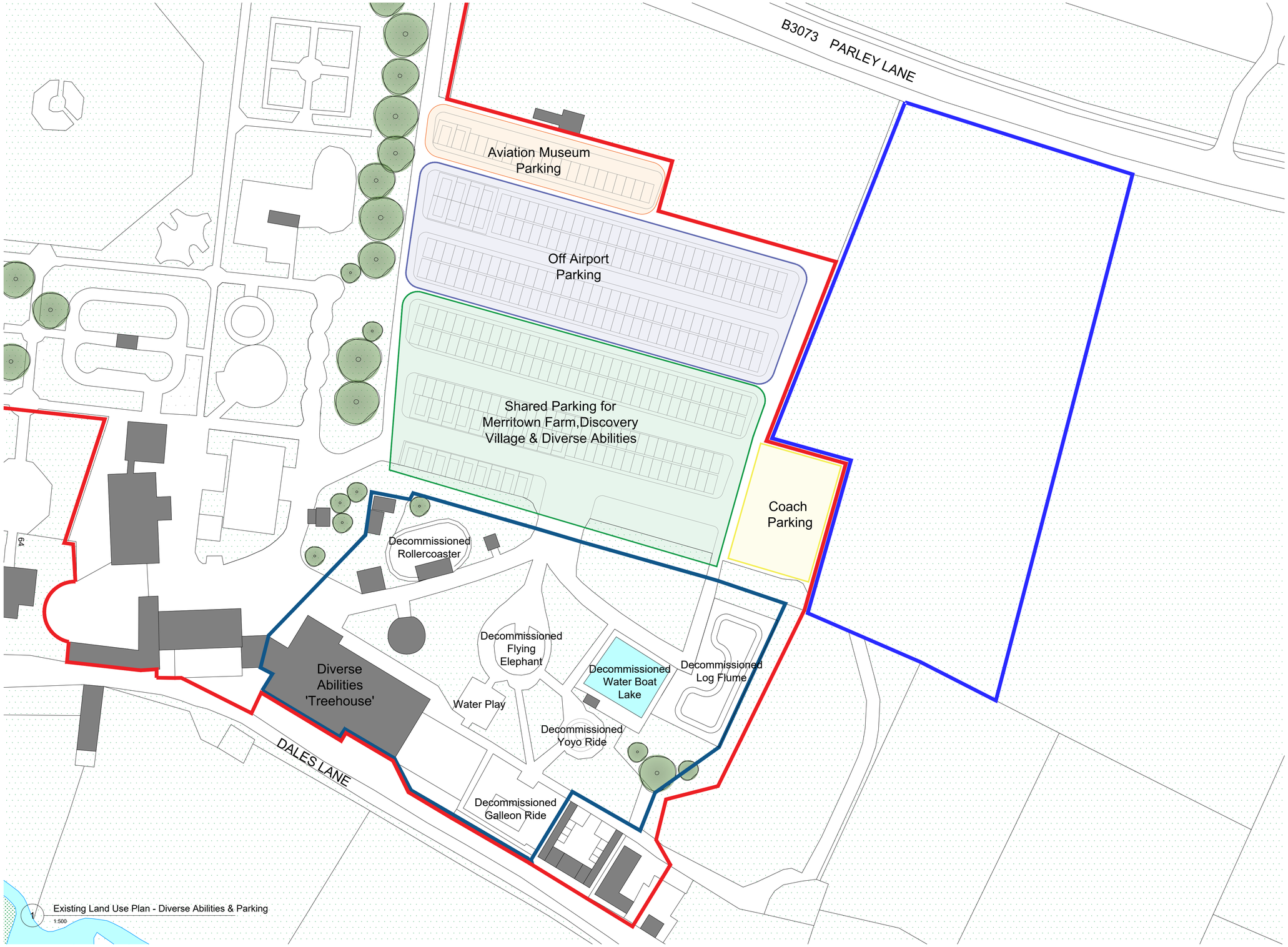

Existing Land Use Plan - Diverse Abilities & Parking

1:500

KEY - Existing Parking

- Application Site Boundary
- Diverse Abilities
- Overflow Car Park
- Aviation Museum
  - 20 No. Standard Spaces
  - 2 No. Disabled Spaces
- Off- Airport Parking
  - 136 No. Standard Spaces
  - 8 No. Disabled Spaces
- Merritown, Discovery Village & Diverse Abilities
  - 121 Standard Spaces
  - 20 No. Disabled Spaces
- Coach Parking
- Overflow Car Park
  - Area to be restored once mineral extraction is completed (Indicative Layout provided)
  - 202 No. Standard Spaces
  - 20 No. Disabled Spaces

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw.	Chk.
02	Red Line Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Existing Land Use
Diverse Abilities & Parking Plan

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fodingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No.	Revision
241175 - 1004	02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:500	19.03.25

1 Proposed Land Use Plan - Diverse Abilities & Parking
1:500

KEY - Proposed Parking

- Application Site Boundary
- Diverse Abilities
- Overflow Car Park
- Aviation Museum
  20 No. Standard Spaces
  2 No. Disabled Spaces
- Off-Airport Parking
  99 No. Standard Spaces
  8 No. Disabled Spaces
- Merritown, Discovery Village & Diverse Abilities
  158 Standard Spaces
  20 No. Disabled Spaces
- Coach Parking
- Overflow Car Park
  Area to be restored once mineral extraction is completed (Indicative Layout provided)
  202 No. Standard Spaces
  20 No. Disabled Spaces

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw.	Chk.
02	Redline Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

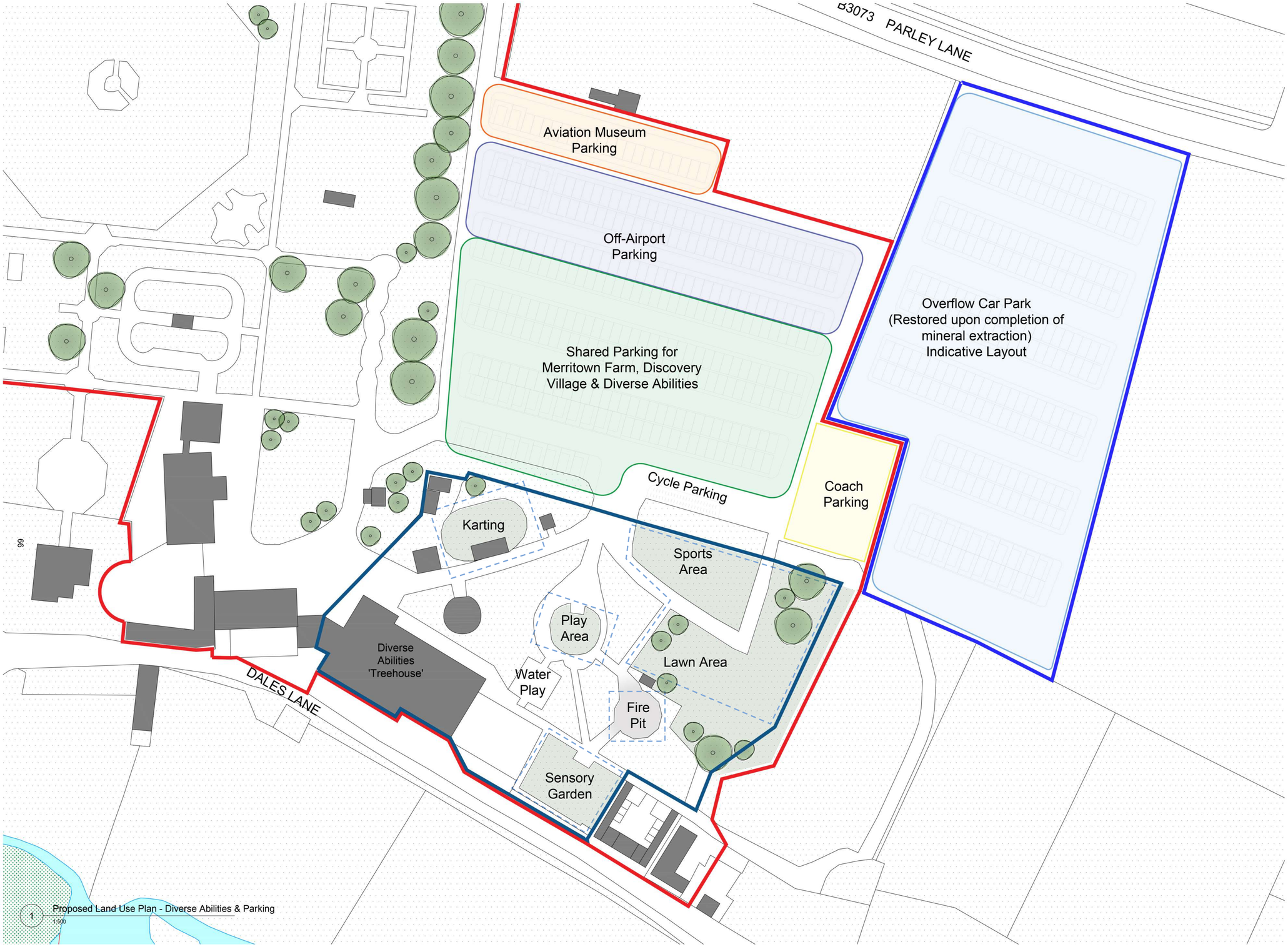
Drawing Title
Proposed Land Use
Diverse Abilities & Parking Plan

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No.	Revision
241175 - 2004	02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:500	19.03.25



1 Proposed Land Use Plan - Diverse Abilities & Parking
1:500

NORTH

0 5.0 10.0 15.0 20.0 25.0 50.0m

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Rev.	Description	Date	Drw.	Chk.
02	Redline Boundary Amended	19.03.25	SM	MD
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Proposed Land Use
Diverse Abilities & Parking Plan

Drawing Status
Planning

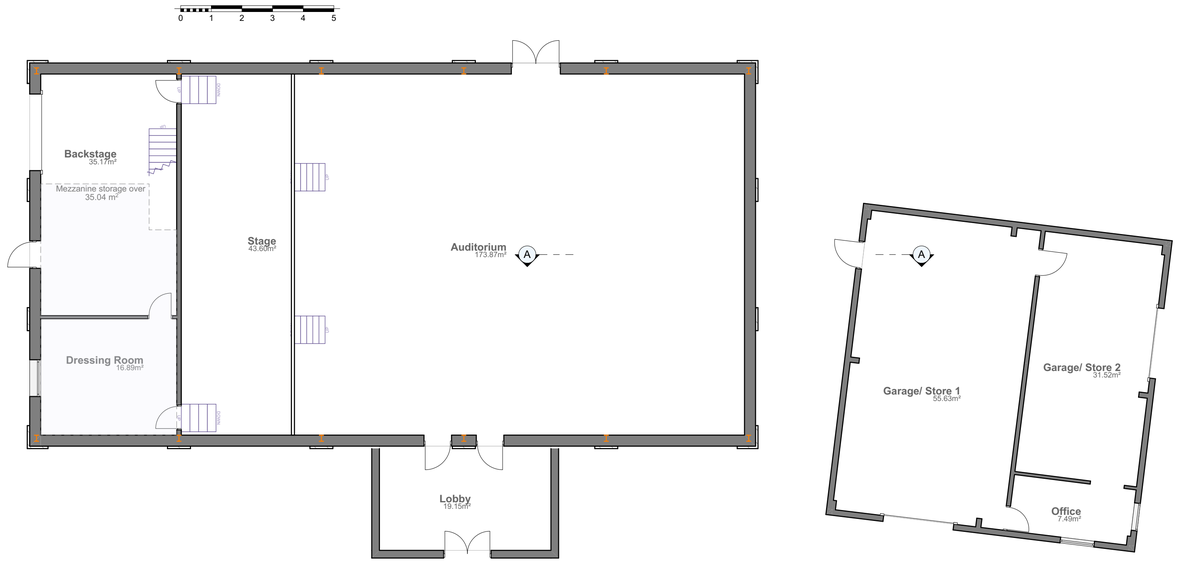
Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fodingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No. 241175 - 2004
Revision 02

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:500	19.03.25

Ground Floor

1:100



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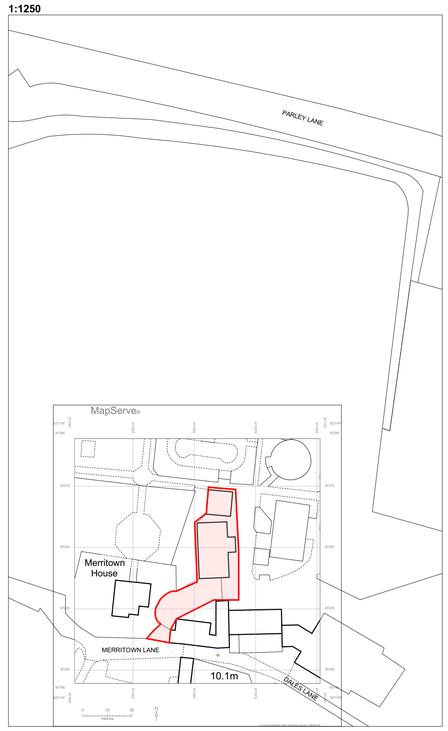

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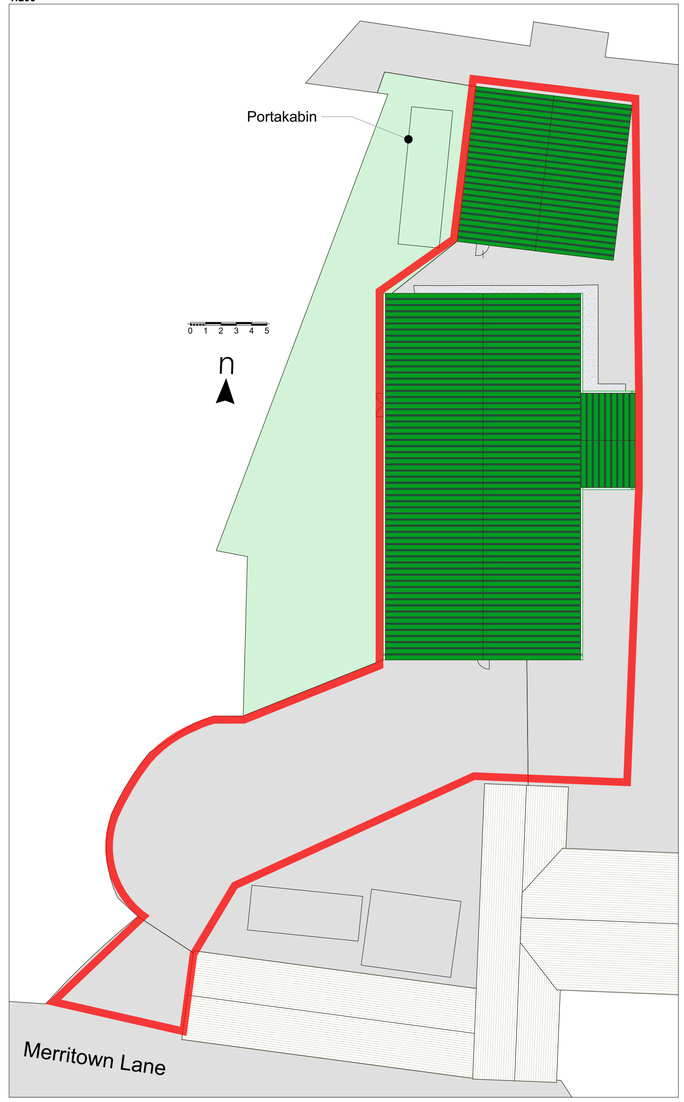
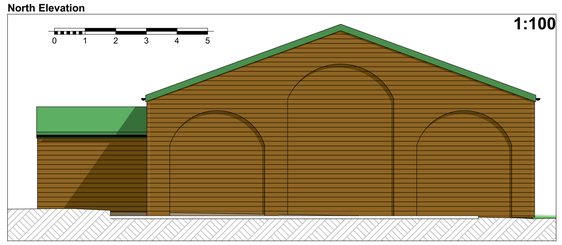


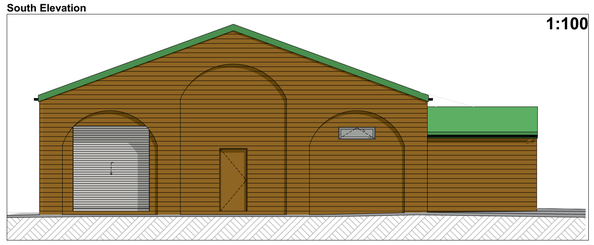
North Elevation

1:100



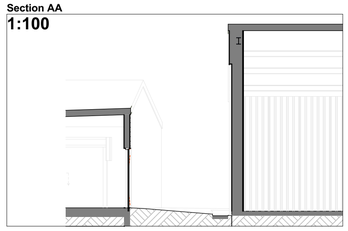
South Elevation

1:100



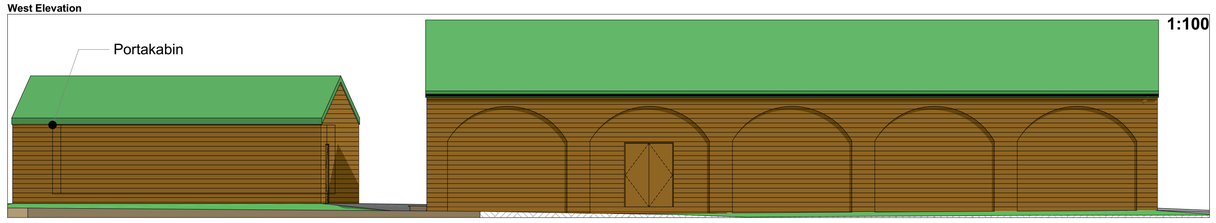
Section AA

1:100



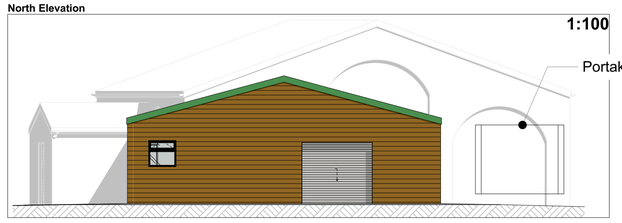
West Elevation

1:100



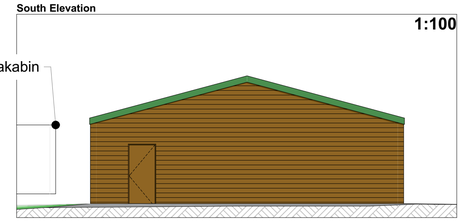
North Elevation

1:100



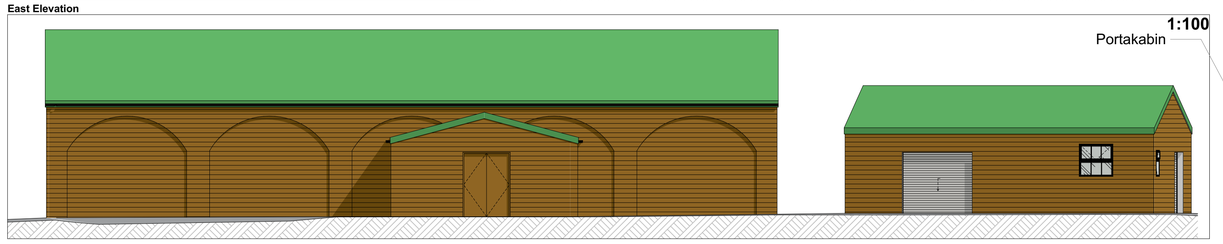
South Elevation

1:100



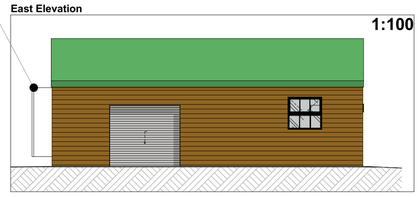
East Elevation

1:100



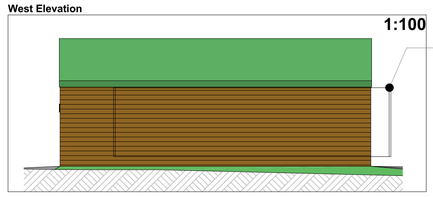
East Elevation

1:100



West Elevation

1:100



PLANNING

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REV	DATE	DESCRIPTION	BY
02	27/04/2024	Transmittal Set	RR

now Architecture
Top Floor
3e High Street
Christchurch BH23 1AB
www.nowarchitecture.co.uk
hello@nowarchitecture.co.uk
01202 056 399

PROJECT
Theatre Buildings
Children's Play Cafe

SITE ADDRESS
Theatre Buildings, Adventure Wonderland
Christchurch BH23 6BA, UK

CLIENT
DISCOVERY VILLAGE LTD

DRAWING
Planning Design
Existing Plans and Elevations
Status: Preliminary

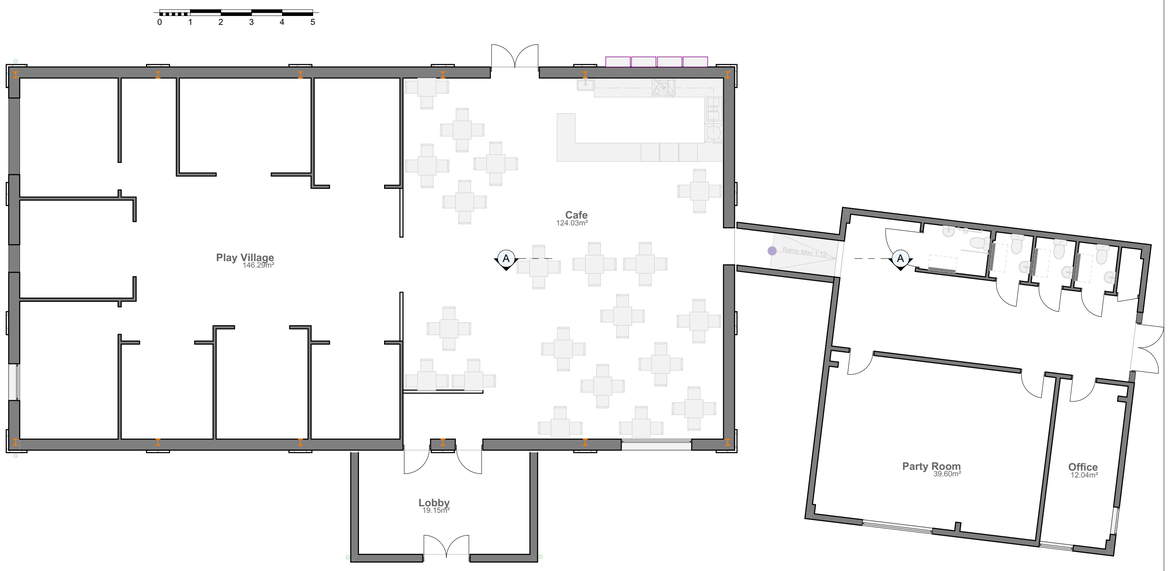
SCALE	DRAWN BY	CHECKED
1:100, 1:1250, 1:200 @ A1	RN	

PROJECT NO	DRAWING NO	DATE	REVISION
0827	P001	27/04/2024	02

D:\OneDrive - Now Architecture\Documents - NOW Projects\Active Projects\Theatre Buildings, Adventure Wonderland, Merritown Lane, Hurn, Christchurch BH23 6BA\Drawings\Theatre Buildings.pln 27/04/2024 20:06

Ground Floor

1:100



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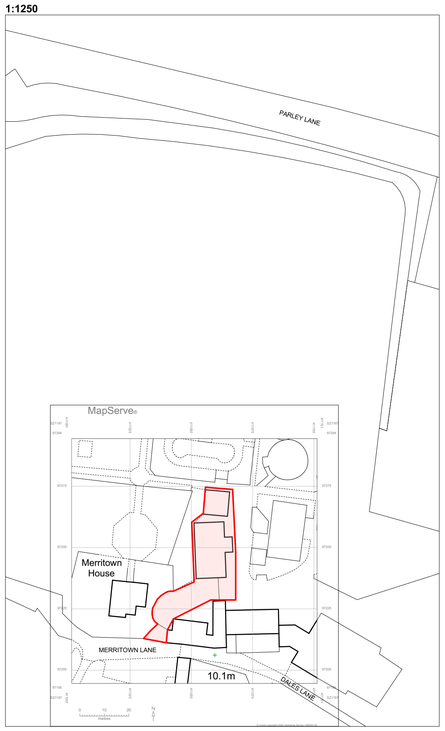

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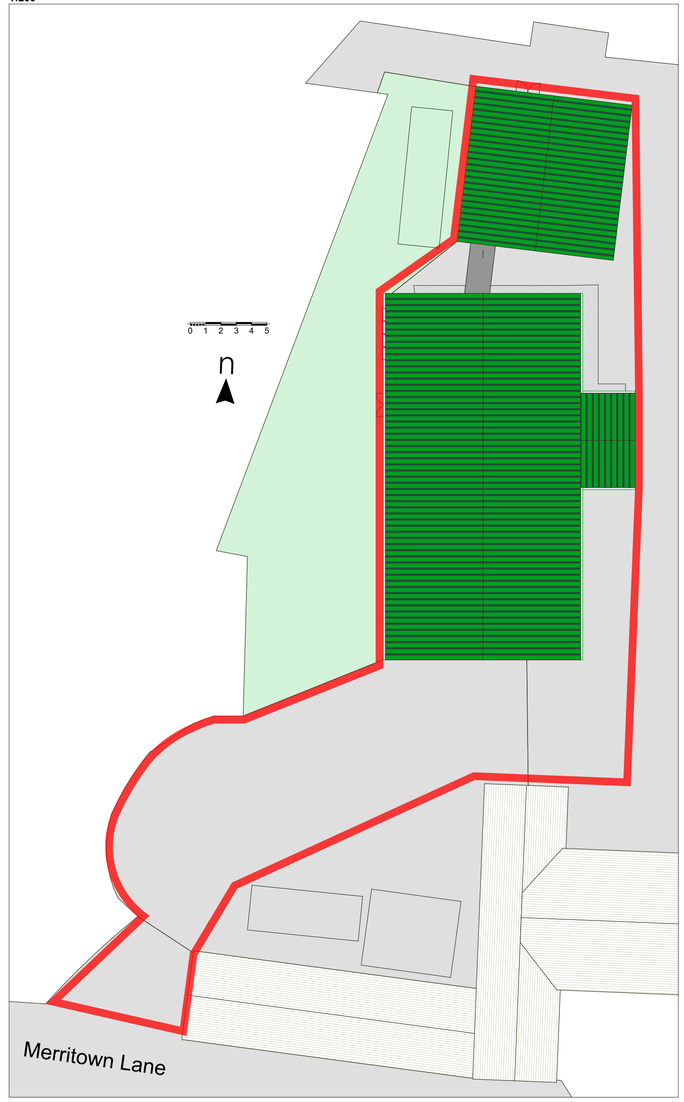
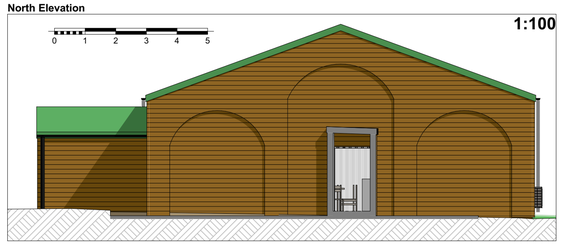


North Elevation

1:100



South Elevation

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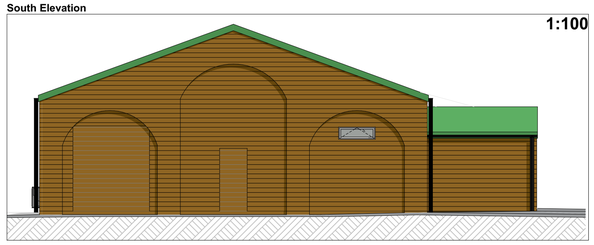

Section AA

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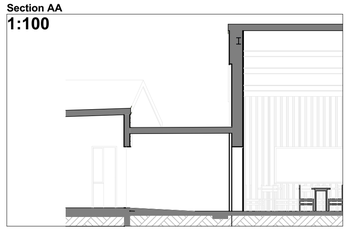

West Elevation

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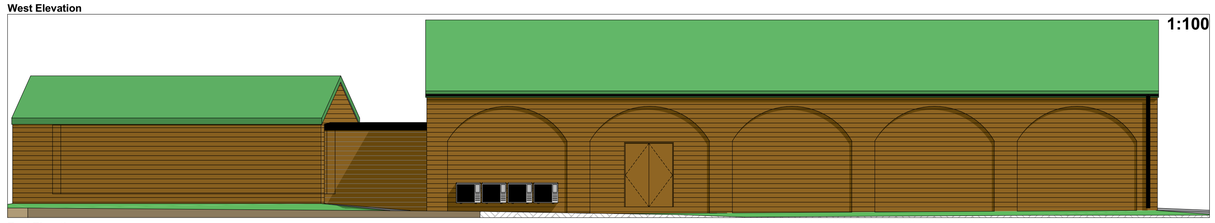
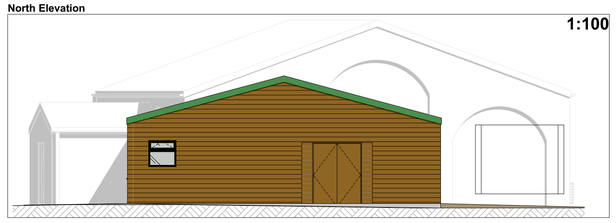


North Elevation

1:100



South Elevation

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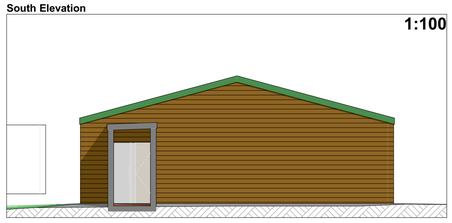
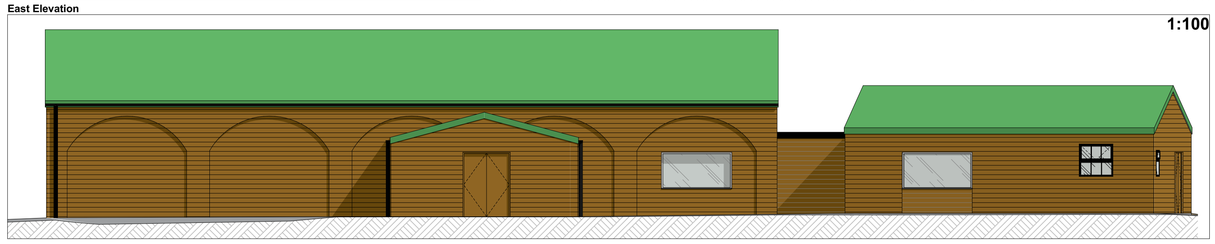


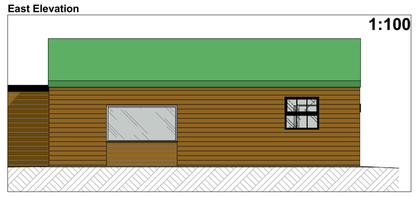
East Elevation

1:100



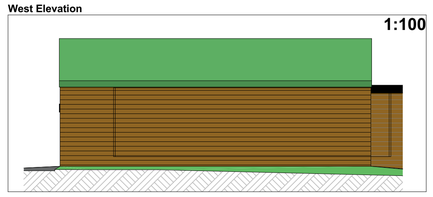
East Elevation

1:100



West Elevation

1:100



PLANNING

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This drawing to be read in conjuction with all relevant drawings / specification / schedules etc. which relate to this project

REV	DATE	DESCRIPTION	BY
01	27/03/2024	Transmittal Set	RR
02	**27/04/2024**	**Transmittal Set**	**RR**

now Architecture
Top Floor
3e High Street
Christchurch BH23 1AB
www.nowarchitecture.co.uk
hello@nowarchitecture.co.uk
01202 056 399

PROJECT
Theatre Buildings
Children's Play Cafe

SITE ADDRESS
Theatre Buildings, Adventure Wonderland
Christchurch BH23 6BA, UK

CLIENT
DISCOVERY VILLAGE LTD

DRAWING
Planning Design
Proposed Plans and Elevations
Status:

SCALE	DRAWN BY	CHECKED
1:100, 1:1250, 1:200 @ A1	RN	

PROJECT NO	DRAWING NO	DATE	REVISION
0827	**P002**	27/04/2024	**02**

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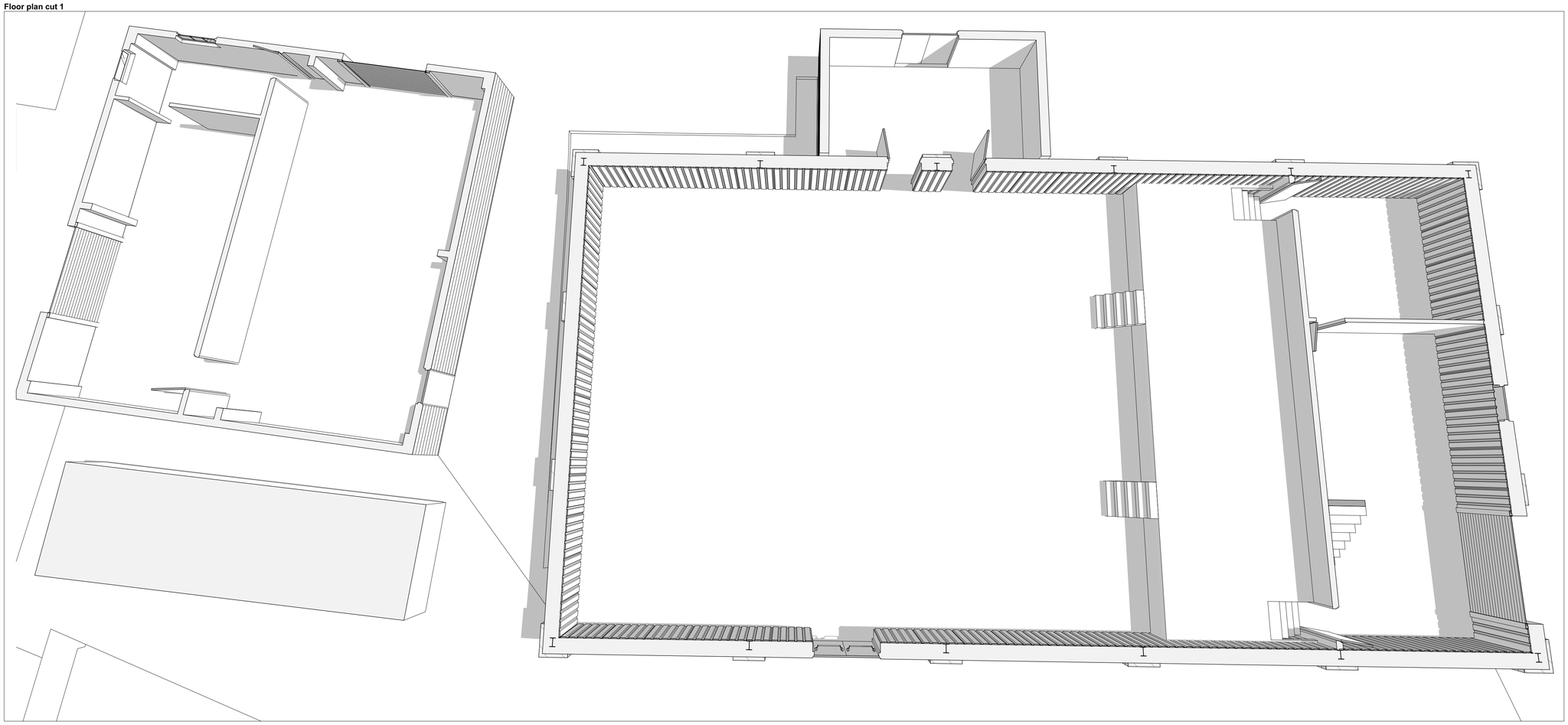
D:\OneDrive - Now Architecture\Documents - NOW Projects\Active Projects\Theatre Buildings, Adventure Wonderland, Merrilown Lane, Hurn, Christchurch BH23 6BA\Drawings\Theatre Buildings_pln 27/03/2024 09:42

Floor plan cut 1



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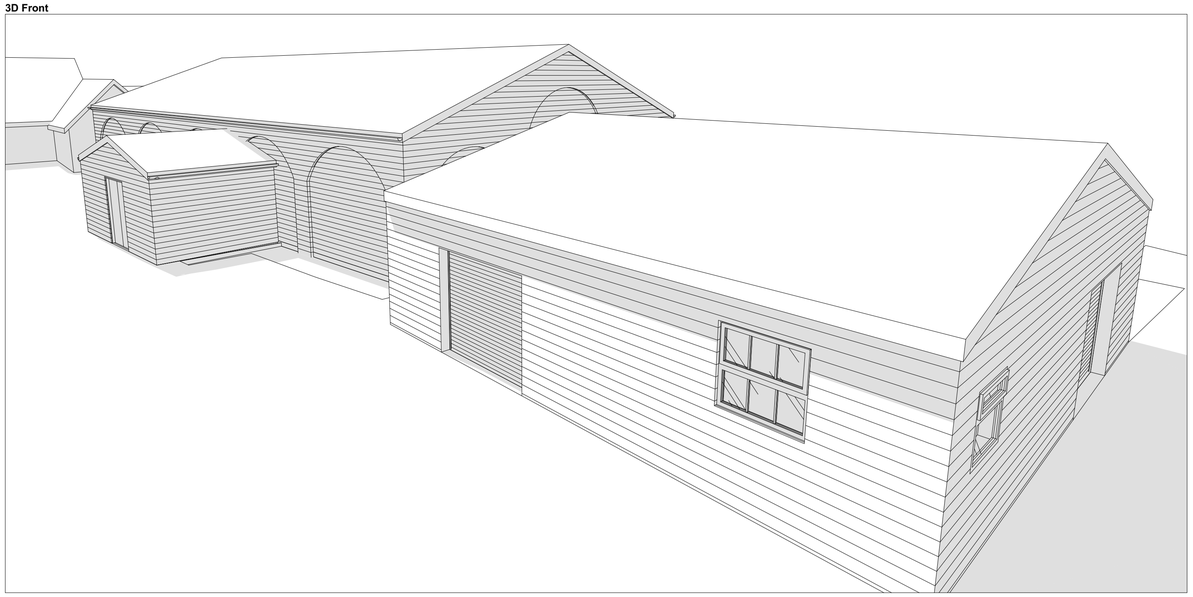

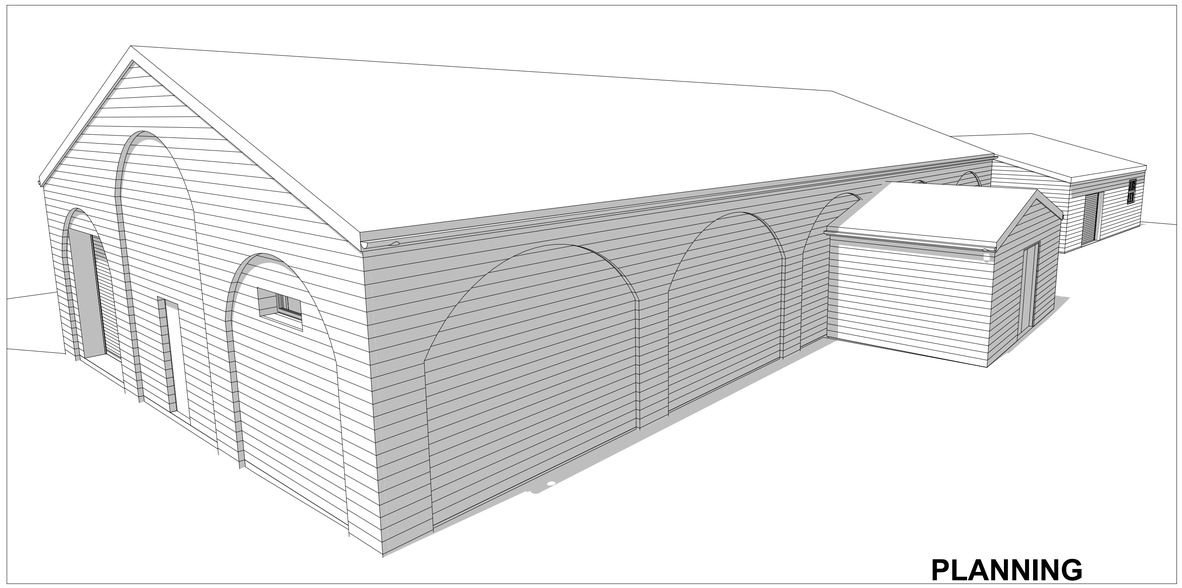

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This drawing to be read in conjuction with all relevant drawings / specification / schedules etc. which relate to this project

REV	DATE	DESCRIPTION	BY
01	27/03/2024	Transmittal Set	RR

now Architecture
Top Floor
3e High Street
Christchurch BH23 1AB
www.nowarchitecture.co.uk
hello@nowarchitecture.co.uk
01202 056 399

PROJECT
Theatre Buildings
Children's Play Cafe

SITE ADDRESS
Theatre Buildings, Adventure Wonderland
Christchurch BH23 6BA, UK

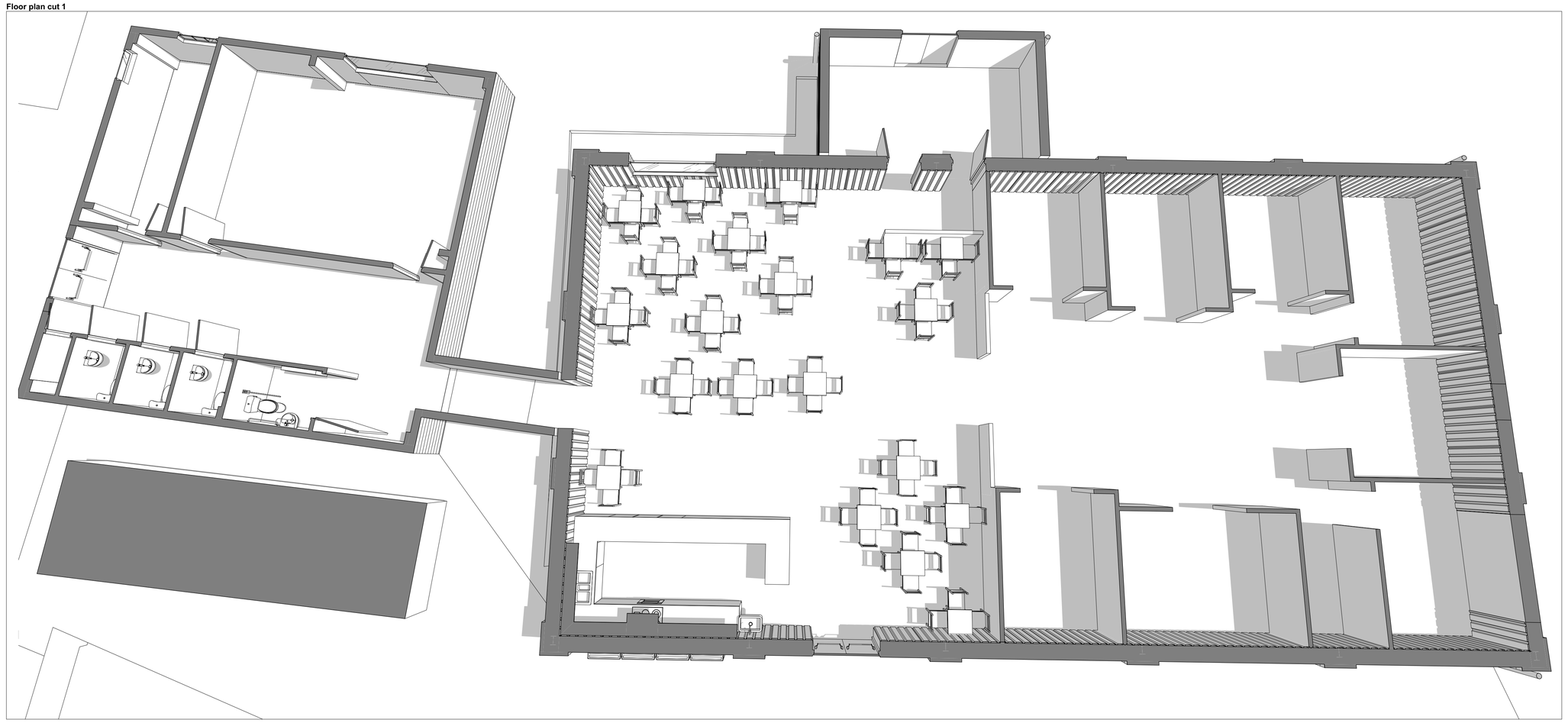
CLIENT
DISCOVERY VILLAGE LTD

DRAWING
Planning Design
Perspective Views
Status:

SCALE	DRAWN BY	CHECKED
1:55.043, 1:82.288, 1:74.299 @ A1	RN	

PROJECT NO	DRAWING NO	DATE	REVISION
0827	P003	27/03/2024	01

Floor plan cut 1



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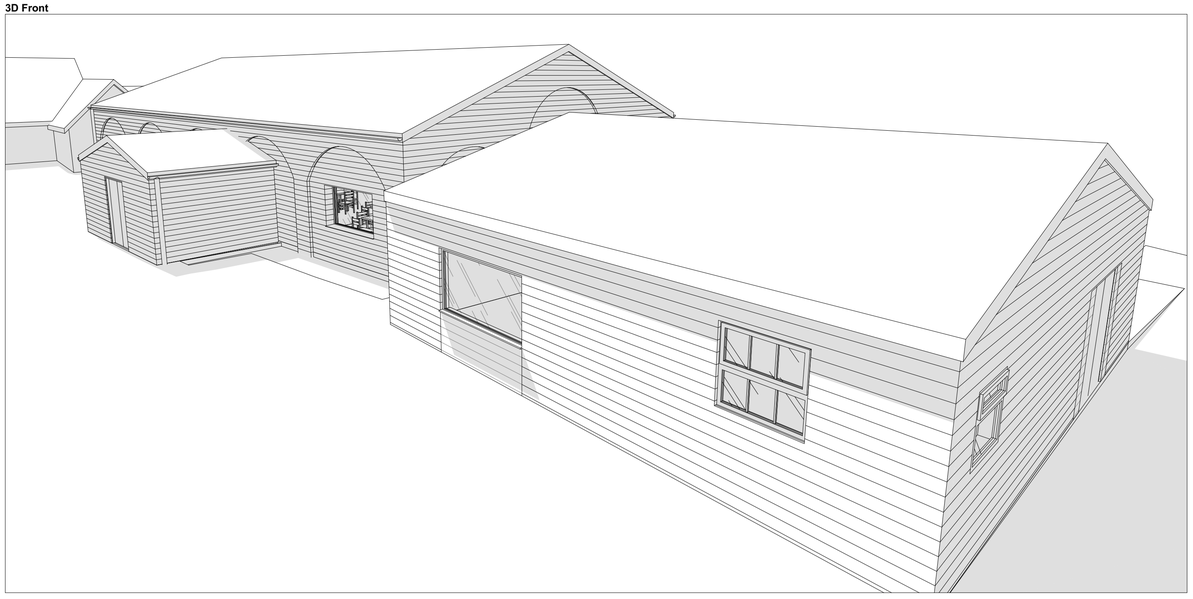

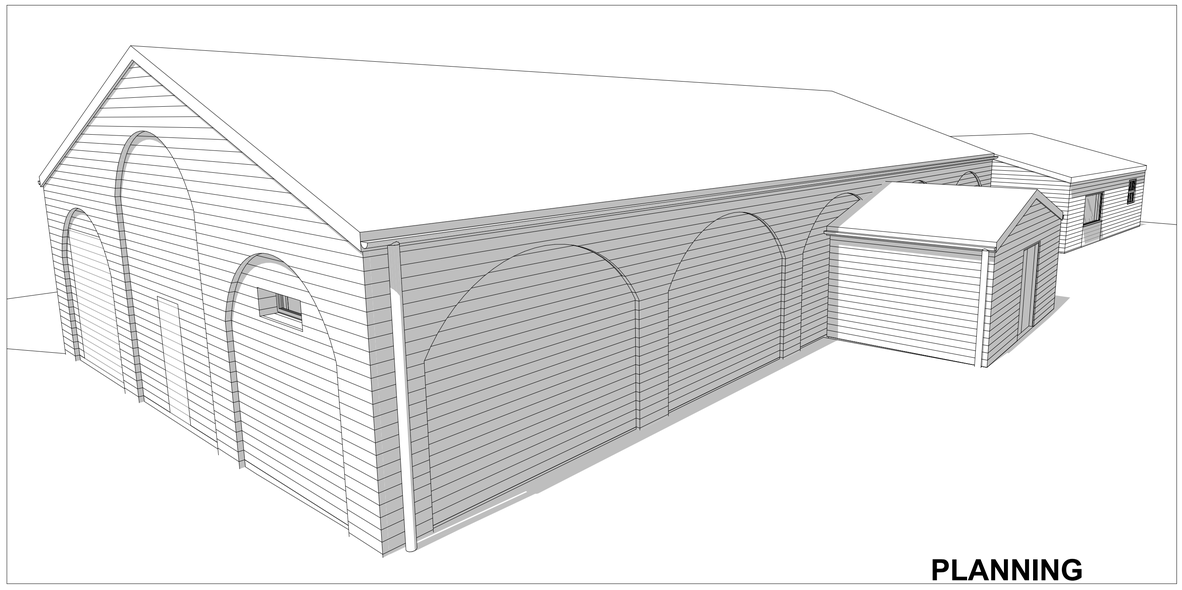

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CLIENT
DISCOVERY VILLAGE LTD

DRAWING
Planning Design
Proposed Perspective Views
Status:

SCALE	DRAWN BY	CHECKED
1:55.043, 1:82.288, 1:74.299 @ A1	RN	

PROJECT NO	DRAWING NO	DATE	REVISION
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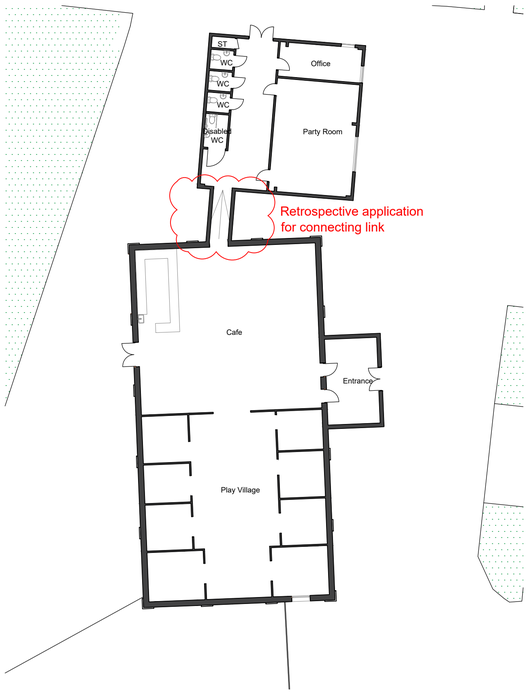
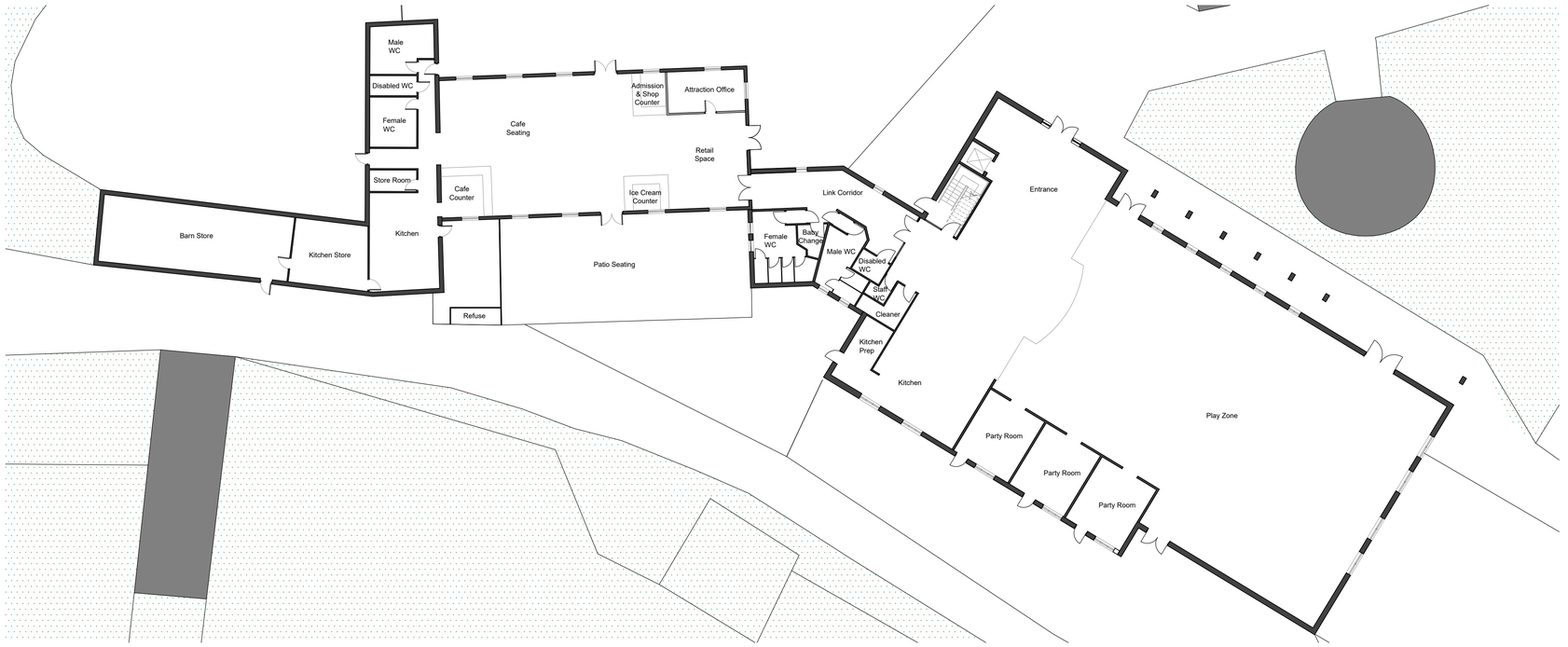
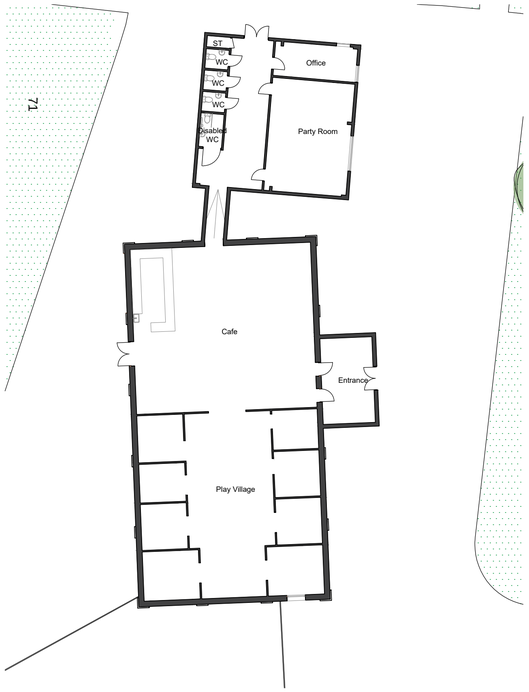


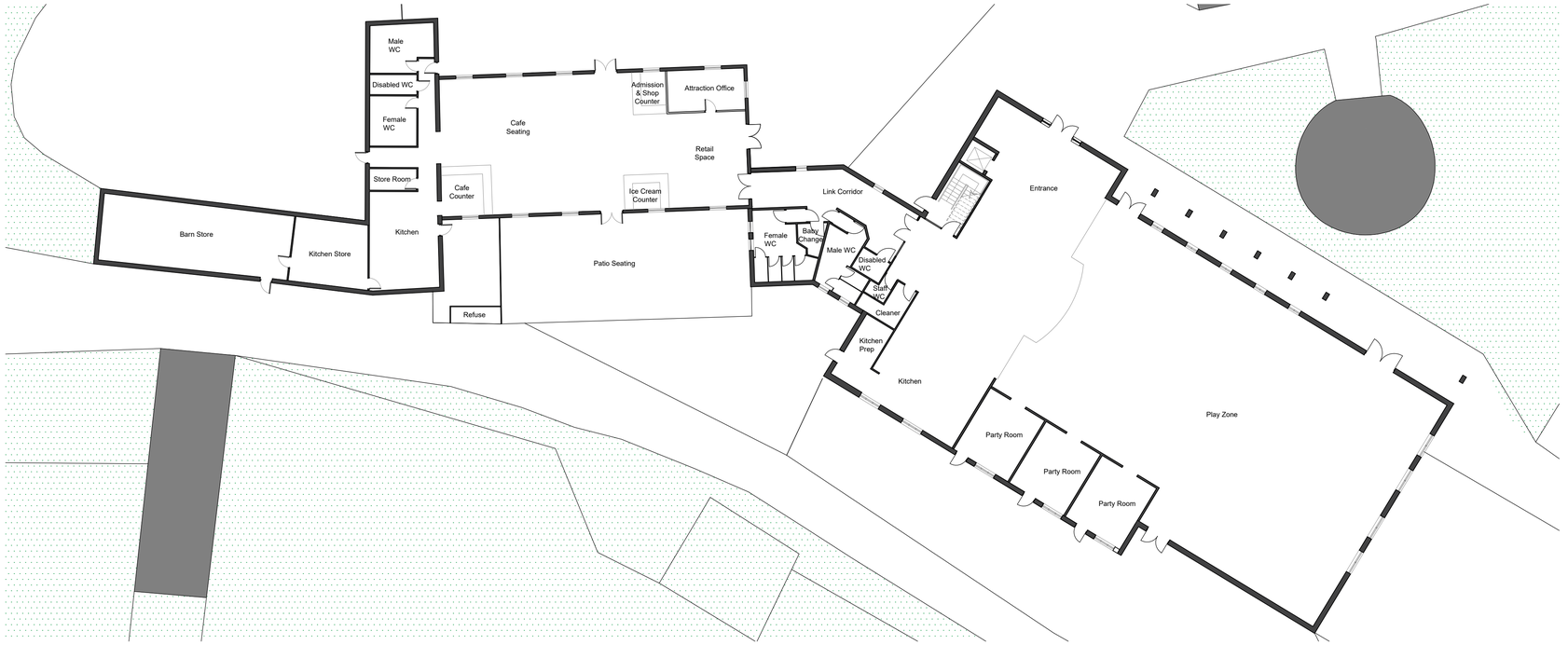
1 Existing Floorplan - Discovery Village
1:200



3 Existing Floorplan - Cafe & Diverse Abilities 'Treehouse' Building
1:200



2 Proposed Floorplan - Discovery Village
1:200



4 Proposed Floorplan - Cafe & Diverse Abilities 'Treehouse' Building
1:200

NOTES

INDICATIVE FLOORPLANS
Building Survey not completed

Building plans and internal layouts for Diverse Abilities 'Treehouse' facility and Discovery Village building are based on submitted planning drawings 8/20/0365/CONDR (granted 15/09/2020) and 8/24/0281/FUL (withdrawn).

NORTH

0 2.0 4.0 6.0 8.0 10.0 20.0m

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Rev.	Description	Date	Drw.	Chk.
01	Labels Amended	12.02.25	SM	MD

Client
Adventure Wonderland

Project
Adventure Wonderland
Merritown

Drawing Title
Existing & Proposed Floorplans

Drawing Status
Planning

Corstorphine & Wright
Fordingbridge Studio
27 Glasshouse Studios, Fryern Court Road, Burgate, Fordingbridge SP6 1QX
01425 655 806
corstorphine-wright.com

Drawing No. 241175 - 2005
Revision 01

Drawn	Checked	Paper Size	Scale	Date
SM	MD	A1	1:200	12.02.25

Notes:

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2. Work to figured dimensions only and to be checked before commencement of work on site.
3. Drawing is already to scale.
4. All dimensions in millimeters unless otherwise stated.

Legend:

Land Boundary

Site Plan

(CC) Camera Column Mounted

10 0 10 20 30 40 50

metres

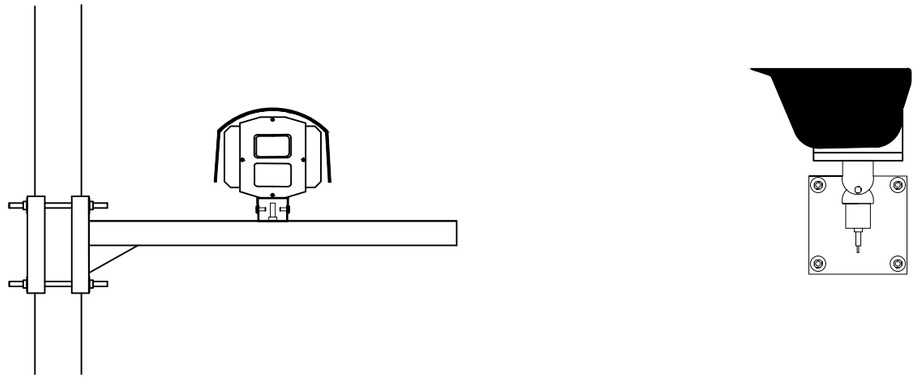
Parkingeye

Office Contact:
40 Eaton Avenue, Matrix Park, Buckshaw Village, Chorley, Lancashire, PR7 7NA

Tel: 01772 450 970

Emails: Planning@parkingeye.co.uk

Client:	Wonderland Park Limited
Project:	Adventure Wonderland
Title:	Site Plan
Scale:	1:500
Drawn:	Yaseen Laher, Y.Laher
Date:	13/05/24
Drawing Reference Number:	C-28892-002
Drawing Rev:	Rev B



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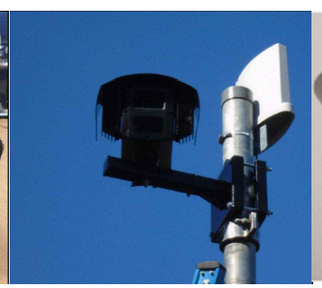
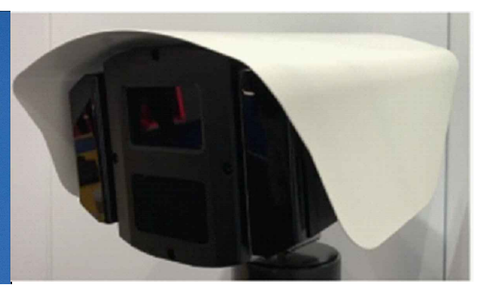
KEY FEATURES:

- The ability to capture multiple lanes of traffic with a single camera;
- An increased field of view meaning less time spent aligning cameras high reliability and read accuracy;
- No requirements for lane management in certain situations;
- A more accurate ANPR recognition engine.





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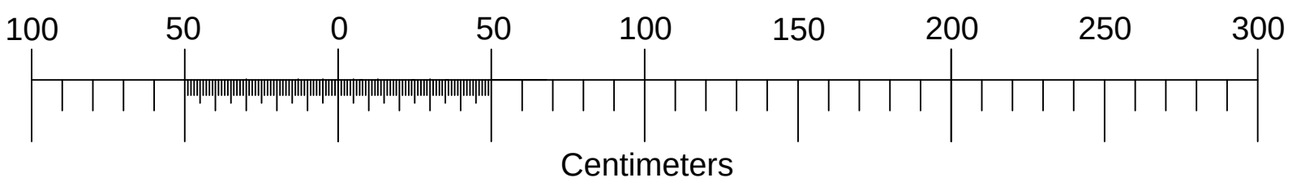
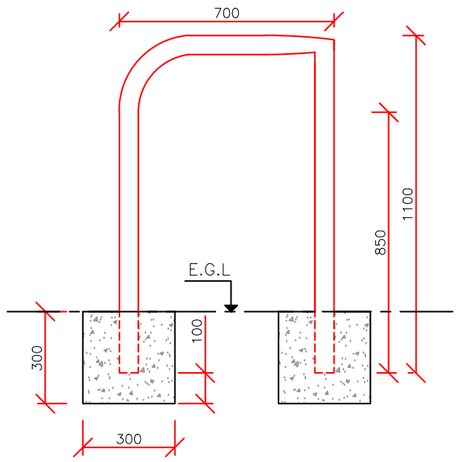
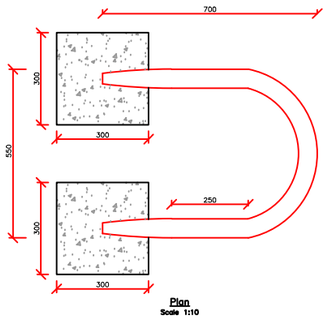




Side Elevation
Scale 1:20



Plan
Scale 1:10

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Parkingeye

Office Contact:
40 Eaton Avenue, Matrix Park, Buckshaw Village, Chorley, Lancashire, PR7 7NA

Tel: 01772 450 970

Emails: Planning@parkingeye.co.uk

Client:	ParkingEye Ltd
Project:	Standard Details
Title:	Column Protector
Scale:	1:20
Drawn:	Yaseen Laher, Y.Laher
Date:	13/04/22
Drawing Reference Number:	D–0000–006
Drawing Rev:	Rev C

74

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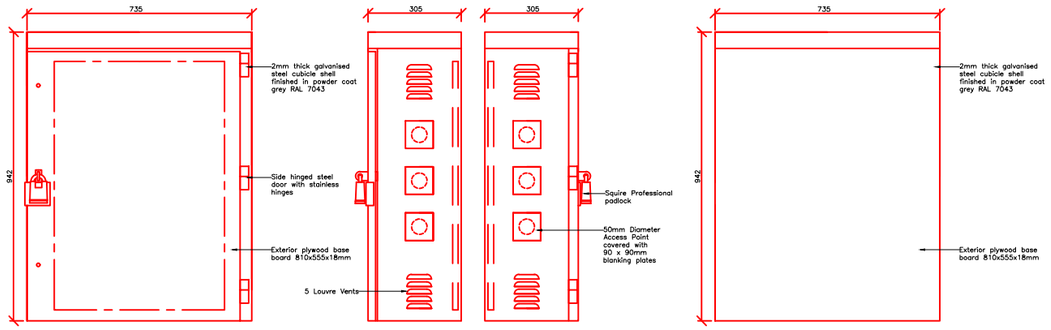
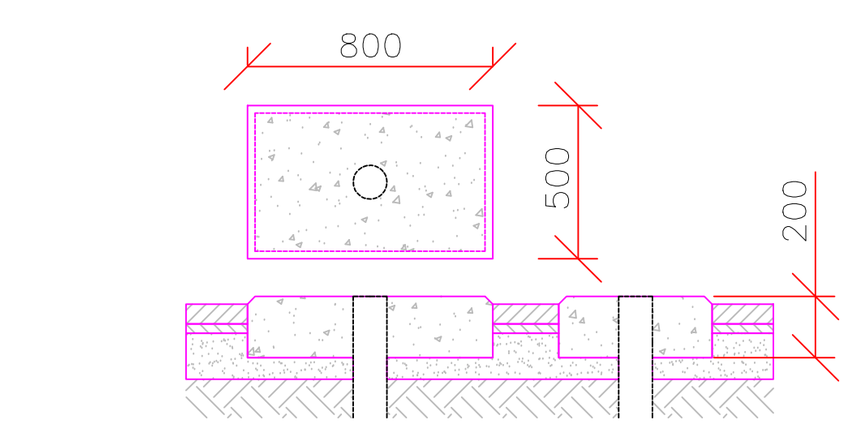
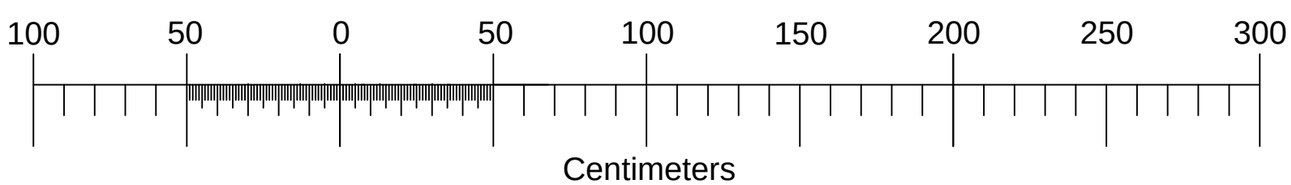




External Cabinet
Plan
Scale 1:20

75



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Tel: 01772 450 970

Emails: Planning@parkingeye.co.uk

Client:	Parkingeye Ltd
Project:	Standard Details
Title:	External Cabinet
Scale:	1:20
Drawn:	Yaseen Laher
Date:	21/11/24
Drawing Reference Number:	C-0000-004
Drawing Rev:	Rev A

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Planning Committee

Application Address	426-432 Holdenhurst Road Bournemouth BH8 9AA
Proposal	Redevelopment of the site to provide residential accommodation of 20 flats (use class C3): including landscaping, refuse storage, cycle storage and other associated infrastructure.
Application Number	7-2024-29061-A
Applicant	Clifton Developments Ltd
Agent	Ken Parke Planning Consultants Ltd
Ward and Ward Member(s)	East Cliff & Springbourne Ward - Councillor Sara Armstrong - Councillor Anne Filler - Councillor Anne-Marie Moriarty
Report Status	Public
Meeting Date	5 June 2026
Summary of Recommendation	**Grant in accordance with the details set out below for the reasons as set out in the report**
Reason for Referral to Planning Committee	At the request of Councillor Sara Armstrong, for the following reasons: • Bins and waste management issue • Loss of the existing parking spaces. • Parking - impact on already overcrowded surrounding roads. • Heritage - look and feel of the area and dominance of the building on the landscape. • Deliveries – a modern part of life nowadays. There is nowhere for delivery vans to safely stop. This could cause traffic blockages and reduce access as delivery vans park on the pavements/bus stop.

	• Built up area - demolition and environmental impacts of that. • Height of the building- privacy, light impact around surrounding properties. • Size of the flats - tiny - quality of life for the residents. • Lack of green space for residents. • Lack of space to dry clothing. • The need for family housing not more 1 bed flats. • Against Local Plan
Case Officer	Adam Davies
Is the proposal EIA Development?	No

Description of Proposal

1. Planning permission is sought for the demolition of two no. two-storey buildings comprised of office spaces on the ground floor and residential on the first floor (5 flats), to be replaced with a 3.5 storey building comprising 20 residential units including landscaping, refuse storage, cycle storage and other associated infrastructure. The ground floor will provide 6 flats, bin store and a small cycle store; the first and second floors will have 6 flats each, and the third floor will have 2 flats that will be set within the roof-scape. All flats will be accessed from a central core staircase and lift. The flats are comprised of fourteen 1-bedroom flats, and six 2-bedroom flats. For further details on the internal spaces of these flats, see the Planning Assessment section below.
2. Pedestrian access to the building is proposed from the footway along Holdenhurst Road with a separate access to a larger cycle store to the rear. No vehicular access is proposed as the development would be a car free scheme.
3. The proposal has been revised from the original scheme of 26 flats to the current layout of 20 flats to address concerns raised by the consultees.

Description of Site and Surroundings

4. The site is located to the southern side of Holdenhurst Road near its junction with Jefferson Avenue. It currently comprises of two detached properties that were originally constructed as pairs of semi-detached villas (426 – 428 and 430 – 432 Holdenhurst Road); both with office spaces on the ground floor and residential uses on the first floor and forming part of a row of matching two storey properties, lining one side of the street. The existing buildings include brick finishes of red and buff colours and bay features set within forward projecting twin gables at the first-floor level. All properties along this row include single storey front extensions, built out to the line of the former front gardens' boundary walls, to facilitate the conversion of ground floor into commercial use. There is also a regular gap between properties along this row that help in maintaining rhythm for the street and contribute to the local context.

5. The buildings along this section of Holdenhurst Road are a mix of commercial and residential uses, although predominantly it is residential with varying plot sizes, building scales and designs. The properties in the vicinity consist of a mix of earlier two storey Edwardian buildings to the southern side and later 20th century/early 21st century developments of two storeys with attics on the northern side of the street. The latter, despite their later date, have taken reference from traditional building form, including hipped and pitched roofs, bay windows, stone lintels and sills, sash windows, brickwork etc.

6. The Church of St Mary, a Grade II listed building is located to the southern side of the street close to the application site and although of a larger scale, maintains the architectural hierarchy and primacy within the overall street scene.

Relevant Planning History

7. **7-2023-29061** - Demolish existing buildings and erect block of 26 flats with bin and cycle stores – Refused July 2024, for the following reasons:-

> The proposed development, by reason of unjustified loss of employment floorspaces would have a significant impact on the health of the local economy and reduce the range of local sustainable employment opportunities contrary to policy CS27 of the Core Strategy 2012. Additionally, by reason of a proposed housing mix that will not reflect the housing size demands of the Borough, the proposal would be contrary to the requirements of Core Strategy Policies CS6 and CS21 as well as the NPPF which require schemes to provide range of housing types and tenures based on local housing needs. As such, the proposals are unacceptable in principle and by definition, will not result in a sustainable development.
>
> Moreover, by reason of its excessive scale, mass, bulk, footprint, height and bulky crown roof, the proposed development would not reflect the scale and mass of built form along this section of Holdenhurst Road; will dominate the street scene and be an intrusive feature that will have detrimental impact on the character and appearance of the area including the setting of the Grade II Listed Building. The public benefits of the scheme would not outweigh the less than substantial harm to the significance of the designated heritage asset. The development is therefore deemed contrary to paras 203, 205, 206, 208 & 212 of the NPPF and Policies CS21, CS39 and CS41 of the Core Strategy as well as policy 6.10 of the Bournemouth District Wide Local Plan. Taken together, these policies seek to protect designated heritage assets and ensure that development is of a high-quality design that respects and enhances the character and appearance of the area.
>
> Furthermore, by reason of introducing an array of higher level habitable windows in the rear elevation, the proposal will have a direct overlooking into the private rear amenity areas of No. 9 and No. 11 Curzon Road resulting in loss of residential privacy. Additionally, a large number of higher level habitable windows will be visible from the amenity spaces of N9 Curzon Road, N1 Jefferson Road and N1A Jefferson Road that will result in perceived loss of privacy. The additional bulk and mass of the new building will be conspicuous from habitable windows of N3 – 7 Curzon Road as well as from the private amenity areas of N434 Holdenhurst Road and N9 Curzon Road and due to limited separation from the boundaries, will appear overbearing to the neighbouring residential amenity. Due to their relative siting and introduction of additional mass, bulk and height closer to the shared boundary, the proposal will have an overshadowing impact on the side windows and private patio areas of N434 Holdenhurst Road. No BRE recommended daylight assessment is provided to

demonstrate the proposal will have acceptable impact on neighbouring properties. Consequently, the proposal is contrary to Policies CS21 and CS41 of the Core Strategy, Policy 6.10 of the Bournemouth District Wide Local Plan, the Residential Design Guide and the key principles of the NPPF. Together these require new development to respect the amenity and living conditions of neighbouring occupiers.

Additionally, the proposal has failed to demonstrate adequate internal and external amenities will be provided for the future occupiers, contrary to Policies CS41 of the Core Strategy, section 3.7 of the Residential Design Guide and the aims the NPPF. The proposal would not provide adequate waste collection facilities for the future residents contrary to Core Strategy Policy CS41, and recommendations contained in the residential design guide.

In addition, it is considered that the proposal will result in a significant increase in non-car trips. The failure to make an appropriate contribution towards mitigation measures would have negative impact on the existing sustainable travel infrastructure. For this reason, the proposal is contrary to Core Strategy Policies CS14, CS18 and CS41.

In addition, it is considered that the proposed development would place additional demand on the Dorset Heathlands SPA (Special Protection Area), Ramsar Site and Dorset Heaths SAC (Special Area of Conservation). The failure to make an appropriate contribution towards mitigation measures (SAMM) would have an adverse effect on the integrity of the sites and is considered contrary to Policy CS33 of the Bournemouth Local Plan: Core Strategy and the provisions of the Dorset Heathlands Planning Framework SPD.

Constraints

8. Following constraints apply to the site:

- Within the setting of Grade II Listed Building
- BCP Council Parking Zone B
- Flood Zone 1
- Dorset Heathlands – 5km Zone

Public Sector Equalities Duty

9. 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

10. 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.

11. 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".

12. For the purposes of this application, in accordance with section 2 Self-build and Custom Housebuilding Act 2015, regard has been had to the register that the Council maintains of individuals and associations of individuals who are seeking to acquire serviced plots in the Council's area for their own self-build and custom housebuilding.

13. 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.

14. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

15. Urban Design Officer – No Objection, Subject to conditions

16. Heritage Officer – Objection (due to impact on the setting of a listed church, see relevant section of the report below)

17. Highways Officer - No Objection, Subject to conditions

18. Waste Management - No Objection

19. Flood Management - No Objection, Subject to conditions

20. Environmental Health - No Objection, Subject to conditions

Representations

21. Site notices were posted near the application site on 09/01/2025 with an expiry date for consultation of the 31/01/2025. Additionally, a press notice was also posted. Thirteen representations have been received, 6 representations were received objecting to the proposal, 3 comments were made by the Chair of East Cliff and Springbourne Neighbourhood Forum, objecting to the proposal, plus one local councillor objecting to the proposals. The following concerns have been raised:

- The proposal does not include any on-site parking provision.
- The local need is for family type homes and not flats
- No parking will cause a major issue for parking in surrounding area
- Unbalanced mix of housing with a very high proportion of flats.
- The size of the proposed development is not proportionate to its surroundings.
- The proposal would result in the loss of commercial property that could be used to supply local jobs within walking distance of residential properties.
- Little or no green space is available.

Key Issue(s)

22. The key issue(s) involved with this proposal are:

- Presumption in favour of sustainable development;
- Principle of development;
- Impact on the character and appearance of the area including the setting of the designated heritage asset;
- Residential amenity of neighbouring properties;
- Amenity of future occupants;
- Highways considerations;
- Waste and recycling;
- Drainage;
- Heathlands;
- New Forest SAMM
- Affordable housing

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

Policy context

24. Local documents:

Bournemouth Local Plan Core Strategy (2012):

Policy CS1 – Presumption in Favour of Sustainable Development

Policy CS4 – Surface Water Flooding

Policy CS6 – Delivering Sustainable Communities

Policy CS14 – Delivering Transport Infrastructure

Policy CS16 – Parking Standards

Policy CS18 – Increasing Opportunities for Cycling and Walking

Policy CS21 – Housing Distribution Across Bournemouth

Policy CS27 – Protecting Unallocated Employment Sites

Policy CS33 – Heathlands

Policy CS38 – Minimising Pollution

Policy CS39 – Designated Heritage Assets

Policy CS41 – Quality Design

District Wide Local Plan (2002):

Policy 3.20 – Contamination

Policy 3.28 – Flooding

Policy 4.25 – Landscaping

Policy 6.10 – Flatted Developments

Other

BCP Parking Standards SPD (January 2021)

Residential Development: A Design Guide (2008)

Dorset Heathlands Planning Framework 2020 – 2025 SPD

Affordable Housing DPD and SPD

25. National Planning Policy Framework(2024) ("NPPF" / "Framework")

Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 –

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

For decision-taking this means:

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

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

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a 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."

Planning Assessment

Presumption in favour of sustainable development

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

27. Footnote 8 of paragraph 11 provides that in the case of applications involving the provision of housing, relevant policies are out of date if the local planning authority is (i) unable to demonstrate a five-year supply of deliverable housing sites or (ii) where the Housing

Delivery Test (HDT) result is less than 75% of the housing requirement over the previous three years.

28. The NPPF (2024) paragraph 78 requires local planning authorities to identify and update a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing. Paragraph 78 goes on to state that the supply should be demonstrated against either the housing requirement set out in adopted strategic policies, or against the local housing need where the strategic policies are more than five years old. Where the Housing Delivery Test indicates delivery has fallen below the local planning authority's housing requirement over the previous three years, a buffer should be included as set out in paragraph 79 of the NPPF.

29. At 9 February 2026 BCP Council had a housing land supply of **2.55** years against a 5-year housing requirement that includes a 20% buffer. For the purposes of paragraph 11 of the NPPF, it is therefore appropriate to regard relevant housing policies as out of date as the local planning authority is unable to demonstrate a five-year supply of homes.

30. In this instance, the scheme would provide a net 15 additional dwellings that would contribute towards the Council's housing delivery target. Overall, there is no objection to the principle of the proposed development, subject to its compliance with the adopted local policies. This is assessed below.

31. For this planning application the benefits provided from the supply of new homes are considered to carry significant weight in the planning balance

Principle of Development:

32. The starting point of decision making is the development plan. Section 70[2] of the Town and Country Planning Act 1990 and 38[6] of the Planning and Compulsory Purchase Act 2004 state that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, Development Plan consists of Bournemouth Local Plan Core Strategy 2012 and saved policies of Bournemouth District Wide Local Plan 2002 which are read alongside relevant SPDs and the National Planning Policy Framework.

33. The existing buildings currently benefit from mixed use of offices (Use Class E(g)(i)) on the ground floor and residential flats on the upper floors. The proposal is to replace the mixed use with residential flats that will result in loss of employment floor space. The application site has not been allocated as an employment land. Consequently, Core Strategy policy CS27 relating to Protecting Unallocated Employment Sites applies. Policy CS27 states that:

> "Development resulting in the loss of sites or premises used, or last used, within Use Classes B1, B2 or B8 outside the allocated employment sites will not be permitted unless it can be demonstrated that either:
>
> ▪ The current use causes environmental problems; or
>
> ▪ The location of the premises is no longer suitable for employment use.
>
> Replacement uses will favour other employment generating uses prior to sites being considered for residential development. Prior to other non-employment uses being considered it must be demonstrated that an employment use is not forthcoming and the land and/or premises has been sufficiently and realistically marketed for a minimum of 12 months".

34. The applicant has provided the statement below to the loss of the commercial space:-

"The loss of the redundant commercial units is not detrimental to the area, given that the ground floor commercial units have slowly been abandoned over the last decade. The last

business, which was an accountancy firm vacated the premises in July 2024 following a period of not being able to pay the rent for the office anymore. The business is still in operation but operates from the home of the accountant".

The applicant continues:

"In principle the loss of the redundant commercial ground floor units is acceptable. It should not be required that marketing evidence be obligatory in this application as it is obvious these units are not suitable for continued use as offices".

35. As per the above point, no evidence (other than the statements above) has been submitted to demonstrate why an employment use is not considered suitable prior to a residential development coming forward. The viability assessment report submitted to support the application states that the offices are in 3 star condition with an average market value of £2,903 per sqm and average rent potential of £198.31 per sqm per annum. Based on this information it is considered that the existing employment floor space has the potential for continuing as an alternative employment generating use. Similarly, it has not been demonstrated that the commercial use caused environmental problems. The proposals are therefore considered contrary to Policy CS27.

36. The site is within 400m of a key transport route and Policy CS21 applies. Policy CS21 states that proposals for residential development within these areas will be expected to reflect the housing size demands of the area as identified in the Strategic Housing Market Assessment (SHMA). As part of the emerging local plan preparation, a Local Housing Needs Assessment report has been produced in 2021 that identifies the appropriate mix of units based on the demand within BCP Council's area. The proposals are for the erection of 14 x 1-bedroom flats (70%) and 6 x 2-bedroom flats (30%). This does not correspond with the recommended housing mix identified in the LHNA, which identifies a need for more family friendly housing (5% 1 bed, 35% 2 bed, 40% 3 bed and 20% 4 bed+).

37. In Chapter 9 (Family Households and the Appropriate Mix of Housing) of the Dorset and BCP Housing Needs Assessment (November 2021), the assessment identifies a recommended mix across the entire Borough, with the broad focus of the size of homes required for different tenure groups. Paragraph 9.39 "…there may be a case on a site-by-site basis, or at a specific point in time for some minor adjustments." The suggested mix is broken down by tenure and in essence, requires a higher percentage figure of 1-bedroom units.

BCP	1-bedroom	2-bedrooms	3-bedrooms	4+-bedrooms
Market	5%	35%	40%	20%
Affordable Home Ownership	25%	40%	25%	10%
Affordable Housing (rented)	35%	35%	25%	5%

Table 1.2 Dorset and BCP Housing Needs Assessment

38. The applicant has acknowledged that the proposed development has a higher number of one bedroom units than the 2021 Housing Needs Assessment figures call for; however they state:

"As paragraph 9.32 notes, the site location and character of an area are relevant considerations in determining housing mix. In this case, the application site is located on a busy distributor road and does not have the appropriate space to the rear to easily provide multiple private gardens or the parking required for larger units within Zone B".

39. The applicant further states:

"The site location within close proximity to services, facilities and options for sustainable travel especially with direct bus routes to the university means the location will therefore be attractive young people generally without children, who are seeking access to the housing market. As a result, one-bedroom units in this location will not only offer attractive forms of accommodation to potential future occupiers, but wholly appropriate forms of accommodation too".

40. Following a site visit, and a review of the surrounding environment, the officer is in agreement with the applicant that this location is more suited to apartments.

41. Overall, the proposed development, by reason of unjustified loss of employment floorspaces would have a detrimental impact on the health of the local economy and reduce the range of local sustainable employment opportunities contrary to Policy CS27 of the Core Strategy 2012.

42. Following a review of the proposed housing mix, as per the comments above, the proposal would comply with the requirements of Core Strategy Policies CS6 and CS21. On balance, the proposal is acceptable on that issue.

Impact on the Character and Appearance of the Area

43. Paragraph 131 of the NPPF states that "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities". Additionally, paragraph 139 states that "Development that is not well designed should be refused". Similarly, Policy CS41 of the Core Strategy states that a development must respect and reflect the site and its surroundings in terms of scale, density, layout, siting, character and appearance and must be of high-quality design. This is reinforced by section 2.0 of the Residential Design Guide which requires developments to have a sense of place and respond positively to their surroundings by paying special attention to the local distinctiveness.

44. The existing buildings on the site are modest 2 storey mixed-use units of an average 8.5m height with simple hipped roofs and two subservient gables on top. There are single storey flat roof elements to the front containing the commercial offices. The ground floor has limited windows and does not provide a strongly active frontage or high-quality appearance at present. There is a car parking area to the rear.

45. The proposal will replace these buildings with a block of 20 flats and associated paraphernalia that will be 10m (3 storey) and 12.9m (3.5 storey) high with accommodation in the roof space. An earlier application was refused due to the size and mass of the building. The proposed building remains three storeys in height with accommodation in the roof, but has been amended to step down on each side to form a softer character in order to remove the outlook of a large and bulky building. There are other buildings within a short distance which are of similar height, despite this immediate section on the Southern side of Holdenhurst Road being predominantly two storeys in scale. There would be a change in the type of building on site, however, this proposal is seen as a positive change following

amendments to the building (removal of 6 flats), reducing the roof line to a stepped approach and improved materials.

Parameters	Existing	Proposed	% Increase
Building footprint (sqm)	376 (combined footprint of two buildings)	381.2sqm	1.38
Width (m)	10.8 (426 – 428 Holdenhurst Road) 12.7 (430 – 432 Holdenhurst Road) 3.85m gap between the properties	26.6m	14
Ridge height (m)	8.5 average	10m (3 storey) 12.9m (3.5 storey)	17.65 (for 2m) 51.76 (for 14.4m)

Table 1: Existing and proposed building parameters

46. As can be seen from the above table, the proposal would result in an increase in bulk, mass, width and height compared to the existing buildings. However, as described previously, in order to reduce the bulk and mass, a stepped approach has been incorporated into the design to reduce the flat crown roof. The urban design officer comments:

"While the scale would result in a change of character, I consider the appearance of the building and frontage planting in the street scene to be positive when compared to the existing buildings with flat roof front extensions and dead frontage at street level".

47. Both the proposed footprint and height of the building would be greater than the houses in the immediate neighbouring area, however, not too dissimilar to buildings nearby on Holdenhurst Road, particularly on the northern side, and further to the west adjacent to the junction with the A338. The front of the proposed building has incorporated 3 storey bay windows on 2 elevation fronts, similar to other buildings also on Holdenhurst Road, for example, 385 Holdenhurst Road.

48. The introduction of Juliet balconies and patios to the front of the proposal provides a more active frontage to Holdenhurst Road.

49. It is to be noted that the current proposal has been revised during the determination process to address concerns raised by the Heritage and Urban Design officers in regard to the impact of the proposed development on the character of the area. To conclude, following amendments to the proposal to reduce the scale, mass, bulk, footprint and height, the proposed development would reflect the scale and mass of built form along this section of Holdenhurst Road. The proposal represents a more sympathetic development than the earlier refused 26 flat scheme, which had a greater mass and bulk. The development therefore complies with Policies CS21 and CS41 of the Core Strategy as well as Policy 6.10 of the Bournemouth District Wide Local Plan.

Impact on Heritage Assets

50. The site lies close to the Grade II listed Church of St Mary, which lies approximately 30 metres to the West on the other side of Curzon Road. Despite the physical separation of the church from the site, the wide street with its open character provides clear street views that allow the Grade II listed church to be experienced in conjunction with the existing villas including the application site.

51. Historic England's guidance advises that setting should be considered to extend to all of the land, whether public of private, from which a heritage asset can be experienced, which in this case includes the street. It is acknowledged that the existing buildings within the application site with single storey flat roof front extensions have a poor appearance, and that the amended scheme with more traditional design elements relate better to the character of Springbourne. The previous refusal included a 4 storey proposal. The revised application has seen a 3.5 storey element reduced to 2.5 storey on either side of the building. Although the 3.5 storey element would be visible in the street scene, the current proposal is of similar ilk to other buildings within the vicinity.

52. Whilst the roof of the proposed building now sits just below the height of the St Mary's Church and the eaves align to those of the church, the overly large building in terms of its size, scale, width, bulk and massing would cause slight harm to the setting and primacy of the designated heritage asset. A heritage statement has been submitted, which states:-

> "Significant material changes to the development have now been made since the previous refused application which we consider now make the development more diminishing on the site and within the street scene and setting of the listed building. The proposed building better reflects the local vernacular in terms of the design and materiality. In this regard, we consider the development will preserve the setting of the Listed Building and incorporate a building of good quality design and proportions which will contribute towards the street scene. Moreover, the building will not in its design layout and scale give rise to any harm to the significance of the Listed Building including its setting.
>
> The Applicant recognises that 'great weight' must be attributed to any harm identified irrespective of whether this is substantial or less than substantial harm to the significance of a heritage asset, as Paragraph 205 states. It is considered however that, having regard for the revised design of the proposed building, its carefully designed front façade and stepped roof form, the development will sit comfortably and appropriately within the surrounding environment and historical context of the Listed Building St Mary Church.
>
> In summary, there is no harm to the significance of the Grade II Listed Building or its setting, and with reference to Paragraph 208* of the NPPF the heritage balance is not therefore engaged as there is no harm in heritage terms. If the Council disagreed with this view, the significant public benefit of the provision of much needed housing would clearly outweigh any perceived harm to the significance of the listed building".
>
> **(Now paragraph 215 NPPF 2024)*

53. The applicant has also submitted indicative street scene and images from different viewpoints of the proposal and church setting, as requested by the heritage team. From these images, it is clear that the proposed block of flats would be wider than the church within the Holdenhurst Road street scene, so failing to preserve the primacy of this key designated heritage asset and impacting detrimentally on its wider setting. The harm to the designated heritage asset is considered to be 'less than substantial'.

54. Paragraph 215 of the NPPF states that where development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be

weighed against the public benefits of the proposal. Great weight must be given to a designated heritage asset's conservation and any harm to its significance requires clear and convincing justification. On balance, this site, due to its setting on a busy main road, and reviewing the wider character, is suited to an intensified scheme. There are similar scale buildings to the east of the church. Whilst the proposal would deliver 20 market houses and no affordable housing, the applicant has amended the original proposal to reduce the harm to the grade II listed building and has provided some justification within the heritage statement that there would ultimately be a public benefit to this scheme from the housing provision given the Council's lack of 5 year housing supply.

55. To conclude, there would be less than substantial harm to the character and appearance to the setting of the Grade II Listed Building, however, the public benefits of the scheme would outweigh the less than substantial harm to the significance of the designated heritage asset. The development therefore complies to paras 207 – 215 of the NPPF and Policies CS21, CS39 and CS41 of the Core Strategy as well as policy 6.10 of the Bournemouth District Wide Local Plan.

Impact on Neighbouring Amenity

56. The application site shares its boundary with a flatted terraced property at 424 Holdenhurst Road/ 1 – 7 Curzon Road to the west side; a two storey semi-detached property at 9 Curzon Road and a mixed-use property at 1a Jefferson Road to the rear; and two-storey dwellings at 1 Jefferson Road and 434 Holdenhurst Road to the east. The proposal will introduce a 3.5 building within approximately 10m of the rear boundary with 9 Curzon Road; 3.3m of the side boundary with the terrace at 424 Holdenhurst Road / 1 – 7 Curzon Road and within 3.2m of the side boundary with 434 Holdenhurst Road.

Overshadowing/ Loss of Light Impact

57. The proposal will introduce a larger and taller building within the application site that will be closer to the neighbouring properties. However, the new footprint would only sit 0.1m further beyond the current rear building line and 0.5m to the front building line. The proposal reduces by 0.3 metres from the current western build line. Due to their relative orientations, the proposed development is not anticipated to have any loss of light impact on neighbouring properties adjoining the rear boundary.

58. Similarly, with the step down to the side no significant loss of light impact will occur on the numerous side and rear habitable windows of the terraced development at No.424/ No.1 Curzon Road. This building already has a relatively close relationship with number 426 Holdenhurst Road. The proposed development would be taller and have a greater mass so there would be a modest impact here to this property to the west, but on balance this is not considered harmful.

59. With the stepped side approach of the proposal, the loss of light impact on the side window and amenity area of No.434 Holdenhurst Road would be minimal.

Overlooking Impact

60. The proposal would have one small habitable room window on the ground floor, two high level habitable windows at first floor and sky light windows on the western side elevation, thus having minimal impact on overlooking to No.424/ No.1 Curzon Road. The proposal would have two small habitable windows on the ground floor, two high level habitable windows at first floor, one sky light window on the second floor and two sky light windows on the third floors on the eastern side elevation, thus having minimal impact on overlooking to No.434. As such, no overlooking impact in anticipated on neighbouring properties on both sides.

61. The proposal will introduce 25 habitable windows (11 of which are Juliette/patio balcony/windows) in the rear elevation that will be approximately 10m away from the shared boundary with no. 9 Curzon Road that has a transverse relationship with the application site. The current scheme will have two habitable dormer windows at third storey level that will be approximately 10.5m from the rear garden. There is a commercial building to most of the remainder of the rear boundary of the site, with 1 Jefferson Avenue having a very modest rear garden space to the eastern corner of the site.

62. As per the refused scheme (7-2023-29061), there would be direct outlook over the neighbour's rear garden in Curzon Road, resulting in some loss of privacy. The Residential Design Guide recommends a minimum of 12.5 metres for a back to side built relationship. From a review of the site plan, elevations and floor plans, only 10 (2 dormer) of the windows would directly overlook No. 9 Curzon Rd's rear garden, whilst the other 15 would have more oblique views and are not considered to be harmful. As previously mentioned, the current scheme will have habitable dormer windows at 3.5 storey level that will be approximately 10.5m from the neighbour's private patio area. Additionally, due to their elevated location, the dormers will also have outlook over the garden area of No.11, which will be 17.7m from these windows, resulting in loss of privacy for this property as well.

63. It must be acknowledged that there is an existing degree of overlooking between the neighbouring properties, currently the property at No.426 – 428 at first floor level which is located approximately 10.5m from No.9's boundary. This rear to side relationship is not dissimilar to other properties within high-density urban settings and the separation distance has been increased since the earlier refused application. Positives steps have been taken from the refused scheme to overcome these issues – an increase of 2m from 8m to 10m with the shared boundary to No.9, a reduction of four flats to two in the third storey – decreasing the dormer windows from 8 to 2 and increase from 16m to 17.7m in the third-floor dormer windows distances overlooking towards No.11 Curzon Rd.

64. Whilst it is acknowledged that there is an existing degree of overlooking between the neighbouring properties, currently the property at No.426 – 428 has only one window at first floor level which is located approximately 10.5m from No.9's boundary. There will be an introduction of 25 habitable windows to the rear of the property, however, only 10 of these would directly overlook No.9 Curzon Road, and with a condition to introduce obscure glazing to the bottom half of all windows in the rear elevation, it is considered this would reduce the loss of privacy impact that would arise from the proposal.

65. The existing outlook of No.430 – 432 is over No.1A Jefferson Road that does not have any habitable windows. Whilst it is acknowledged that outlook from some of the new windows will be over No.1A this property does not have any private amenity space. No.9 Curzon Rd and No. 1 Jefferson Rd would be impacted by loss of privacy to a degree, however, with the amendments made and condition on obscure windows, this impact can be mitigated.

Overbearing Impact

66. The proposed development is stepped down on both flanks to reduce overbearing impacts on neighbouring properties. Notwithstanding, the height of the building nearest to the neighbouring terrace at 424 Holdenhurst Road/ 1 – 7 Curzon Road will be 10m high. This neighbouring property is set over 3 floors with 7 habitable windows facing the application site. The current building at No.426 is two storeys with rear section stepping in from the side boundary. As a result, first floor habitable windows of No.5-7 Curzon Road are 8m from No.426 and although the ridge of the existing building is higher than the second floor windows of the terrace, due to the hipped section of the existing roof, the windows have access to outlook and views of the sky. With the stepped approach, improved materials, and increase in distance from No.434, the overbearing impact is seen as less intrusive as previous designs.

Overall

67. To summarise, the proposal on balance complies with Policies CS21 and CS41 of the Core Strategy, Policy 6.10 of the Bournemouth District Wide Local Plan, the Residential Design Guide and the key principles of the NPPF.

Amenity of the Future Occupiers

Locational sustainability

68. The site fronts Holdenhurst Road in proximity to the local shops and amenities within the district centre of Springbourne to the west. The site sits adjacent to a signalised pedestrian crossing, bus stop and three-lane carriageway. Holdenhurst Road (A3049) is a classified road and forms part of the Council's strategic road network, evidenced by its status as a District Distributor Road to the west of the site and a Local Distributor Road further to the east. Overall, the site is considered a sustainable location and suitable for additional residential density, as outlined in Policy CS21.

Internal space

69. The Technical housing standards – nationally described space standard provides minimum internal area required for various dwelling types. The current scheme proposes 6 x 2-bedroom flats and 14 x 1-bedroom flats. The proposal's compliance with the nationally described space standards is referred to below:

Flat	**Bedrooms**	**Occupancy** (based on bedroom size)	**Proposed Area** (sqm)	**Required Area** (sqm)	**Complies***
1	1	1	43.9	39	Y (G)
2	1	1	41	39	Y (P)
3	1	1	37.2	39	N (P)
4	1	1	37.2	39	N(P)
5	1	1	40.4	39	Y (P)
6	1	1	41.3	39	Y (P)
7	2	3	63.5	61	Y (J)
8	1	1	40.4	39	Y (J)
9	1	1	41.5	39	Y (J)
10	1	1	41.5	39	Y (J)
11	1	1	40.4	39	Y (J)
12	2	3	66.1	61	Y (J)
13	2	3	63.5	61	Y (J)
14	1	1	40.4	39	Y (J)
15	1	1	41.5	39	Y (J)
16	1	1	41.5	39	Y (J)
17	1	1	40.4	39	Y (J)
18	1	3	66.1	61	Y (J)
19	1	3	66,4	61	Y (B
20	1	3	63.6	61	Y (B)
70. P – Patio					

71. G – Garden

72. J – Juliette balcony

73. B - Balcony

74. As can be seen, two flats are 1.8m short of the minimum floor area required for a single person one bedroom flat. However, the standards state that the minimum can be reduced to 37 square metres where a shower room is used instead of a bathroom, which is the case here and means there is no conflict with the standards. Both these flats also have access to a private amenity space (including a patio area) which measures 21.4sqm at the front of the property. The other 18 flats exceed the national minimum space requirements.

75. In contrast to the previous proposal, 12 flats now have Juliet balconies, 2 have access to balconies, 5 have access to private patios and 1 has access to a private garden. Additionally, all apartments have access to the rear amenity space. To summarise, the proposal complies with the Core Strategy Policy CS41 and recommendations contained in the residential design guide.

Outlook

76. The proposal to ensure that privacy of no.9 Curzon Road is maintained as outlined in the relevant section of the report above is to require the lower panes of rear windows to be obscure glazed. It is important to ensure that some outlook is still possible to occupants of the rear flats while also reducing the direct downward overlooking. Section drawings of the floor levels have not been provided but there are a mix of full height opening doors and other windows which appear to have relatively low sill heights. The proposed flats will therefore retain adequate outlook while reducing the perception of overlooking to the neighbouring property.

External Amenity

77. Section 3.7.5 of the Residential Design Guide requires new residential developments to provide access to private outdoor spaces such as gardens, patios or balconies. As previously mentioned, 12 flats now have Juliet balconies, 2 have access to balconies, 5 have access to private patios and 1 has access to a private garden. Additionally, all apartments have access to an area of communal rear amenity space. The site is also close to King's Park public open space and facilities.

78. On balance, the proposal would provide adequate private outdoor amenity space for the proposed units, in accordance with Core Strategy Policy CS41 and recommendations contained in the Residential Design Guide.

<u>Waste Management</u>

79. For a development of 20 x flats provision should be made for 4 x 1100L and 1 x 660L recycling bins and 3 x 1100L and 1 x 660L refuse bins. The development should also include a provision for 3 x 140L food waste bins. The waste storage has been amended to allow space for the required bins within the building, and the store has been placed within 10m of the highway for BCP council collection.

80. It is considered that the proposal would provide adequate waste collection facilities for the future residents and comply to Core Strategy Policy CS41, and recommendations contained in the residential design guide.

Highway safety and parking provision

Site Context

81. The site sits adjacent to a signalised pedestrian crossing, bus stop and three-lane carriageway. Holdenhurst Road (A3049) is a classified road and forms part of the Council's strategic road network, evidenced by its status as a District Distributor Road to the west of the site and a Local Distributor Road further to the east. To preserve the integrity of such routes, new development must not result in material harm to the operation of the network nor the safety of its users, as supported by Saved Policy 8.2 of the Bournemouth District Wide Local Plan (2002).

82. The removal of the vehicular access renders existing sections of dropped kerb (fronting the site) redundant and therefore these are required to be reinstated with full height kerbs at the cost of the applicant.

83. Owing to the sustainability of the site in relation to accessibility and in accordance with the BCP Parking Standards SPD (2021), the site is located within parking zone B. In this location, residential developments flats comprising two and three habitable rooms do not generate a car parking requirement, Table 9 – C3: Flats of the Parking SPD refers. Consequently, a car-free development is acceptable in principle.

Cycle storage

84. The cycle storage will be located at the south western corner of the site, adjacent to the boundary of No.9 Curzon Rd. The height of this storage facility is approximately 2.3m in height and single storey, The external cycle store for resident parking meets SPD requirements for 24 cycles. Its amended position, adjacent to the visitor cycle parking and nearer the side access path linking to the public highway, improves accessibility. There is also an integral store for 4 cycles - 4 visitor spaces, are located to the western elevation.

Highways Contribution

85. A car-free development of this scale is expected to result in a significant increase in non-car trips, namely those undertaken on foot, by cycle and via public transport. Consequently, the applicant is required to mitigate the impact of the proposed development upon existing sustainable travel infrastructure. The applicant has agreed to provide a financial contribution of £25,000.00 for the provision of a replacement bus shelter with RTI capabilities at the eastbound bus stop on Holdenhurst Road, fronting the site. A S106 agreement would have been sought to secure the obligations, should the application be recommended for approval. This application therefore complies with Core Strategy Policies CS14, CS18 and CS41.

Trees and Landscaping

86. Currently, there is no landscaping on site. The proposal offers a betterment by introducing 4 new trees, a large lawn area to the rear, hedgerow planting on part of the southern boundary and northern boundary fronting Holdenhurst Road.

87. There is a tree on the neighbouring boundary, in which the Root Protection Area falls within this red line boundary. The tree and landscape officer has submitted the following: -

"The submitted arboricultural method statement and tree protection plan provides an effective scheme for the protection of the T1 Sycamore. The other tree present on neighbouring land will not be affected and will not require protection measures. I raise no

objections to this proposal subject to a condition requiring compliance with the submitted arboricultural method statement and tree protection plan".

88. As such, the proposal would make a positive contribution in terms of landscaping and would satisfy Policy 4.25 of the BWDLP and Policy CS41 of the Core Strategy.

Land Contamination

89. The National Planning Policy Framework (NPPF) has an objective of preventing both new and existing development from contributing to or being put at risk from, or being adversely affected by unacceptable levels of soil, air or water pollution. Furthermore, the NPPF requires that potential contaminated land should be subject to adequate site investigation undertaken by a competent person and that where appropriate sites should be subject to remediation to make suitable for the proposed use. The Council's records show that the application site is near to disused fuel tanks at 1 Jefferson Avenue. However, there is no record of previous contaminative uses of the application site.

90. For this reason, there is no objection to the proposal on land contamination grounds subject to a condition requiring reporting of any unexpected contamination found during construction.

Flooding and Drainage

91. The site falls entirely within Flood Zone 1 indicating low risk of fluvial flooding. BGS data indicates that the site sits above up to 3m of superficial deposits, consisting of river terrace deposits (sand and gravel), underlain by Boscombe Sand formation.

92. A detailed drainage scheme has been provided. The Lead Local Flood Authority have raised no objection and have submitted the following comments:-

"Following review of the latest drainage document revisions (listed below), we are satisfied that all issues raised in our previous correspondence have now been addressed. Documents Reviewed Surface Water Drainage Report – C3100 Rev. P1 – 19/12/2025 Proposed SW Drainage Strategy – CGS Civils – C3100 P 101 Rev. P3 – 19/12/2015 Surface Water Calculations – CGS Civils – 19/12/2025"

93. The proposal therefore complies with Policy CS4 of the Bournemouth Core Strategy (2012) and Policy 3.24 of the BWDLP (2002).

Biodiversity and Ecology

94. The existing site comprises buildings and 'hardstanding sealed surface' only. An Ecological Impact Assessment has been submitted, in which the biodiversity officer has stated no objection, subject to the following enhancements: -

- The provision of nest boxes for bird species such as swift and house sparrow on the walls of the new building - minimum of three within proximity to each other. Swift bricks will be fixed no less than two storeys (4.5-5m) above ground level and nest boxes can be sited on any aspect of a building except the southern side. The design will include a group of four swift integrated boxes which can be rendered or brick faced.
- Provision of two bat integrated boxes/bricks. The box/brick will be fitted on south or west facing walls, as close to the eaves as possible.
- Installation of four bee bricks within the walls of the new building. These bricks will be erected at least 1 metre above ground level within the brick/stonework.

95. Subject to these conditions, the proposal is considered compliant with CS30 on biodiversity and wildlife enhancements and with paragraph 187 of the NPPF (2024, as amended.)

Biodiversity Net Gain

Exemptions

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

97. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan Policy CS30 which promotes biodiversity and habitat enhancement.

98. A 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 though exemptions apply. This proposal is exempt as the site is entirely lain to hardstanding and therefore contains no priority habitat or non-priority habitat so is exempt.

Affordable Housing

99. All applications proposing residential development in excess of 10 units net will be subject to the Council's adopted affordable housing policy. The affordable housing DPD sets out an approach to achieving contributions towards the delivery of affordable housing in Bournemouth. Policy AH1 contained within DPD requires all residential development to contribute towards meeting the target of 40% affordable housing. When considering residential development, the Council will seek a 40% contribution except where it is proven to not be financially viable. The DPD was revised in November 2011 and sets out in greater detail how the DPD will be implemented as well as including an indicative contribution table which applicants can agree to rather than submit viability information.

100. In this case the applicant has submitted an Economic Viability Assessment, which has been assessed by the District Valuer Service (DVS). The assessment concludes the following:-

"Following the above testing work It is my considered conclusion that the proposed development is not viable and unable to support a financial contribution towards affordable housing".

101. This means that the developer is unable to provide any affordable housing either on site or as an off-site contribution. With regard to the provisions of AH1 and the Affordable Housing DPD, the proposal fails to provide the benefits associated with an affordable housing contribution but has provided sufficient information to establish its 'unviability'.

Protected sites

Heathlands

102. The site is within 5km of a designated Dorset Heathlands SPA (Special Protection Area) and Ramsar Site, and part of the Dorset Heaths candidate SAC (Special Area of Conservation). Working in collaboration with Dorset Council and with advice from Natural England, BCP Council has adopted the Dorset Heathlands Planning Framework 2020 – 2025 Supplementary Planning Document, the purpose of which is to set out the approach to

avoid or mitigate harm to these protected sites. In this instance, it is considered that the proposal is likely to have a significant effect on the Dorset Heathlands; however, having undertaken an appropriate assessment it is believed that the integrity of these sites can be maintained provided appropriate mitigation is secured. In this case, a financial contribution is therefore required and in this instance is £360 per apartment with a 5% admin fee (or minimum £75), a total of £5,670. This will be secured through a legal agreement.

New Forest Recreation Zone

103. The site lies also within 13.8km of New Forest SAC, New Forest SPA and New Forest Ramsar, which are protected under European legislation for their wildlife importance, where it has been demonstrated in conjunction with New Forest Strategic Access Management and Monitoring Strategy 2023, prepared by Footprint Ecology and in agreement with Natural England that additional recreational pressure from additional bedroom numbers have the potential to harm their integrity. It cannot be ruled out beyond all reasonable scientific doubt that the proposal would not have a likely significant effect on the sensitive interest features of the habitat sites, from human pressures, either alone or in combination with other proposals. Accordingly, a SAMMs payment is also required in relation to protected new Forest sites of £300 per dwelling with a £60 minimum admin fee or 5% administration fee. £4,725 will be secured through a legal agreement.

104. Following the securing of SAMMS payments for protected sites, the proposal is considered to have an acceptable impact on these sites and is compliant with Policies CS32 and CS33.

Planning Balance / Conclusion

105. Overall, it has been identified that there is a conflict with Policy CS27 due to the lack of justification for the loss of the employment floor space on the ground floor of the existing buildings. Harm has also been identified in relation to the impact on the setting of the Grade II listed Church of St Mary at the level of 'less than substantial'. This heritage harm has been minimised through amendments to the scheme since the earlier refused application and subsequent amendments to the current application. There will be some overlooking impact to neighbouring residents, but again this has been reduced through the amendments and proposed conditions for some obscure glazing elements and is not considered to result in a policy conflict now.

106. The proposal would provide a net increase of 15 flats on the site which would provide a valuable contribution towards local housing needs. The proposal would also provide some regeneration benefits to the area and a degree of street scene enhancement. The application is acceptable in terms of highway safety and would provide improvements to public transport infrastructure in the vicinity of the site.

107. Paragraph 215 of the NPPF requires that in case of less than substantial harm to designated heritage assets, this harm must be weighed up against the public benefits to the scheme. In this case, it is considered that the demolition of two no. two-storey buildings and replacement with a 3.5 storey building comprising 20 residential units including landscaping, refuse storage, cycle storage and other associated infrastructure would create less than substantial harm to the character and appearance to the setting of the Grade II Listed Building, however, the public benefits of the scheme would outweigh the less than substantial harm to the significance of the designated heritage asset.

108. The LPA is currently unable to demonstrate a 5-year housing land supply. The provision of 20 new homes (a net increase in 15 units) is consequently given significant weight. The proposal comprises of 1 and 2 bed apartments, which offer a good standard of residential amenity. This is considered to outweigh the small impact on the designated heritage asset.

It is considered that the impact on the designated heritage asset does not provide a strong reason for refusal, and accordingly the tilted balance, as detailed in paragraph 11, remains at play.

109. It is considered that the scheme accords with most important aspects of the Development Plan (Policies CS1, CS4, CS6, CS14, CS16, CS18, CS21, CS33, CS38, CS39 and CS41) – but as identified, there is a degree of conflict with criterion Protecting Unallocated Employment Sites of Policy CS27 (in respect of no evidence - other than statements provided - has been submitted to demonstrate why an employment use is not considered suitable prior to a residential development coming forward). It is considered that whilst the proposal may result in the loss of employment floor space, any harm that may be attributed to this is not considered to significantly and demonstrably outweigh the benefits of the proposal as set out above when assessed against the policies in the Framework taken as a whole. The loss of floor space is modest overall and the contribution towards the housing supply holds significant weight in the balance.

110. In this instance, having regard to the conclusions relating to these polices as explained above and notwithstanding the minor conflict identified, it is therefore considered that the proposal is in accordance with the provisions of the Development Plan when considered as a whole. Furthermore and notwithstanding the conflict with the Development Plan policy identified, for the reasons given in this report, it is considered that the identified material considerations including the benefits of the scheme also clearly support a view in favour of granting the proposal.

Recommendation

111. **RECOMMENDATION I -** That delegated authority be granted to the Head of Planning Operations to GRANT Permission, for the reasons as set out in this report, subject to the following conditions, and 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 (or other relevant officer) does not result in a reduction in the terms identified.

RECOMMENDATION II - That delegated authority be granted to the Head of Planning Operations to refuse planning permission if sufficient progress on concluding the Legal Agreement has not made within six months of the date of this resolution.

S106 heads of terms:

- **Heathlands Mitigation – £5,670**
- **New Forest mitigation – £4,725**

Highways bus shelter contribution - £25,000

Applicant to enter into a S278 agreement for alterations to the existing public highway fronting the site to accommodate a new bus shelter

Conditions:

1. **Detailed permission**

   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. **Decision notice - Grant**

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

   Site, Block & Location plan; dwg no. 9745/200. Rev F. 26/02/26

   Existing Plans; dwg no. 9745/206. Sept 2024

   Floor Plans 1 of 2; dwg no. 9745/201. Rev D. 26/02/26

   Floor Plans 2 of 2; dwg no. 9745/202. Rev D. 26/02/26

   Cycle Store; dwg no. 9745/208. Rev A. 26/02/26

   Elevations; dwg no. 9745/203 .Rev F. 26/02/26

   Indicative Street Scene; dwg no. 9745/204. Rev C. 17/09/25

   Proposed SW Drainage Strategy; dwg no. 101 Rev P3. 19/12/2025

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

3. **Materials to be submitted**

   No part of the development hereby permitted shall be constructed that is visible above ground level/above damp proof course level/above the proposed finished ground level unless details of the materials to be used in the construction of the external surfaces including any roof have first been submitted to and approved in writing by the local planning authority. The submitted details shall include samples of all such materials unless otherwise agreed in writing by the local planning authority. The development shall only be carried out in accordance with the approved details and once provided the approved materials shall thereafter at all times be retained.

   Reason: To ensure that the impact of the development on the visual amenities of the locality is acceptable.

4. **Soft landscape**

   No part of the development hereby permitted shall be constructed that is visible above damp proof course level unless a scheme of soft landscaping including all planting has first been submitted to and approved in writing by the local planning authority. The scheme shall include indications of all existing trees and hedges and other planting on the land, identify those to be retained and set out measures for their protection throughout the course of development. The approved landscaping scheme shall be carried out in the first planting season following substantial completion of the development or the first occupation of any part of it, whichever is the sooner. Any tree or plans found damaged, removed, dead or dying in the first 5 years following its planting shall be replaced with a tree/plant of the same

species and similar size or such other species and size as has otherwise been submitted to and approved in writing by the local planning authority.

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

5. **Biodiversity enhancements**

Prior to the first occupation of the development hereby permitted, the biodiversity enhancements as given in section 7 and appendix 3 of 'Ecological Impact Assessment' by Cherry Tree Ecology Ltd dated 25th March 2026 must be implemented in full and maintained and retained thereafter.

Reason: To promote biodiversity in compliance with paragraph 187 of the NPPF and Policy CS30.

6. **Implement arboricultural 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 Impact and Method Statement and tree protection plan from Tree Call Consulting Limited dated 6th February 2026 and Appendix B Plan Dated 27th January 2026, ref: DS/52426/AC.

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

7. **Footway Crossing - Reinstatement**

Notwithstanding details shown on the submitted plans, within 3 months of the commencement of the development, details of the reinstatement of existing sections of dropped kerb fronting the site, made redundant by this proposal, shall be submitted to the Local Planning Authority for approval in writing. Full height kerbs shall be constructed in accordance with approved details prior to occupation of the proposed development.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon in accordance with Policies CS16, CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

8. **Cycle Parking**

Prior to occupation of the development hereby permitted, all cycle parking shall be installed as shown on the approved plans and thereafter retained, maintained and kept available for the occupants of the development at all times.

Reason: In the interests of promoting sustainable development and active travel including the cycling mode of transport, in accordance with Policy CS18 of the Bournemouth Local Plan Core Strategy (October 2012).

9. **Refuse Management Plan**

The development hereby permitted shall not be occupied until a Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include: details of the management company to be set up; the employment of a private contractor to collect the refuse and the type of refuse vehicles to be used; specified timings

of an ‘off-peak’ collection arrangement as standard, measures to be taken if no private contractor is available at any time in the future (such as the employment of a person or persons to ensure bins are wheeled to the collection point); and that bins will not be stored in the open or at the collection point apart from on the day of collection. The refuse management plan shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure the safe collection of refuse from the site so as not to impact the efficiency of the local highway network nor the safety of its users.

10. Construction Management Plan

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

• 24 hour emergency contact number;

• Hours of operation;

• Parking of vehicle of site operatives and visitors (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction);

• Routes for construction traffic;

• Locations for loading/unloading and storage of plant, waste and construction materials;

• Method of preventing mud being carried onto the highway;

• Measures to protect vulnerable road users (cyclists and pedestrians)

• Any necessary temporary traffic management measures;

• Arrangements for turning vehicles;

• Arrangements to receive abnormal loads or unusually large vehicles;

• Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

11. Acoustic measures

The development hereby approved shall not be occupied until all noise mitigation measures set out in the Noise Impact Assessment prepared by Impact Acoustics Ltd (Ref: IMP7781-2, dated February 2025) have been fully implemented. These measures include, but are not limited to:

- Installation of glazing and ventilation systems as specified in the report.
- Provision of mechanical ventilation/heat recovery (MVHR) to road-facing habitable rooms.
- Construction of external walls and roofs to the acoustic performance detailed in the report.
- Installation of a 2.0 m high acoustic boundary fence with a minimum surface mass of 24 kg/m² to external amenity areas. The approved mitigation shall be retained and maintained in perpetuity.

Reason: To ensure the development achieves acceptable internal and external noise levels in accordance with BS8233:2014, PRoPG: Planning & Noise, and BCP Local Plan Policy ENV12.

12. Surface water drainage

No building hereby permitted shall be occupied until surface water drainage works shall have been implemented in accordance with Proposed SW Drainage Strategy – CGS Civils – C3100 P 101 Rev. P3 – 19/12/2025 and supporting plans.

Reason: To provide satisfactory drainage for the development in accordance with Policy CS4 of the Bournemouth Local Plan: Core Strategy (October 2012) and in order to achieve the objectives set out in the Local Planning Authority's Planning Guidance Note on Sustainable Urban Drainage Systems.

13. Reporting of Unexpected Contamination

In the event that unexpected contamination is found at any time when carrying out the approved development it must be reported in writing immediately to the Local Planning Authority and further development ceased. An investigation and risk assessment must be undertaken in accordance with the Environment Agency "Land contamination risk management (LCRM)" procedures and where remediation is necessary a remediation scheme must be prepared and approved in writing by the Local Planning Authority in advance of the scheme recommencing. Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority prior to development commencing other than that required to be carried out as part of an approved scheme of remediation.

Reason: To ensure that the risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecosystems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors

14. No external pipework

Unless shown on the approved elevational drawings any pipework (with the exception of rainwater and foul down pipes) shall be internal to the building.

Reason: In the interests of the visual amenities of the locality and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

15. Obscure glazing of lower part of window

The lower half of the windows to the rear elevation of flats 7, 12, 13, 18 and 19 (as indicated on drawing number 9745/201. Rev D 26.02.26 and 9745/202. Rev D 26.02.26), shall be glazed with obscure glass to a level equivalent to Pilkington Level 3 or above (or the nearest equivalent standard) and shall be permanently retained as such unless otherwise agreed in writing by the Local Planning Authority.

Reason: To prevent undue overlooking of the adjoining residential property and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

Informative Notes:

No Storage of Materials on Footway/Highway: The applicant is advised that there should be no storage of any equipment, machinery or materials on the footway/highway including verges and/or shrub borders or beneath the crown spread of Council owned trees.

Kerb and Footway Re-instatement: As a consequence of vehicle access closure and the development of the site, the applicant is advised that it will be necessary for the kerb to be raised and the footway (and verge if appropriate) restored where required. Normally the Highway Authority will undertake this work at the expense of the applicant although on occasion there might be instances where the applicant under supervision can undertake this work. A Section 171 (Highways Act 1980) licence application form is available within the Roads and Transport section of the council's website (www.bcpcouncil.gov.uk).

Streetworks: 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.

Car Parking Permit Restriction: The applicant should note and inform future residents that they may be excluded from being able to purchase permits associated with parking permit schemes controlled by the Council in the area. This is to reduce the impacts from the development due to the lack of car parking provision being proposed and to encourage sustainable modes of travel amongst future residents.

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 does not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements listed is relevant.

Bats: If bats are found during demolition, all work shall cease and if possible, part of structure that was removed and exposed bats put back into place. A bat ecologist shall be employed to address the situation and Natural England contacted.

Background Documents:

7-2024-29061-A

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

Notes.
This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972.

Reference to published works is not included

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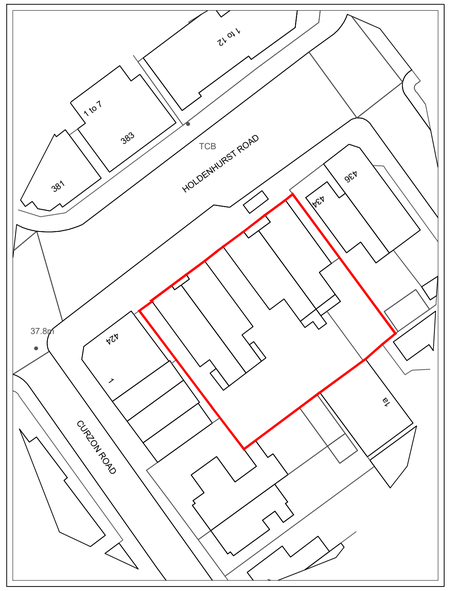
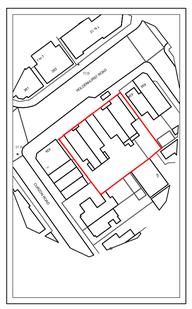
PROPOSED SITE PLAN SCALE 1:200
BASED ON TOPO INFORMATION

10m @ 1:100



BLOCK PLAN SCALE 1:500
BASED ON O.S INFORMATION
Ordnance Survey Licence No: 100007080



LOCATION PLAN SCALE 1:1250
BASED ON OS INFORMATION
Ordnance Survey Licence No: 100007080

NOTES-PLANNING

rev-30-07-24

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3. Drawings must be read as a complete pack and not individually.
4. Do not scale. Figured dimensions only to be used.
5. Contractors must verify all dimensions and report any discrepancies before putting work in hand or making any shop drawings.
6. All flat roofs to be fitted with a man safe system to satisfy CDM 2015 regulations unless written confirmation from Principle Designer/ Principle Contractor is provided to show alternative compliance has been sought and approved.
7. Stair design to be independently checked by stair fabricator for regs. compliance and sizing, prior to construction/ ordering. Dimensions to be checked before fabrication.
8. Mackennan waterproofing specialists (or similar company with relevant PI insurance) to be instructed and detail all basement waterproofing designs. - ARC carry no responsibility or PI cover for basement designs in terms of waterproofing or structure in any way.
9. A design and risk assessment should form part of our drawing package. If you have not received this from us by post, email or collection please contact us for a copy before moving forward with the project.
10. We take no responsibility for the depicted site ownership boundary. Clients must notify us if they feel the our plans do not accurately depict their ownership or area of control for planning purposes.
11. We do not take responsibility for meeting minimum space as setout in Government Technical housing standards - nationally described space standards document.
12. All Cladding & building attachments externally to be all A1 fire rated.

FIRE: We do NOT take any responsibility and do not carry any PI cover in relation to any matters relating to fire safety. Part B building regulations, BS 9991 for fire or EWS1 and drawings in no way form a fire strategy/ report. All design/ details relating to Fire Safety are shown for indicative purposes only and should be read in conjunction with the latest version of the Appointed Fire Consultant Fire Strategy Document/ Report - all information contained in such a report supersedes ARC drawings in all aspects. No assumption of any responsibility is accepted. If you are unaware who the appointed fire consultant is or don't have a copy of the latest version of the report please contact arc in writing immediately.

EWS1: an independent and an appropriately qualified and insured fire consultant/engineer should be appointed by the client/contractor to ensure the finished project is compliant. Some mortgage companies require EWS1's on buildings outside of the EWS1 standard criteria.

Part B & Fire Safety: An independent and appropriately qualified fire consultant should be instructed by the client/contractor at the earliest possible point in the design process to ensure compliance with Part B & Fire safety. Please note that subject to a fire consultants confirmation/input the following points may be required in some or all areas of the building: 1) Sprinkler systems (Domestic or commercial) 2) Mechanical smoke extraction. 3) Fixed shut fire safety glass 4) some sprinkler systems require large holding tanks 5) plan changes in relation to fire safety could result in loss of salable floor area and potential requirement for additional planning applications. (this list is not exhaustive)

Windows forming the overheating strategy with a change in floor level exceeding 600mm between inside and outside require 1.1m guarding (APD O diagram 3.1).

LEGEND

- SITE BOUNDARY
- EXISTING BUILDING TO BE DEMOLISHED
- EXISTING LEVELS (37.42 +)
- INDICATIVE PLANTING
- FOOTPRINT OF CURRENT SCHEME IN PLANNING

SITE AREA: 0.086 HECTARES / 0.21 ACRES

20 X FLATS (6 x 2 BEDS & 14 X 1 BEDS)

PROPOSED GIA = 1275.4 SQ.M

F	CYCLE & BIN STORE REVISED.	26/02/26	GR
E	CYCLE LOCATION STORE AMENDED.	05/12/25	JA
D	REVISED ROOF PLAN SHOW. PATHS AMENDED.	17/09/25	JA
C	REVISED FOOTPRINT SHOWN EXTERNAL CYCLE STORE ADDED	30/07/25	JA
B	PLANTING ADDED	28/11/24	GR
A	ADDITIONAL ROOF LIGHTS ADDED TO ROOF PLAN	04/11/24	GR

No.	Revision.	date	by

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
BOURNEMOUTH
DORSET
BH8 9AA

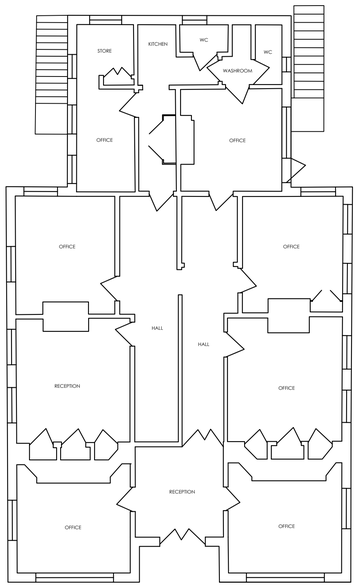
SITE, BLOCK & LOCATION PLAN

scale	AS SHOWN @ A1	checked	
date	SEPTEMBER 2024	drawn	GR
9745 / 200		A B C D E F	

ARC Architecture ltd.
Chapel Studios, 14 Purewell,
Christchurch, Dorset, BH23 1EP
Tel: +44 (0)1202 479919
E-mail: enquiries@andersrobertscheer.co.uk
Web: www.andersrobertscheer.co.uk

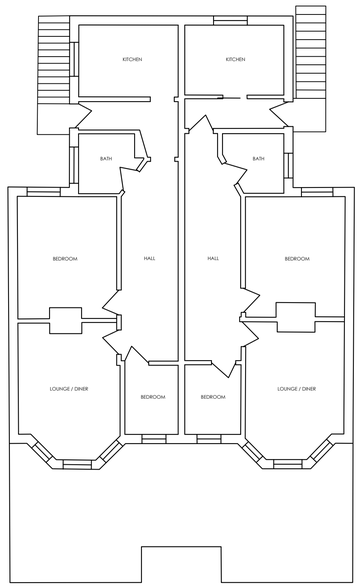
NO. 426 - 428

164.5 SQ.M



GROUND FLOOR PLAN
SCALE 1:100

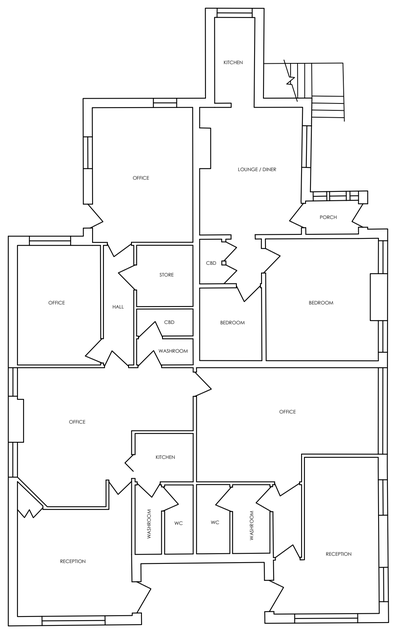
123.7 SQ.M



FIRST FLOOR PLAN
SCALE 1:100

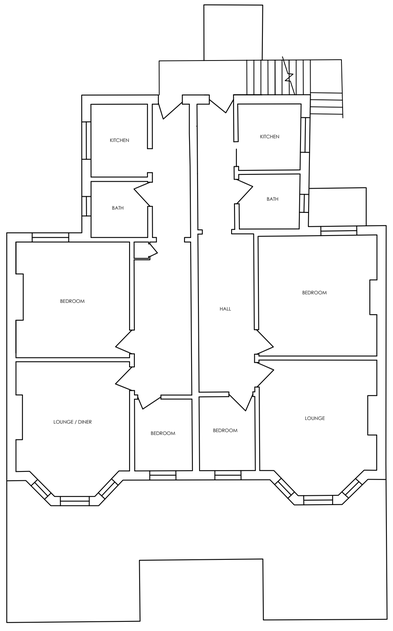
NO. 430 - 432

170.3 SQ.M



GROUND FLOOR PLAN
SCALE 1:100

122.6 SQ.M



FIRST FLOOR PLAN
SCALE 1:100

10m @ 1:100

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Windows forming the overheating strategy with a change in floor level exceeding 600mm between inside and outside require 1.1m guarding (APD O diagram 3.1).

EXISTING GIA = 581.1 SQ.M

No.	Revision.	date	by

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
BOURNEMOUTH
DORSET
BH8 9AA

EXISTING PLANS

scale	AS SHOWN @ A1	checked	
date	SEPTEMBER 2024	drawn	GR

9745 / 206

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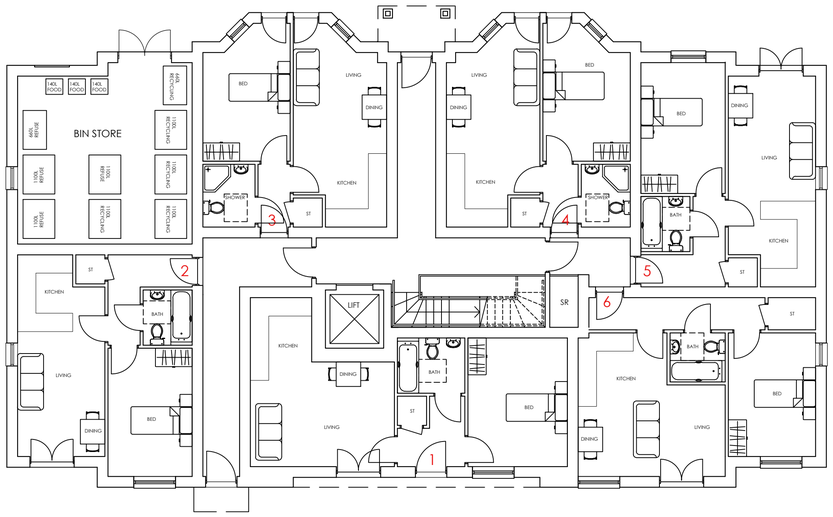
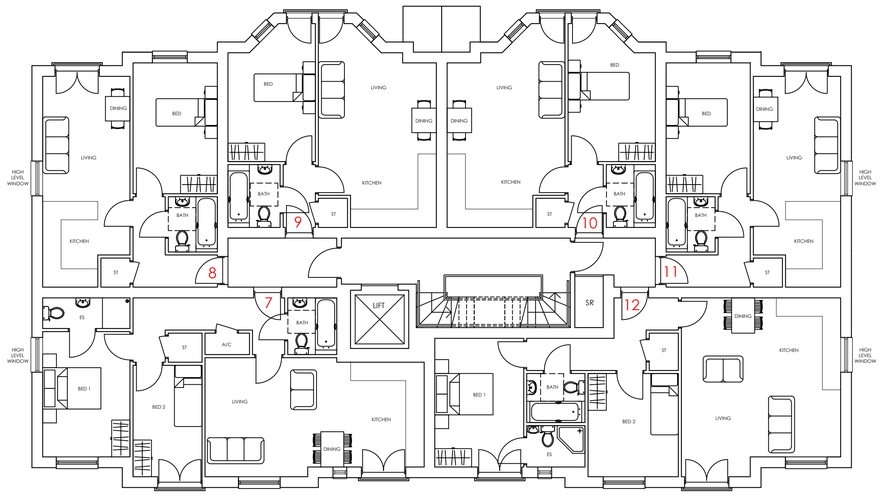
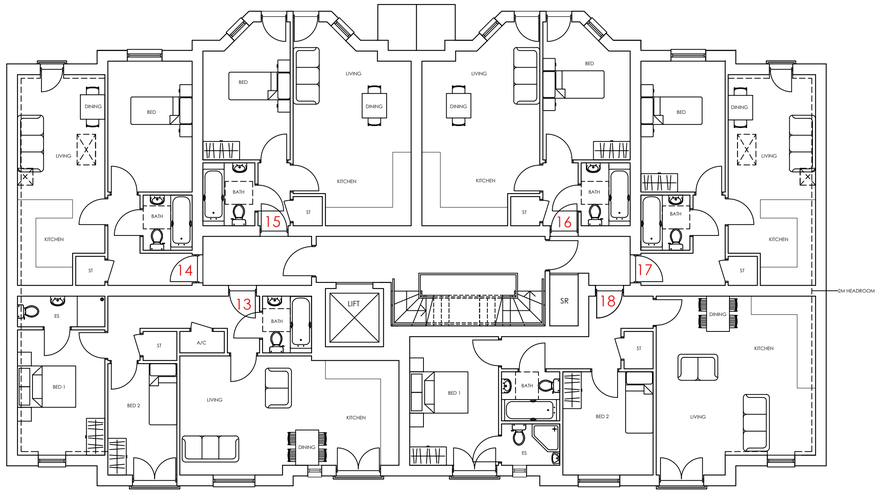
Web: www.andersrobertscheer.co.uk



GROUND FLOOR PLAN
SCALE 1:100



FIRST FLOOR PLAN
SCALE 1:100



SECOND FLOOR PLAN
SCALE 1:100

10m @ 1:100

NOTES-PLANNING

rev-30-07-24

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Windows forming the overheating strategy with a change in floor level exceeding 600mm between inside and outside require 1.1m guarding (APD O diagram 3.1).

SCHEDULE

UNIT	BEDS	SQ.M	SQ.FT
1	1	39.3	422
2	1	41	441
3	1	37.2	400
4	1	37.2	400
5	1	40.4	434
6	1	41.3	444
7	2	63.5	683
8	1	40.4	434
9	1	41.5	446
10	1	41.5	446
11	1	40.4	434
12	2	66.1	711
13	2	63.5	683
14	1	40.4	434
15	1	41.5	446
16	1	41.5	446
17	1	40.4	434
18	2	66.1	711
19	2	66.4	714
20	2	63.6	684

No.	Revision.	date	by
D	GROUND FLOOR PLAN & SCHEDULE REVISED	26/02/26	GR
C	FLOOR PLANS REVISED	17/09/25	JA
B	FLOOR PLANS REVISED	30/07/25	JA
A	FLOOR PLANS REVISED	04/11/24	GR

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
BOURNEMOUTH
DORSET
BH8 9AA

FLOOR PLANS
1 OF 2

scale	AS SHOWN @ A1	checked	
date	SEPTEMBER 2024	drawn	GR
9745 / 201		A B C D	

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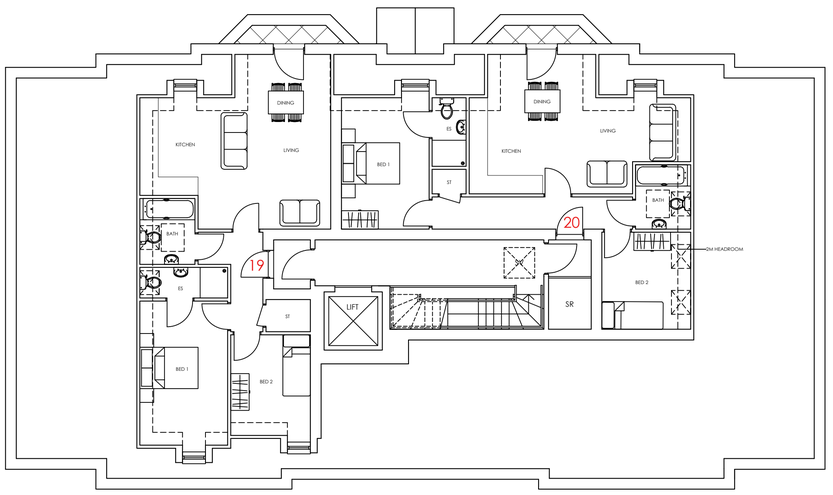
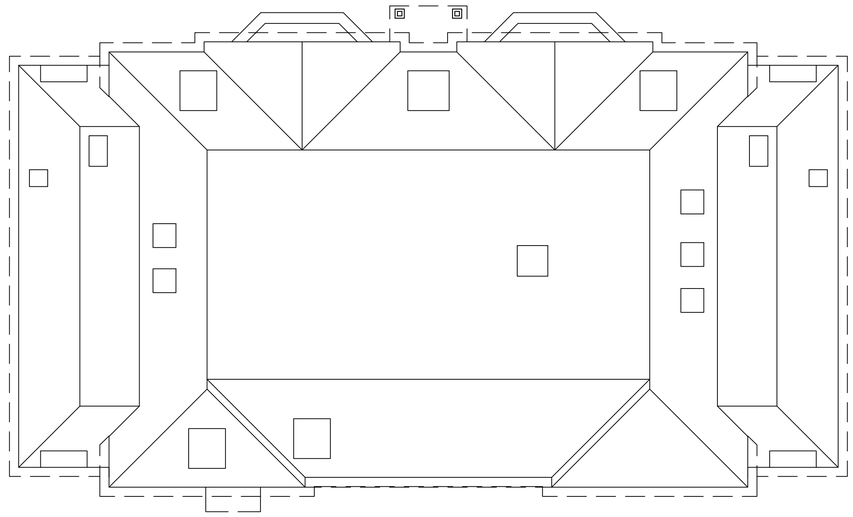


THIRD FLOOR PLAN
SCALE 1:100



ROOF PLAN
SCALE 1:100

10m @ 1:100

NOTES-PLANNING

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D	SCHEDULE REVISED	26/02/26	GR
C	FLOOR PLANS REVISED	17/09/25	JA
B	FLOOR PLANS REVISED	30/07/25	JA
A	FLOOR & ROOF PLANS REVISED	04/11/24	GR

No.	Revision.	date	by

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
BOURNEMOUTH
DORSET
BH8 9AA

FLOOR PLANS
2 OF 2

scale	AS SHOWN @ A1	checked	
date	SEPTEMBER 2024	drawn	GR
9745 / 202		A B C D	

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NORTH WEST ELEVATION
SCALE 1:100

SOUTH WEST ELEVATION
SCALE 1:100

SOUTH EAST ELEVATION
SCALE 1:100

NORTH EAST ELEVATION
SCALE 1:100

10m @ 1:100

NOTES-PLANNING

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MATERIALS SCHEDULE:

EXTERNAL WALLS:-	. RED BRICK . TILE HANGING
WINDOWS & DOORS:-	. UPCV
ROOF:-	. SLATE EFFECT TILES

Note: All materials to be confirmed by fire consultant prior to construction. The above material choices are for planning/aesthetic purposes only and confirmation of fire performance should agreed with specialist. (fixing system behind cladding should also be non combustible A1 or A2 rated and agreed with fire consultant)

ALL BALCONIES & CLADDING TO BE A1 FIRE RATED

E	SOUTH WEST ELEVATION REVISED	26/02/26	GR
D	REVISED IN LINE WITH AMENDED FLOOR PLANS	17/09/25	JA
C	REVISED IN LINE WITH AMENDED FLOOR PLANS	30/07/25	JA
B	PLANTING ADDED	29/11/24	GR
A	ELEVATIONS UPDATED FOLLOWING FLOOR PLAN REVISIONS	04/11/24	GR

No.	Revision.	date	by

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
BOURNEMOUTH
DORSET
BH8 9AA

ELEVATIONS

scale	AS SHOWN @ A1	checked	
date	SEPTEMBER 2024	drawn	GR
9745 / 203		A B C D E	

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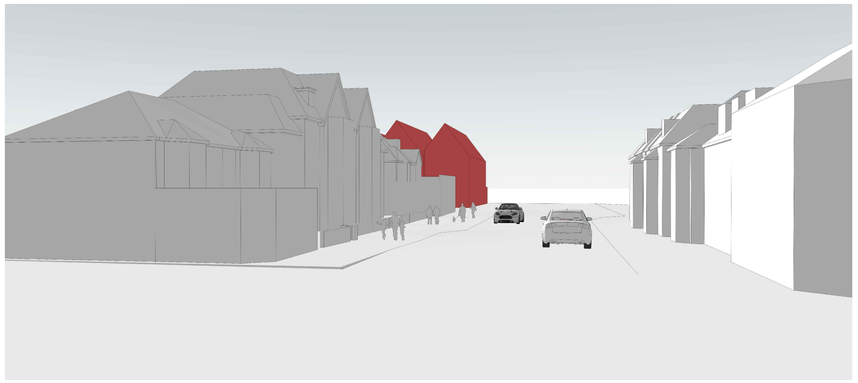

IMAGE 1

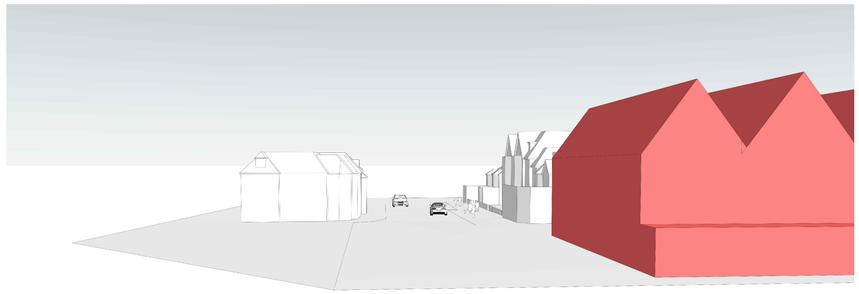

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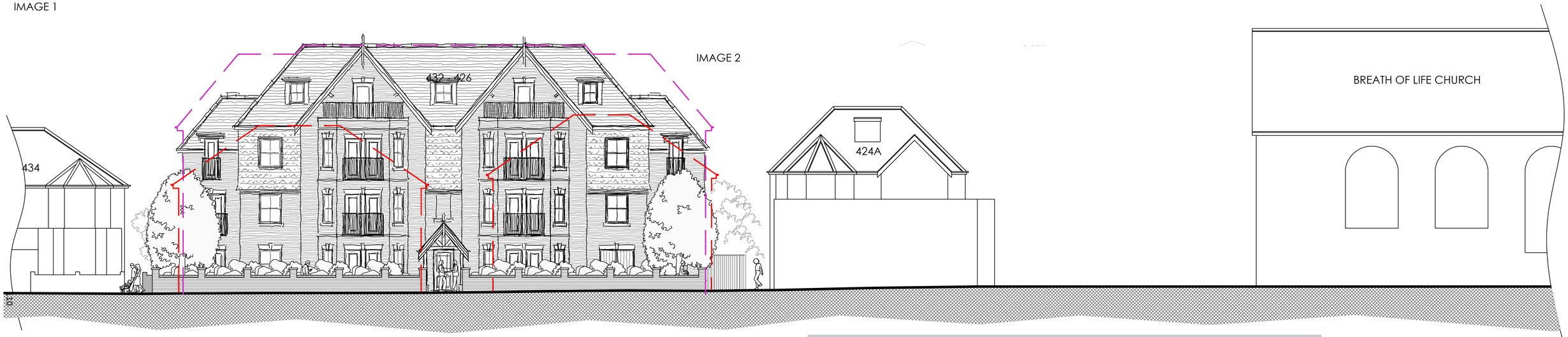
IMAGE 2



PROPOSED STREET SCENE SCALE 1:100
FOR INDICATIVE PURPOSES ONLY

IMAGE 3

IMAGE 4

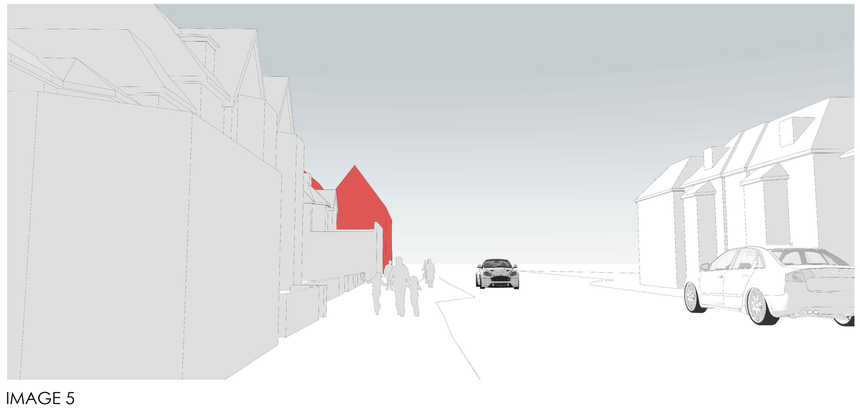


IMAGE 5

10m @ 1:100

LEGEND

REFUSED OUTLINE

OUTLINE OF EXISTING BUILDINGS

D	INDICATIVE IMAGES UPDATED	13/11/25	WD
C	STREET SCENE UPDATED	17/09/25	JA
B	STREET SCENE UPDATED	30/07/25	JA
A	STREET SCENE UPDATED	04/11/24	GR

No.	Revision.	date	by

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
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INDICATIVE STREET SCENE & IMAGES

scale	AS SHOWN @ A1	checked	
date	SEPTEMBER 2024	drawn	GR
9745 / 204		A B C D	

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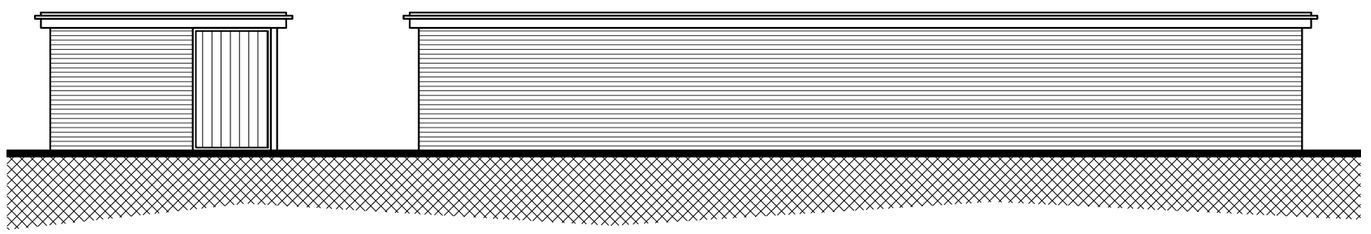
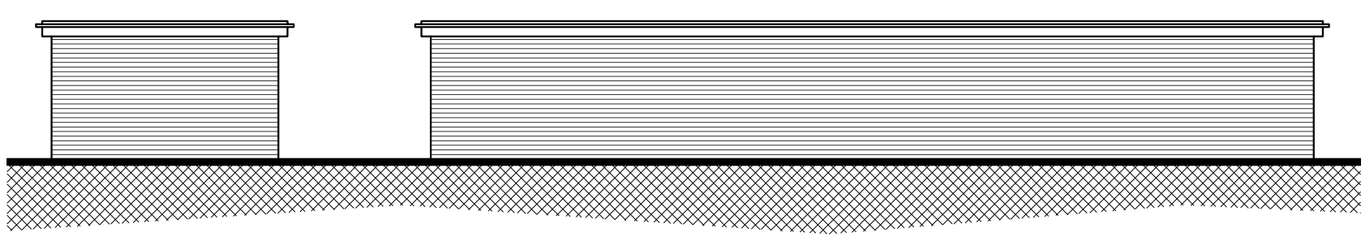


FRONT ELEVATION
SCALE 1:100

SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100

SIDE ELEVATION
SCALE 1:100

FLOOR PLAN
SCALE 1:100

10m @ 1:100

NOTES-PLANNING

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No.	Revision.	date	by
A	CYCLE STORE AMENDED	26/02/26	GR

PROPOSED DEVELOPMENT
426 - 432 HOLDENHURST ROAD
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CYCLE STORAGE

scale AS SHOWN @ A3	checked
date JULY 2025	drawn JA
9745 / 208	A

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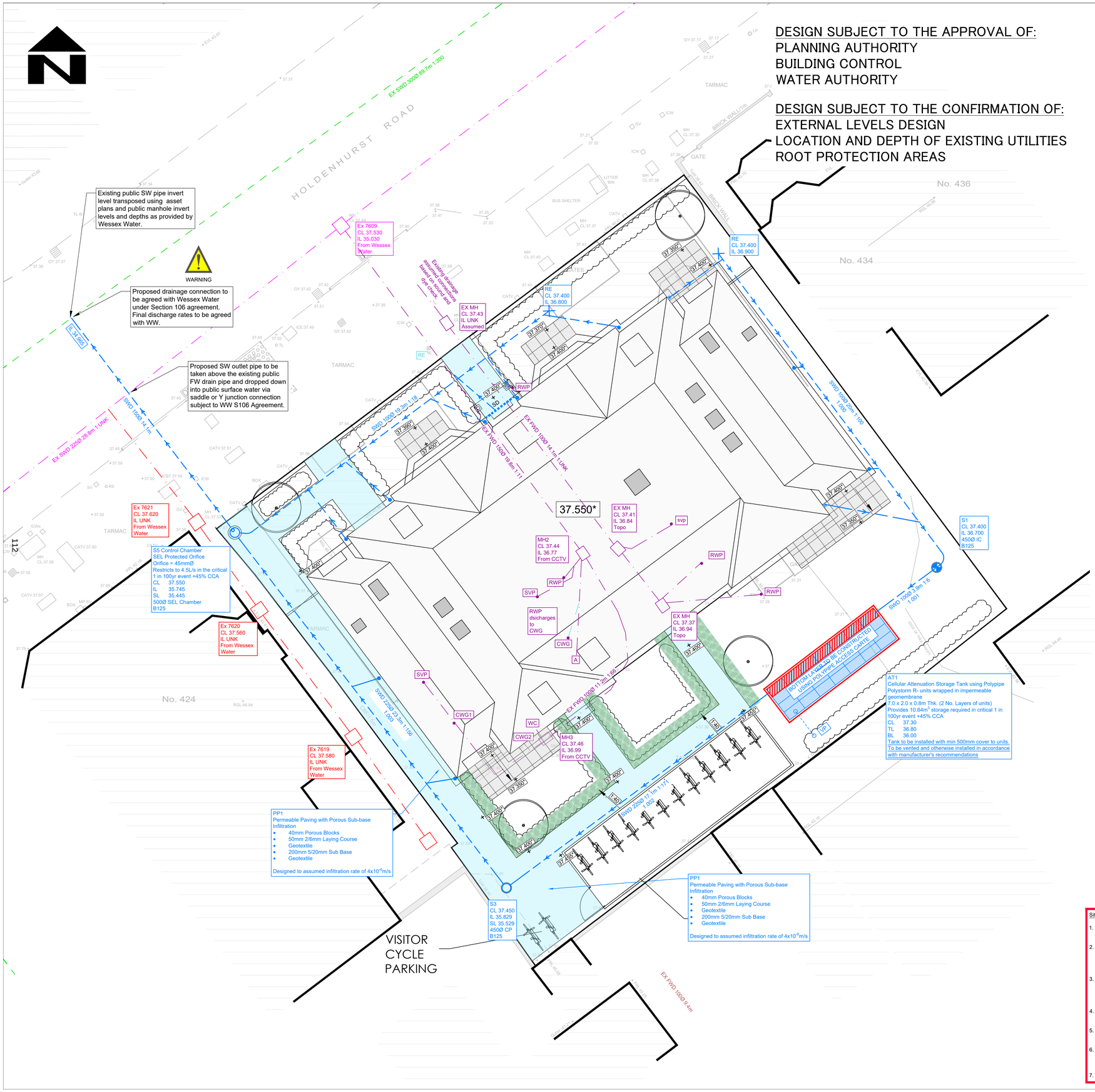

DESIGN SUBJECT TO THE APPROVAL OF:
PLANNING AUTHORITY
BUILDING CONTROL
WATER AUTHORITY

DESIGN SUBJECT TO THE CONFIRMATION OF:
EXTERNAL LEVELS DESIGN
LOCATION AND DEPTH OF EXISTING UTILITIES
ROOT PROTECTION AREAS

DRAINAGE LEGEND (1:100)

EXISTING FEATURES

- Ex FWD — Existing foul water sewer/drain and manhole
- Ex FWD — Existing combined water sewer/drain and manhole
- Ex SWD — Existing surface water sewer/drain and manhole
- Ex FWD — Existing combined sewer/drain and manhole as taken from the on site CCTV Survey and dye test.
- Existing foul/surface water sewer/drain and manhole to be abandoned

Existing foul/surface water sewer/drain and manhole as taken from Eyes on Drainage CCTV Survey dated 15/04/2024.

PROPOSED FEATURES

- SWD — Surface Water Drainage
- SD — Channel drain
- Rainwater pipe
- Storm water access chamber (300Ø)
- Storm water inspection chamber (450Ø)
- Storm water catchpit chamber (450Ø)
- Storm water rodding eye
- Extent of permeable paving with porous sub-base (PP1)
- Proposed Bio-Retention units
- Storm water orifice flow control chamber (500Ø)
- 00.000* — Finished floor level (Assumed)
- 100Ø 4.5m 1:100 Z BED — Pipe info - diameter, length, gradient, bedding type

ABBREVIATIONS

MH	- MANHOLE
IC	- INSPECTION CHAMBER
AC	- ACCESS CHAMBER
CP	- CATCHPIT
BC	- BRAKE CHAMBER
RE	- RODDING EYE
IL	- INVERT LEVEL
SL	- SUMP LEVEL
RA	- RESTRICTED ACCESS COVER
CL	- COVER LEVEL
TL	- TOP OF CELLULAR SA
BL	- BASE OF CELLULAR SA
FL	- FORMATION LEVEL

STANDARD DRAINAGE NOTES

1. DO NOT SCALE FROM THIS DRAWING, REFER TO FIGURED DIMENSIONS ONLY. THE CONTRACTOR SHOULD CHECK ALL DIMENSIONS ON SITE.
2. ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS ARE IN METERS UNLESS NOTED OTHERWISE.
3. THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
4. ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.
5. BEFORE COMMENCING CONSTRUCTION THE CONTRACTOR MUST CHECK THE INVERT LEVELS OF EXISTING SEWERS TO WHICH CONNECTIONS ARE MADE. IN ADDITION THE CONTRACTOR MUST LOCATE AND DETERMINE INVERT LEVELS OF THE EXISTING SPURS TO WHICH CONNECTIONS ARE PROPOSED. ANY DISCREPANCIES ARE TO BE NOTIFIED TO THE ENGINEER IMMEDIATELY, PRIOR TO CONSTRUCTION.
6. ALL DRAINAGE WORKS SHOULD COMMENCE AT THE PROPOSED DOWNSTREAM CONNECTION POINT, THE WORKS CONTINUING UPSTREAM FOLLOWING CONFIRMATION OF THE TIE-IN INVERT LEVELS TO THE ENGINEER. CONNECTIONS TO MANHOLES OR LARGER SIZED PIPES ETC. SHOULD BE SOFFIT TO SOFFIT UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER, IF THIS IS NOT POSSIBLE INFORM THE ENGINEER IMMEDIATELY.
7. COVER LEVELS SHOWN ARE APPROXIMATE. COVERS AND FRAMES SHALL BE SET TO FINISHED GROUND LEVELS AND FALLS.
8. ALL UN-REFERENCED PIPES ARE TO BE 100mm DIA
9. ALL PIPES TO BE ADOPTED, OR CONNECTING TO ADOPTED SEWERS, TO BE VITRIFIED CLAY TO BS EN 295 AND BS65 (SWS ONLY), OR CONCRETE PIPES TO BE EN 1916 AND BS5911:PART 1.
10. ROAD GULLY OUTLET PIPES ARE TO BE 150mm DIA. WITH CONCRETE SURROUND AND FLEXIBLE JOINTS. ALL GULLIES SHALL BE FITTED WITH GRADE D400 GRATINGS AND FRAMES TO BS EN124, UNLESS OTHERWISE STATED.
11. ALL ADOPTABLE SEWERS SHALL BE CONSTRUCTED TO THE STANDARDS AND SPECIFICATION LAID DOWN DOWN IN 'SEWERS FOR ADOPTION' 6th EDITION, WITH A VIEW TO ADOPTION UPON COMPLETION OF WORKS.
12. ALL PRIVATE DRAINAGE TO BE IN ACCORDANCE WITH THE BUILDING REGULATIONS APPROVED DOCUMENT PART-H, AND TO THE SATISFACTION OF THE BUILDING CONTROL INSPECTOR.
13. THE CONTRACTOR IS TO KEEP A RECORD OF ANY VARIATIONS MADE ON SITE, INCLUDING THE RELOCATION OF SEWERS OR DRAINS, SO THAT AN AS CONSTRUCTED DRAWING CAN BE PREPARED UPON COMPLETION OF THE PROJECT.
14. STUB CONNECTIONS TO ADOPTABLE MANHOLES SHALL BE MADE FROM VITRIFIED CLAY AND CONSIST OF TWO ROCKER PIPES LAID AT THE SAME GRADIENT AS THE UP OR DOWNSTREAM PIPE.
15. IF ANY SUB SOIL DRAINAGE SYSTEMS ARE UNCOVERED DURING THE WORKS CONTACT THE ENGINEER FOR INSTRUCTIONS. SUB SOIL DRAINS ARE TO BE DIVERTED AROUND NEW WORKS AND CONNECTED INTO THE SURFACE WATER.
16. NO PRIVATE AREAS ARE TO DRAIN ONTO ADOPTABLE AREAS AND VICE VERSA.
17. ALL EXISTING MANHOLE COVER'S, GULLIES, ETC, ARE TO BE RAISED/LOWERED TO SUIT NEW LEVELS.
18. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONFIRM THE LOCATION AND DEPTH OF ALL EXISTING SERVICES AND UTILITIES THAT MAY BE PRESENT
19. UPON COMPLETION BUT PRIOR TO HANDOVER, CONTRACTOR TO CARRY OUT FULL CCTV SURVEY OF DRAINAGE SYSTEM WHICH IS TO BE REVIEWED BY ENGINEER TO ENSURE SATISFACTORY INSTALLATION
20. MANHOLE AND CHAMBER COVER GRADES:

- 'A15' IN ALL LANDSCAPED AREAS AND ON FOOTPATHS
- 'B125' IN ALL DRIVEWAYS
- 'C250' IN PRIVATE PARKING AREAS
- 'D400' IN CARRIAGEWAY/ACCESS ROAD

Prefixed to drawing numbers shall signify the following:-

PL = PLANNING	**Shall not be used for contract or construction purposes**
P = PRELIMINARY	**Shall not be used for contract or construction purposes**
T = TENDER	**Shall not be used for construction purposes**
C = CONSTRUCTION	These are the only drawings that shall be used for construction purposes
R = RECORD	Record of actual completed work

Site Specific Notes

1. Proposed SW drainage designed based on desktop study available BGS Historical Borehole Logs.
2. Surface water runoff to be attenuated and discharged into the existing SW public sewer at restricted rate of 4.5l/s. This proposed discharge rate has been agreed upon with Wessex Water during the pre-planning application process.
3. The existing drainage runoff has been calculated using the Modified Rational Method, resulting in a calculated runoff of 8 liters per second (8l/s). The proposed surface water discharge is to be restricted to 4.5l/s achieving 45% discharge reduction.
4. Surface water drainage has been designed to cater for the Critical 1 in 100 year + 45% climate change event.
5. Proposed external levels as taken from topographical survey. External levels to be designed by others.
6. The proposed *CL and IL inspection chambers final levels to be designed during detail design and are shown indicatively only- for drainage purposes only.
7. Foul water to be designed by others.

REV	DATE	DESCRIPTION	BY	CHK	APP
P3	19.12.25	UPDATED TO NEW SITE PLAN	KCK	CS	CS
P2	27.11.25	UPDATED TO LLFA COMMETS	KCK	CS	CS
P1	23.04.24	UPDATED TO CCTV	KCK	TZ	CS
P-	22.03.24	PRELIMINARY ISSUE	KCK	TZ	CS

FOR PLANNING ONLY

cgs civils
Consulting Civil Engineers

CLIENT: BASHER BENJRED

ARCHITECT: ARC ARCHITECTURE LTD

JOB TITLE: 426 - 432 HOLDENHURST ROAD, BOURNEMOUTH, DORSET, BH8 9AA

DRAWING TITLE: PROPOSED SW DRAINAGE STARTEGY

DRAWN	ENGINEER	CHECKED	APPROVED
KCK	TZ	CS	CS

DATE: MARCH 2024 — SCALE @ A1: 1:100

JOB No.	STATUS	DRAWING No.	REV.
C3100	P	101	P3

Planning Committee

Application Address	Car Park Rear Of 629 To 623 Christchurch Road Hawkwood Road Bournemouth BH1 4AP
Proposal	Variation of Condition 1 (Approved Plans) of Application no. 7-2023-6706-D: Redevelopment of part of Hawkwood Road Main car park to provide a mixed use scheme comprising residential flats, a medical centre (or flexible Class E commercial floorspace), public park and community pavilion, landscaping and public realm improvements. Proposed community centre (or flexible Class E floorspace) on northern side of Hawkwood Road to rear of 629-633 Christchurch Road and a new pedestrian link and retail kiosks between Hawkwood Road and Christchurch Road following demolition of no. 625 Christchurch Road (WH Smith) - Regulation 3
Application Number	P/25/03310/CONDR
Applicant	Peter Friend
Agent	Ruth Harding Gemini Planning Services
Ward and Ward Member(s)	Boscombe West Councillor Patrick Canavan and Councillor Gillian Martin
Report status	Public
Meeting date	5 June 2026
Summary of Recommendation	**Grant** subject to conditions and legal agreement in accordance with the details set out below for the reasons as set out in the report.
Reason for Referral to Planning Committee	*The application is made by the Council and more than 10 objections have been received, therefore, in accordance with the Council's Scheme of Delegation, the application is referred to the Planning Committee*
Case Officer	Peter Walters
Is the Proposal EIA Development?	No

Description of Proposal

1. Variation of Condition 1 (Approved Plans) of Application no. 7-2023-6706-D: Redevelopment of part of Hawkwood Road Main car park to provide a mixed use scheme comprising residential flats, a medical centre (or flexible Class E commercial floorspace), public park and community pavilion, landscaping and public realm improvements. Proposed community centre (or flexible Class E floorspace) on northern side of Hawkwood Road to rear of 629-633 Christchurch Road and a new pedestrian link and retail kiosks between Hawkwood Road and Christchurch Road following demolition of no. 625 Christchurch Road (WH Smith) - Regulation 3. The proposal includes the relocation of the kiosks to the opposite side of the pedestrian link to Christchurch Road to preserve the footway adjacent to and owned by Costa Coffee. It also includes an additional landscaping strip around the northern perimeter of the community centre. Some of the cycle parking originally proposed to be situated to the rear of Costa will instead be situated to the west of the Community Centre, with 6 stands being retained to the rear of Costa and 4 being located adjacent to the Community Centre. The bin store for 627-629 Christchurch Road will now be situated adjacent to the cycle parking at the rear of Costa in place of the 4 cycle stands that are being relocated (see figure 1 below).

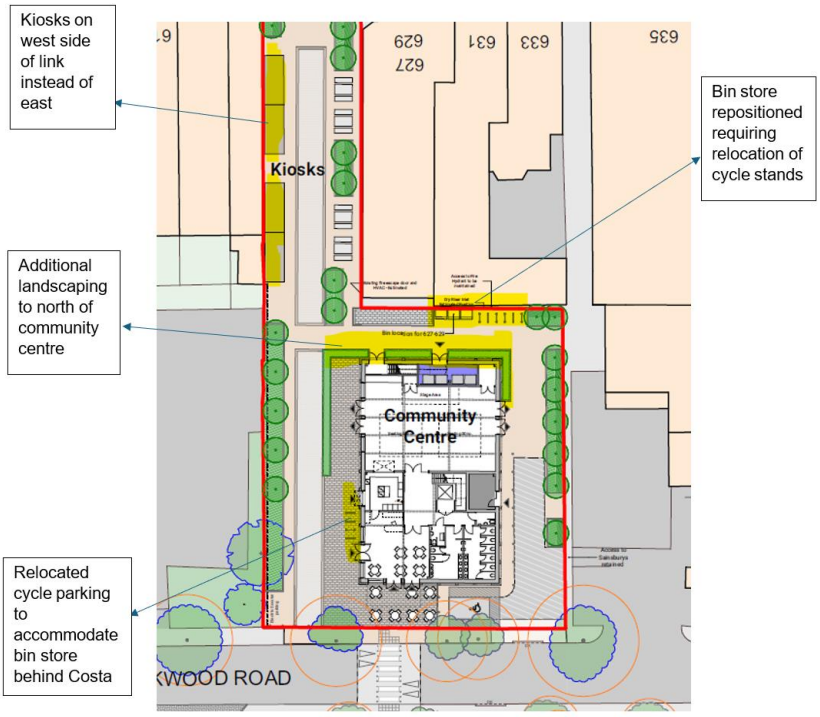

Figure 1: Summary of proposed changes (not to scale)

2. The application also originally included a proposal to remove condition 25 and allow a change of use of the ground floor of Block A to an F1 (Learning and non-residential institutions). The applicant has removed this element and no longer forms part of the proposal.

Description of Site and Surroundings

3. The site is currently occupied by Hawkwood Road car park, situated to the south of Hawkwood Road and Hawkwood Road 2 car park, situated to the north. The site also encompasses 625 Christchurch Road, which is a currently vacant retail premises that backs onto the car park.

4. The surrounding area is predominantly commercial in nature, with Christchurch Road forming an important District Centre, as identified in the Bournemouth Local Plan Core Strategy (2012). Hawkwood Road is primarily characterised by the large car park which has over 400 parking spaces. To the southern end of the site, behind the main Hawkwood Road car park are residential properties There are also residential properties to the east of the site beyond Heathcote Road and to the west fronting onto Sea Road. There are also a number of residential properties above commercial premises on Christchurch Road.

5. Although the area is dominated by car parks, there remains some significant vegetation, predominantly in the form of mature trees lining Hawkwood Road, as week as trees found in the rear gardens of the houses fronting Westby Road to the south which contribute to lessening the impact of large areas of hard surfacing.

Relevant Planning History

6. 7-2024-6326-L Prior Approval Procedure -Proposed demolition of the building and storage building in the rear yard and removal of boundary fencing – Granted

7. 7-2023-6706-D - Redevelopment of part of Hawkwood Road Main car park to provide a mixed use scheme comprising residential flats, a medical centre (or flexible Class E commercial floorspace), public park and community pavilion, landscaping and public realm improvements. Proposed community centre (or flexible Class E floorspace) on northern side of Hawkwood Road to rear of 629-633 Christchurch Road and a new pedestrian link and retail kiosks between Hawkwood Road and Christchurch Road following demolition of no. 625 Christchurch Road (WH Smith) - Regulation 3 - Granted

8. 7-2015-170036-H – Alterations, extension and repositioning of existing street market footprint to incorporate 6 permanent trading pitches, new street furniture/layout, access route for emergency vehicles and increase the potential trading days from 5 to 7 days a week. - Granted

Constraints

9. 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.

10. With respect to any buildings or other land in a Conservation Area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area – section 72 - Planning (Listed Buildings and Conservation Areas) Act 1990.

11. Additionally, following constraints apply to the site:

- Contaminated land
- Within Boscombe & Pokesdown Neighbourhood Plan area
- High Risk of Surface Water Flooding
- MoreBus Route Network

Public Sector Equalities Duty

12. 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

13. 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.

14. 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.

15. 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".

16. For the purposes of this application, in accordance with section 2 Self-build and Custom Housebuilding Act 2015, regard has been had to the register that the Council maintains of individuals and associations of individuals who are seeking to acquire serviced plots in the Council's area for their own self-build and custom housebuilding.

17. 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.

18. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

19. **BCP Ecology**

05/11/2025 – No objection. If granted permission LEMP required to maintain landscaping for at least 30 years

BCP Environmental Health

24/09/2025 Land Contamination: Reports should be updated in line with the recommendations, as well as contaminated land guidance and legislation. In the meantime, recommend that standard contaminated land condition being attached should planning permission be granted.

08/10/2025 Air Quality: – No objection. The impact on air quality remains unchanged from the parent permission and the original condition continues to apply.

BCP Highways – Major Dev

10/10/2025 – No objection.

This proposal will result in some minor physical alterations to the approved site layout. The row of 9 cycle stands to the north of the Community Centre will rearranged so that 6 stands remain in situ and 4 stands are relocated adjacent to the western elevation of the building. All stands are located in an appropriate location and are easily accessible. Moreover, an increase of one stand (two spaces) is welcomed.

The proposed re-organisation of the kiosks within the pedestrian link has no material impact on its ability to provide safe, convenient access between Christchurch Road and Hawkwood Road. Additional alterations to landscaping and bollards have no material impact upon highway matters.

12/05/2026 – additional comments

It has come to the LHA's attention that in addition to the above, new plans show the pedestrian crossing in detail and make minor alterations to the adopted highway's area, to avoid doors from Block A opening out across the public highway. The LHA notes and welcomes these revisions, the details of which can

be secured through a deed of variation to the agreed Unilateral Undertaking (UU).

BCP Lead Flood Authority/ Drainage

26/09/2025 – No objection. No comments, as this proposed variation of condition has no impacts on previously submitted illustrative drainage strategy (FRA_Drainage Assessment 157722-F01 Rev B Final parts 1-5), or surface water flood risk.

BCP Urban Design

02/10/2025 – Seek clarification on certain points. Seek to avoid hidden spaces behind kiosks. Consider enclosing the bins behind Costa. Concerns about whether the narrow strip of planting to the north of the community centre will be well maintained.

Representations

20. 28 letters of representation have been received, with 26 objecting, 1 letter of support, and the final letter offering comments on the scheme. The concerns raised by the objections are as follows:

- Concerns regarding loss of parking provision and lack of evening parking provision
- Lack of car parking for flats
- Changing the use undermines the original benefits of the application
- Allowing Class E unrestricted use loses the community benefit **(Officer note: the proposed change of use has now been removed from the proposal).**
- Proposed changes to allow Class E use will erode local character and vitality **(Officer note: the proposed change of use has now been removed from the proposal).**
- Concerns that the proposal would result in the loss of the public realm (**Officer note: The approved plans retain the previously approved public realm along with the change to the kiosks**).
- Sets a precedent

1. What mechanism is there to ensure that the social housing is retained as social housing? **(Officer note: This application is not making any alterations to the provision of residential accommodation which was secured in the legal agreement signed as part of the original parent application)**

21. The letter of support makes the following comments:
- The proposal will provide secure and affordable housing

Key Issue(s)

22. The key issue(s) involved with this proposal are:

- Principle of the proposed changes
- Character and appearance of the area
- Impact on the amenity of neighbouring residents
- Impact on Amenity of Future Occupiers
- Highway safety
- Impact on flooding and drainage
- BNG and ecology
- Landscape and Trees
- Walking Network/ Public Realm
- Contaminated Land
- Impact on New Forest SPA

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

Policy Context

24. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the Bournemouth Local Plan Core Strategy (2012).

25. Local documents:

Boscombe and Pokesdown Neighbourhood Plan

- BAP1 The scale and density of development
- BAP10 Site allocations
- BAP2 Good design for the 21st century
- BAP3 Shopfronts
- BAP4 Open spaces
- BAP5 Safe routes
- BAP6 The number and type of new homes
- BAP7 The quality of new homes
- BAP9 Christchurch Road
- SA2 Hawkwood Road car park

Bournemouth Local Plan Core Strategy 2012

- CS1 National Planning Policy Framework - Presumption in Favour of Sustainable Development
- CS2 Sustainable Homes and Premises

- CS4 Surface Water Flooding
- CS5 Promoting a Healthy Community
- CS6 Delivering Sustainable Communities
- CS11 Protecting Local Facilities and Services
- CS16 Parking Standards
- CS18 Increasing Opportunities for Cycling and Walking
- CS21 Housing Distribution Across Bournemouth
- CS23 Encouraging Lifetime Homes Standards
- CS30 Promoting Green Infrastructure
- CS31 Recreation, Play and Sports
- CS32 International Sites
- CS33 Heathland
- CS35 Nature and Geological Conservation Interests
- CS41 Quality Design

Saved Policies – Bournemouth District Wide Local Plan (2002)

- 4.25 Landscaping
- 5.20 Secondary Shopping Areas

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

Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 –

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

…..

For decision-taking this means:

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

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

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a 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."

Planning Assessment

Presumption in favour of sustainable development

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

28. Footnote 8 of paragraph 11 provides that in the case of applications involving the provision of housing, relevant policies are out of date if the local planning authority is (i) unable to demonstrate a five-year supply of deliverable housing sites or (ii) where the Housing Delivery Test (HDT) result is less than 75% of the housing requirement over the previous three years.

29. The NPPF (2024) paragraph 78 requires local planning authorities to identify and update a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing. Paragraph 78 goes on to state that the supply should be demonstrated against either the housing requirement set out in adopted strategic policies, or against the local housing need where the strategic policies are more than five years old. Where the Housing Delivery Test indicates delivery has fallen below the local planning authority's housing requirement over the previous three years, a buffer should be included as set out in paragraph 79 of the NPPF.

30. At 1 April 2024 BCP Council had a housing land supply of **2.1** years against a 5-year housing requirement that includes a 20% buffer. For the purposes of paragraph 11 of the NPPF, it is therefore appropriate to regard relevant housing policies as out of date as the local planning authority is unable to demonstrate a five-year supply of homes.

31. In this instance, the scheme would provide 68 additional dwellings that would contribute towards the Council's housing delivery target. Overall, there is no objection to the principle of the proposed development, subject to its compliance with the adopted local policies. This is assessed below.

32. For this planning application the benefits provided from the supply of new homes are considered to carry significant weight in the planning balance.

Principle of Development

33. The application seeks to make changes to the previously approved scheme ref 7-2023-6706-D. The application proposes some alterations to the layout of the scheme. These include the rearrangement of the cycle storage for the Community Centre, including 10 no. Sheffield stands, addition of a landscaping strip around the northern edge of the Community Centre building, alterations to the kiosks in the link (repositioning them to preserve the footway adjacent to and owned by Costa Coffee, including bollards) and the inclusion of refuse storage for Costa, with cycle storage relocated to the rear of Costa Coffee.

34. The proposed changes to the layout of the cycle storage, the landscaping buffer and the kiosks do not alter the number of dwellings or the use of the proposed development, as approved by the previous permission. The principle of the development of the overall scheme was established by the parent application (7-2023-6706-D) and therefore the proposed changes are considered to be acceptable.

Impact on the character and appearance of the area

35. The proposed re-siting of the kiosks will not have a significant visual impact on the area. The number of kiosks is not being altered and the design and materials of the kiosks also remains unaltered. This being the case, this element of the proposed changes are considered to not have a harmful impact on the character and appearance of the area.

36. It is noted that the Urban Design officers have mentioned the space behind the kiosks as a potential concern with regards to attracting anti-social behaviour, however, officers note that this was the case with the previously approved layout of the kiosks and as such, it is considered that this revised proposal does not alter the impact. The relocation of the cycle storage will similarly not have a significant impact on the visual amenity of the area.

37. The proposal includes the addition of a landscaping strip around the northern edge of the community centre. This is welcomed and will have a small but positive impact on the character and appearance of the area. The introduction of refuse storage for the existing Costa Coffee store fronting onto Christchurch Road will not be visible in wider views of the area and are considered to be acceptable.

38. Taking the above into account, the proposal is considered to be in accordance with Policy CS41 Quality Design of the Bournemouth Local Plan Core Strategy (2012) and BAP 2 – Good Design for the 21st Century of the Bournemouth and Pokesdown Neighbourhood Plan and is therefore acceptable.

Impact on the amenity of neighbouring residents

39. The proposed changes are not considered to have a significantly greater impact on neighbouring residential properties. As previously mentioned, the number of kiosks is not increased by the proposal and the re-positioning of them does not place them significantly closer to residential properties. In any event, they are situated within the shopping area and therefore any noise generated by their use is unlikely to exceed the existing noise levels in the area. The repositioning of the cycle storage is not considered to have an impact on the amenity of local residents.

40. The addition of a further landscaping strip around the community centre contributes to providing more green space in the area and therefore is considered to provide a small betterment for the amenity of residents living in the area.

41. Taking into account the above, the proposal is not considered to have a harmful impact on the amenity of the neighbouring residents and is therefore compliant with Policy CS41 Quality Design of the Bournemouth Local Plan Core Strategy (2012) and BAP 2 – Good Design for the 21st Century of the Bournemouth and Pokesdown Neighbourhood Plan.

Impact on Amenity of Future Occupiers

42. The proposed changes do not alter the layout, size or fenestration of any of the approved residential accommodation. The proposed physical changes to the layout will not have a harmful impact on the amenity of future occupiers.

43. The proposal is therefore considered to be in accordance with Policy CS41 Quality Design of the Bournemouth Local Plan Core Strategy (2012) and BAP 2 – Good Design for the 21st Century of the Bournemouth and Pokesdown Neighbourhood Plan.

Impact on Highway Safety and Parking

44. The alterations to the cycle parking are welcomed, with both elements in easily accessible locations. The re-siting of the kiosks is not considered to have a detrimental effect on the ability of the pedestrian link to provide safe access between Christchurch Road and Hawkwood Road.

45. It is noted that a replacement raised table pedestrian crossing between the community centre and the park was shown on the approved plans with the parent application. However, this was not secured as part of the parent application. It is therefore necessary to secure this as part of the legal agreement. In addition to this, the removal of the existing pedestrian crossing will

need to be undertaken. This is shown on the revised Site Plan and will be secured as part of the Unilateral Undertaking.

46. Other works outlined in the proposal will need to be secured in the legal agreement, these include the construction of the loading bay on Hawkwood Road, the provision of land required for widening the footway and securing the pedestrian link between Hawkwood Road and Christchurch Road, the removal of highway trees to facilitate works, the alterations to the TRO for Hawkwood Road as necessary and alterations to existing vehicular accesses highway drainage and street lighting as necessary. It should be noted that these details were agreed with the parent application.

47. Taking the above into account, officers are satisfied that the proposal is acceptable in highways terms and is in accordance with Policy CS18 and Policy CS41 of the Bournemouth Local Plan Core Strategy (2012) and BAP 2 – Good Design for the 21st Century of the Bournemouth and Pokesdown Neighbourhood Plan.

Impact on flooding and drainage

48. The proposed repositioning of the kiosks will place them on an area of existing hard standing and as such, this will not result in an increase in surface water run off. Similarly, the rearrangement of the cycle parking will be on hard standing areas and as such the proposal will not materially impact the surface water drainage system. It is noted that condition 21 of the approved parent permission which requires the full details of the drainage strategy to be approved is yet to be submitted, therefore it is appropriate to reapply this condition to ensure that a suitable drainage system is agreed.

49. Subject to this, the proposal is considered to be acceptable from a drainage perspective and is in accordance with CS4 of the Bournemouth Local Plan Core Strategy (2012).

BNG and ecology

50. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan Policy CS35– Nature and Geological Conservation Interests, sets out policy requirements for the protection and where possible, a net gain in biodiversity.

51. In addition, a 10% biodiversity net gain (BNG) is required as per the Environment Act 2021 though exemptions apply. This proposal is exempt as it is a variation of condition of planning permission 7-2023-6706-D which was submitted on 6th November 2023 prior to BNG being introduced.

52. With regards to ensuring that ecological matters are considered, the Council's Ecologist has not raised an objection subject to provision of an ecological management plan, outlining plans for the next 30 years. It is noted that a condition requiring a landscaping plan was applied to the parent permission, albeit without the 30 year requirement. This condition will be reapplied. Officers consider that as BNG is not applicable to this site, the requirement for the management plan to be retained for 30 years is not required.

53. Taking this into account the proposal is considered to be acceptable from an ecology perspective and therefore is in accordance with Policy CS35 of the Bournemouth Local Plan Core Strategy (2012).

Landscape and Trees

54. The proposed changes to the development will not alter the impact on the trees in comparison to the parent permission. The landscaping is being slightly enhanced with the addition of a landscaping strip to the northern perimeter of the Community Centre, to complement the previously approved landscaping strip to the west of the building. The previous landscaping was considered to be acceptable, the additional strip will complement this.

55. Taking this into account the proposal is considered to be in accordance with Policy CS30 and CS41 of the Bournemouth Local Plan Core Strategy (2012) and BAP 2 – Good Design for the 21st Century of the Bournemouth and Pokesdown Neighbourhood Plan.

Walking Network/ Public Realm

56. The proposed changes to the positioning of the kiosk will not harmfully impact the pedestrian link between Christchurch Road and Hawkwood Road, as stated above there are no highways objections to the alterations to the kiosks. The other elements of the proposal will not harmfully alter the public realm.

57. Taking the above into account, the proposal is considered to be in accordance with Policy CS41 Quality Design of the Bournemouth Local Plan Core Strategy (2012), BAP 2 – Good Design for the 21st Century of the Bournemouth and Pokesdown Neighbourhood Plan and BAP 5 – Safe Routes of the Bournemouth and Pokesdown Neighbourhood Plan and is therefore acceptable.

Contaminated Land

58. The proposed alterations to the parent permission are not considered to have any greater impact in terms of the potential for contaminated land to be disturbed than the parent permission. In this respect therefore, the proposal is considered to be acceptable.

Impact on New Forest SPA

59. Natural England have advised that the Council must consider the impact of residential development on any development within 13.8km of the New Forest SPA, SAC and Ramsar site, which is the case for this development. The Council is advised that an Appropriate Assessment is required and mitigation will be required. Following an Appropriate Assessment, the Council has concluded that this can be achieved in the form of a monetary contribution of £20,400.00 plus and administration fees of 1,020.00. These will be secured by a deed of variation of the original Unilateral Undertaking.

Planning Balance / Conclusion

60. The changes to the layout of the rest of the development are not considered to have a harmful impact and are considered to be acceptable. The quantum of residential provision and housing mix remain unchanged. As the planning policy position has not changed and the 5 year housing land supply position has not improved, the quantum and mix continue to be considered to be acceptable.

61. Officers therefore recommend that the proposal should be approved.

Recommendation

RECOMMENDATION I - That delegated authority be granted to the Head of Planning Operations to Grant Conditional Permission subject to the satisfactory completion of a Legal Agreement necessary to secure the mitigation of the impact of the proposed development on highways and to mitigate the impact of the proposal on the New Forest SPA by securing the payment of financial contributions.

RECOMMENDATION II - That delegated authority be granted to the Head of Planning Operations to add/amend conditions where necessary.

RECOMMENDATION III - That delegated authority be granted to the Head of Planning Operations to refuse planning permission if sufficient progress on concluding the Legal Agreement has not been made within six months of the date of this resolution.

Heads of Terms for the Deed of Variation to the original Unilateral Undertaking:

- £20,400 mitigation payment for impact on the New Forest SPA
- The provision of a new pedestrian crossing, situated atop a raised table, on
- Hawkwood Road as indicated in Drawing no. P1101-SNUG-XX-00-DR-A-1555-K.
- The removal of the existing pedestrian crossing on Hawkwood Road as indicated in Drawing no. P1101-SNUG-XX-00-DR-A-1555-K.

- The construction of a new loading bay on Hawkwood Road as indicated in Drawing no. P1101-SNUG-XX-00-DR-A-1555-K.
- Dedication by the Owner of the private land shown hatched pink in Drawing no. P1101-SNUG-XX-XX-DR-A-1559-C required for the widening of the footway fronting the site as publicly maintained highway and to secure a pedestrian link between Hawkwood Road and Christchurch Road;
- The removal of highway trees to facilitate works, as indicated in Drawing no. P1101-SNUG-XX-00-DR-A-1555-K.
- Alterations to the TRO for Hawkwood Road as necessary.
- Alterations to existing vehicular accesses, highway drainage and street lighting as necessary.
- Associated administrative fees.

Conditions

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

   From the parent application:

   • Location Plan - P1101-SNUG-XX-00-A-DR-0001
   • Proposed Block Plan - P1101-SNUG-XX-00-A-DR-0002-Rev A
   • Proposed Roof Plan - P1101-SNUG-XX-04-A-DR-1556-Rev A
   • Block A Basement Plan - P1101-SNUG-XX-F1-A-DR-1610
   • Block A First Floor Plan - P1101-SNUG-XX-XX-A-DR-1601-Rev A
   • Block A Roof Plan - P1101-SNUG-XX-04-A-DR-1605-Rev A
   • Bike Storage Plans and Elevations Block A - P1101-SNUG-XX-XX-A-DR-1700-Rev A
   • Block A - Elevations 1 of 2 - P1101-SNUG-XX-XX-A-DR-2100-Rev A
   • Block A - Elevations 2 of 2 - P1101-SNUG-XX-XX-A-DR-2101-Rev A
   • Block A Views - P1101-SNUG-XX-XX-A-DR-6001
   • Block B Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1620
   • Block B First & Second Floor Plans - P1101-SNUG-XX-01-A-DR-1621
   • Block B Third & Roof Plans - P1101-SNUG-XX-03-A-DR-1622
   • Block B Elevations - P1101-SNUG-XX-XX-A-DR-2120
   • Block B Long Elevations 2 of 2 - P1101-SNUG-XX-XX-A-DR-6005
   • Bike Storage Plans and Elevations Block B - P1101-SNUG-XX-XX-A-DR-1701-Rev A
   • Block C Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1640
   • Block C First & Second Floor Plans - P1101-SNUG-XX-01-A-DR-1641
   • Block C Third & Fourth Floor Plans - P1101-SNUG-XX-03-A-DR-1642
   • Block C Roof Plan - P1101-SNUG-XX-05-A-DR-1643
   • Block C Elevations - P1101-SNUG-XX-XX-A-DR-2140
   • Bike Storage Plans and Elevations Block C - P1101-SNUG-XX-XX-A-DR-1702-Rev A
   • Community Centre Views - P1101-SNUG-XX-XX-A-DR-6003-Rev A
   • Block B & C Views - P1101-SNUG-XX-XX-A-DR-6002
   • Hawkwood Pavilion - P1101-SNUG-XX-00-A-DR-1680-Rev A
   • Ariel Views - P1101-SNUG-XX-XX-A-DR-6000-Rev A
   • Long Elevations 1 of 2 - P1101-SNUG-XX-XX-A-DR-6004

• Long Elevations 2 of 2 - P1101-SNUG-XX-XX-A-DR-6005
• WHSMITH Plan - P1101-SNUG-XX-XX-A-DR-0101
• WHSMITH Elevations - P1101-SNUG-XX-XX-A-DR-0102
• Site Topography Survey - P1101-SNUG-XX-00-A-DR-0103
• Planting Schedule - 4008-UBU-XX-XX-DR-3003-A

From this application:

• Site Plan - Development Summary - P1101-SNUG-XX-00-A-DR-1550-Rev D
• Proposed Site Plan - P1101-SNUG-XX-00-A-DR-1555-Rev K
• Block A Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1600-Rev E
• Kiosk Plan & Elevations - P1101-SNUG-XX-00-A-DR-1720 (Rev A)
• Landscaping Plan Site Wide - 4008-UBU-XX-XX-DR-1000-N
• Landscaping Plan 1 of 3 - 4008-UBU-XX-XX-DR-1001-N
• Landscaping Plan 2 of 3 - 4008-UBU-XX-XX-DR-1002-N
• Landscaping Plan 3 of 3 - 4008-UBU-XX-XX-DR-1003-N
• Planting Plan 1 of 3 - 4008-UBU-XX-XX-DR-3000-K
• Planting Plan 2 of 3 - 4008-UBU-XX-XX-DR-3001-K
• Planting Plan 3 of 3 - 4008-UBU-XX-XX-DR-3002-K
• Maintenance Area Responsibility - 4008-UBU-XX-XX-DR-L-1004 rev M
• Community Centre Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1660-Rev G
• Community Centre East & West Elevations - P1101-SNUG-XX-XX-A-DR-2160 Rev C
• Community Centre North & South Elevations - P1101-SNUG-XX-XX-A-DR-2161-Rev D
• Community Centre Sections – P1101-SNUG-XX-XX-A-DR-2260 rev D
• Community Centre First Floor & Roof Plan - P1101-SNUG-XX-01-A-DR-1661-Rev C
• Adopted and Open Spaces Plan – P1101-SNUG-XX-XX-A-DR-1559 rev C

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

2. No development shall take place until a scheme for the phasing of the development to be carried out in successive stages, has been submitted to and approved in writing by the Local Planning Authority. The timescales of phasing if overlapping, shall be submitted and agreed by the LPA prior to the commencement of development.

   Reason: To secure the proper development of the site and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

3. Details/samples of the bricks and tiles to be used on the external surfaces of the proposed development for each phase of the approved development shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any superstructure works on site on each phase of development. Development shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory visual relationship between the existing and the new development in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. In addition to the approved drawings of the Community Centre, further technical details shall be provided on elevational drawings demonstrating recessed brickwork to articulate the distinctive elements of the design, including window arches and the roof and shall be agreed in writing by the Local Planning Authority, prior to commencement of the development.

   Reason: To ensure a quality design and finish is achieved in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

5. Within 3 months of the date of commencement of the development of each phase of the approved development, unless otherwise agreed in writing by the Local Planning Authority, full details of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Soft landscaping details shall include: (a) planting plans; (b) existing trees, hedges and shrubs to be retained; (c) written specifications (including cultivation and other operations associated with plant and grass establishment); (d) schedules of plants noting species, plant sizes and proposed numbers/densities; and (e) programme of implementation. The approved soft landscape scheme shall be implemented in full prior to the occupation use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

   Reason: To ensure that the proposed development includes a properly designed scheme of landscaping in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

6. Within 3 months of the date of commencement of the development of each phase of the approved development, unless otherwise agreed in writing by the Local Planning Authority, full details of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority. Hard landscape details shall include:
   (a) Lighting
   (b) Bollards
   (c) Seating
   (d) Tree grills
   (e) other street furniture
   (f) construction and services details in proximity to trees
   (g) proposed finished levels and contours
   (h) a timetable for implementation
   The approved hard landscape scheme shall be implemented in full prior to the occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that the proposed development includes an appropriately designed scheme of hard landscaping in the interests of visual amenity and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

7. Prior to the commencement of development on the site for each phase of the approved development an arboricultural method statement shall be submitted for approval with;
(a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree
(b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply
c) details of any proposed topping or lopping of any retained tree or of any tree on land adjacent to the site
(d) details of any proposed alterations in existing ground levels and the position of any proposed excavation, [within the crown spread of any retained tree or of any tree on land adjacent to the site] [within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree]
(e) details of the specification and position of fencing [and of any other measures to be taken] for the protection of any retained tree from damage or during the course of development. In this condition 'retained tree' means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

Reason: To enable the Local Planning Authority to assess the effect of the proposed development on the existing trees and to ensure the long-term survival of those to be retained and in accordance with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

8. No site clearance or development work for each phase of the approved development shall commence until there have been submitted to and approved in writing by the Local Planning Authority an arboricultural method statement and detailed drawings showing:
(a) the specification and position of fencing and other measures such as temporary surfacing, for the protection of the roots and crown spread of trees, groups of trees and other vegetation to be retained on and adjoining the site. Protective fencing should accord with the recommendations of BS 5837:2012
b) the programme for the erection and maintenance of protective fencing and the installation of any other protective measures; such programme will include details of supervision by an arboriculturist
(c) details of any proposed alterations in existing ground levels and of the position of any proposed excavation and constructional details of any drainage, hard surfacing, foundations, walls, and similar works within the protected area
(d) details of contractors' compounds and areas for storage
(e) schedule of proposed tree works.

The details contained in the arboricultural method statement shall be thereafter implemented on site and the protective fencing and other protective measures shall be maintained during the course of construction.

Reason: To ensure that trees and other vegetation to be retained are not damaged during construction works and to accord with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

9. Within three months of the date of commencement of the development for each phase of the approved development, unless otherwise agreed in writing by the Local Planning Authority, full details of all proposed tree planting, and the proposed times of planting, shall be submitted to and approved in writing by the Local Planning Authority. The approved tree planting scheme shall be carried out in accordance with those details and at those times and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

   Reason: In the interests of visual amenity and effective arboricultural management and in accordance with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

10. A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

    Reason: In the interests of the establishment and management of the landscaped areas and in accordance with Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002).

11. Prior to the commencement of development an Air Quality Dust Management Plan (AQDMP) is submitted to and approved in writing by the Local Planning Authority. The AQDMP must be site specific and include an Air Quality Dust Risk Assessment (AQDRA) that considers sensitive receptors off-site of the development.

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

12. A scheme for the acoustic glazing and mechanical ventilation shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall meet the standards set out in section 5 of the Noise impact assessment carried out by Hydrock (Ref; 29704, dated 05/09/2023) to ensure noise criteria in accordance with BS8233:2014 can be achieved. The approved scheme shall be implemented in full before the development is occupied and maintained at all times thereafter.

Reason: In order to protect the residential amenities of the occupiers of the proposed dwellings and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

13. Details of a scheme for protecting external amenity spaces balconies, roof gardens and terraces from external traffic noise shall be submitted to and approved in writing by the LPA. The scheme shall ensure that, upon completion of the development, good acoustic design will be used to ensure external noise levels within external amenity spaces shall not exceed 55 dB LAeq,16hr (0700 – 2300).

    Reason: In order to protect the residential amenities of the occupiers of the proposed dwellings and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

14. A scheme of acoustic insulation and noise control shall be submitted to and approved in writing by the Local Planning Authority. The scheme should specify the acoustic insulation and other measures to be put in place to prevent and control the emission of noise from the development including noise from all internal and external plant including kitchen ventilation and extraction equipment, refrigeration, air conditioning condensers and Air Source Heat Pumps. The approved scheme shall be implemented in full before use commences and maintained at all times thereafter. The system shall be designed to prevent an acoustic impact on the external environment and harm to amenity. The noise control system shall control noise at source and consider acoustics within the duct, grille and termination design of the extraction system.

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

15. No development shall commence on site until a scheme of acoustic insulation and noise control has been submitted to and approved in writing by the Local Planning Authority. The scheme should specify the acoustic insulation and other measures, such as a noise limiter, to be put in place to prevent and control the emission of noise from the development including noise from entertainment in the community centre and community pavilion. The approved scheme shall be implemented in full before the developments use commences and maintained at all times thereafter. In discharging this condition, the applicant should engage an Acoustic Consultant. The consultant should demonstrate that the acoustic insulation and construction of the development will ensure that entertainment noise (LAeq, 5min) will be controlled to 5dB below the typical background noise level (LA90) in each octave band at the nearest noise sensitive location.

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

16. Externally mounted ancillary plant, equipment and servicing and attenuation shall be so sited, designed in order to achieve a rating level (BS4142) of 5dB (LAeq) below the typical background (LA90) level determined at the nearest noise sensitive receptor, when the plant is intended to operate.

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

17. The use of the community centre and pavilion permitted shall not be open outside of 07.00hrs and 23.00hrs Monday to Saturday and 08.00 and 22.00hrs on Sundays, bank and public holidays.

    Reason: In order to protect the residential amenities of the occupiers of the proposed dwellings and in accordance with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

18. All doors and windows to the community centre and pavilion shall be kept closed when live or recorded music is taking place, except when being used for access and egress.

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

19. No construction or demolition work shall take place on Sundays or Public Holidays or outside the hours of 07:30 to 18:00 Monday to Friday and 08:00 to 13:00 on Saturdays.

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

20. No development shall commence on any phase of the approved development until a construction management plan for the agreed phase of development has been submitted to and approved in writing by the local planning authority. The plan shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the demolition and construction phase of the development. It shall include details of the following:
    i. The movement of construction vehicles
    ii. The cutting or other processing of building materials on site
    iii. The transportation and storage of waste and building material
    iv. The recycling of waste materials (if any)
    v. The loading and unloading of equipment and materials
    vi. The location and use of generators and temporary site accommodation
    vii. Where piling is required this must be Continuous flight auger piling wherever practicable to minimise impacts

viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
ix. Communication procedures with the Local Authority and local community regarding key construction issues.

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

21. Before the commencement of development on any phase of the approved development, unless otherwise agreed in writing by the Local Planning Authority, for the agreed phase of development a scheme of the disposal of surface water run-off and incorporating sustainable urban drainage systems (SUDS), shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the approved details prior to occupation of the development or in accordance with a timetable to be agreed in writing by the Local Planning Authority. The scheme shall include the following as appropriate:
a) A scaled plan indicating the extent, position, and type of all proposed hard surfacing (e.g. drives, parking areas, paths, patios) and roofed areas.
b) Details of the method of disposal for all areas including means of treatment or interception for potentially polluted run-off.
c) Scaled drawings including cross section, to illustrate the construction method and materials to be used for the hard surfacing (sample materials and literature demonstrating permeability may be required).

Reason: To provide satisfactory drainage for the development in accordance with Policy CS4 of the Bournemouth Local Plan: Core Strategy (October 2012) and in order to achieve the objectives set out in the Local Planning Authority's Planning Guidance Note on Sustainable Urban Drainage Systems.

22. A management strategy for the loading bay / road adjacent the new community centre shall be submitted for approval. The Management Strategy should provide details on the signage and enforcement.

Reason: To ensure that the loading bay is available to users of the community centre only.

23. No development shall commence above slab level in any phase of the approved development until an external lighting scheme for the agreed phase of development has been submitted to and approved by the Local Planning Authority. The lighting scheme shall include both adopted and unadopted areas and shall include the details of the lights with a lux plan to show any lighting spillage. The development shall be carried out in accordance with the approved details.

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

24. The development hereby permitted in any phase of the approved development shall not be occupied until a Refuse Management Plan has been submitted for each approved phase of development and approved in writing by the Local Planning Authority. The plan shall include: details of the management company to be set up; the employment of a private contractor to collect the refuse; measures to be taken if no private contractor is available at any time in the future (such as the employment of a person or persons to ensure bins are wheeled to the collection point); and that bins will not be stored in the open or at the collection point apart from on the day of collection. The refuse management plan shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

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

25. The use of the ground floor of Block A shall be restricted to Use Class E(e) only. Additionally, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no change of use other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

    Reason: To ensure a new GP Surgery is delivered as part of this development and to accord with Policy CS5 of the Bournemouth Core Strategy (2012) and the NPPF.

26. Reflective window coating will be used on the windows of the residential units in Block A on the 2nd and 3rd floors overlooking the roof terrace, to a level equivalent to Pilkington Level 3 or above (or the nearest equivalent standard) and will be permanently retained as such unless otherwise agreed in writing by the Local Planning Authority.

    Reason: To prevent undue overlooking of the adjoining residential property and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

27. Prior to the installation of any external pipe work and/or flues to the building(s) in each phase of development , a scheme for external pipe work and flues shall be submitted to and approved in writing by the Council. Works shall be carried out strictly in accordance with the approved scheme and unless shown on the approved elevation drawings any pipe work (with the exception of rainwater down-pipes) shall be internal to the building.

    Reason: In the interests of the visual amenities of the locality and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

28. Prior to first occupation of the development, details of the provision of electric vehicle charging points shall be submitted to the Local Planning Authority for approval in writing. The proposed charging points shall be installed in accordance with the approved details and permanently retained and maintained for the residents/ occupants of the development hereby permitted at all times.

    Reason: In the interests of highway safety and in accordance with policies CS17 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

29. Prior to the commencement of the development in each phase of development the detailed design of the layout of the integrated cycle stores shall be submitted to the Local Planning Authority for approval. The cycle stores shall provide parking for non-standard bicycles. The cycle store shall be installed in accordance with the approved details and permanently retained and maintained for the residents/ occupants of the development hereby permitted at all times.

    Reason: In the interests of highway safety and in accordance with policies CS18 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

30. Before the development is occupied or utilised, all visitor cycle parking shall be constructed and arranged as shown on the approved plans and thereafter retained, maintained and kept available for its intended purpose, at all times.

    Reason: To ensure the proper and appropriate development of the site and in the interests of promoting sustainable development and active travel including the cycling mode of transport, in accordance with Policy CS18 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

Informatives

In accordance with paragraph 39 of the revised NPPF the Council, as Local Planning Authority, takes a positive 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

Background Documents:

P/25/03310/CONDR

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

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

Notes.
This excludes all documents which are considered to contain exempt information for the purposes of Schedule 12A Local Government Act 1972.

Reference to published works is not included.

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Appropriate Assessment

Applicable to development in Bournemouth Local Plan area
Application Ref: P/25/03310/CONDR
Address: Car Park Rear Of 629 To 623 Christchurch Road Hawkwood Road Bournemouth BH1 4AP
Site Proposal: Variation of Condition 1 (Approved Plans) of Application no. 7-2023-6706-D: Redevelopment of part of Hawkwood Road Main car park to provide a mixed use scheme comprising residential flats, a medical centre (or flexible Class E commercial floorspace), public park and community pavilion, landscaping and public realm improvements. Proposed community centre (or flexible Class E floorspace) on northern side of Hawkwood Road to rear of 629-633 Christchurch Road and a new pedestrian link and retail kiosks between Hawkwood Road and Christchurch Road following demolition of no. 625 Christchurch Road (WH Smith) - Regulation 3

In accordance with the Conservation of Habitats and Species Regulations 2017 ("The Habitats Regulations) and findings of People Over Wind & Sweetman v Coillte Teoranta (Case C-323/17), Bournemouth, Christchurch and Poole Council (BCP Council) as the competent authority has concluded that, in the absence of mitigation the above application will have a likely significant effect on the European wildlife sites identified below (including Ramsar sites where relevant), arising from identified impact pathways.

In accordance with the Habitats Regulations, this document provides an appropriate assessment, which includes checking and confirming that avoidance and mitigation measures can be secured to prevent adverse effects on the integrity of the European sites identified below. This project level appropriate assessment has been undertaken to check that the proposal provides the necessary measures to prevent adverse effects on site integrity in accordance with the following strategic mitigation schemes:

- Dorset Heathlands Planning Framework Supplementary Planning Document (SPD);
- Dorset Heathlands Interim Air Quality Strategy;
- New Forest National Park Revised Habitat Mitigation Scheme SPD (July 2020)
- Footprint Ecology - New Forest Strategic Access Management and Monitoring Strategy (2023)
- Footprint Ecology – Discussion and analysis relating to the New Forest SAC/SPA/Ramsar and a zone of influence for recreation. (2021)
- Footprint Ecology – Recreational use of the New Forest SAC/SPA/Ramsar: Impact of recreation and potential mitigation approaches. (2020).
- New Forest Planning Position Statement (2025)

These strategic mitigation schemes set out avoidance/mitigation measures that are supported by an extensive and tested evidence base which has been scrutinised at various levels from planning appeals, public consultation processes and Habitats Regulations Assessments prepared for local plans or projects.

The proposal is assessed against the likely significant effects as follows:

Designated site	Applicable plan area	Likely Significant Effect?	Adverse effects caused by:
• Dorset Heathlands SPA • Dorset Heathlands Ramsar • Dorset Heaths SAC • Dorset Heaths (Purbeck & Wareham) &	**BCP** (Bournemouth, Christchurch & Poole)[1]	**Yes**	The proximity of urban development and its related effects including recreational pressures, arson, enrichment, etc. which arise from this development, requires measures to avoid and mitigate the effects. The impact of residential development on these sites and the suitability and robustness of avoidance and mitigation measures have already been considered as set out in the Dorset Heathlands Planning Framework 2020 - 2025 SPD, and the Dorset Heathlands Interim Air Quality Strategy

[1] Area covered by latest local plan – B: Bournemouth Core Strategy (2012), C: Christchurch and East Dorset Local Plan (2014), P: Poole Local Plan (2018)

Studland Dunes SAC			- Phase 2 Interim Measures for 2020-2025, along with the underpinning evidence base and plan level HRA work.
• New Forest SAC • New Forest SPA and Ramsar	**BPC**	**Yes**	The proximity of urban development and its related effects including recreational pressures,. which arise from this development, requires measures to avoid and mitigate the effects. The impact of residential development on these sites and the suitability and robustness of avoidance and mitigation measures has already been considered as set out in the New Forest National Park Revised Habitat Mitigation Scheme SPD (July 2020). Footprint Ecology - New Forest Strategic Access Management and Monitoring Strategy (2023), New Forest Strategic Access Management and Monitoring Strategy (2023); and the draft New Forest Access Management & Monitoring (SAMM) Strategy and the underpinning evidence base and plan level HRA work.

Having concluded that the application will have a likely significant effect in the absence of avoidance and mitigation measures on the above European wildlife sites, this document represents the Appropriate Assessment undertaken by BCP Council as Competent Authority in accordance with requirements under Regulation 63 of the Conservation of Habitats and Species Regulations 2017, Article 6 (3) of the Habitats Directive and having due regard to its duties under Section 40(1) of the NERC Act 2006 to the purpose of conserving biodiversity. Consideration of European wildlife sites is a matter of government policy set out in the National Planning Policy Framework.

Part 1: Compliance with strategic approaches

The starting point for this appropriate assessment is to check that the proposed development can be mitigated by compliance with the three strategic mitigation schemes set out above.

TABLE 1: Can the following strategic schemes mitigate the adverse effects of this planning application?

The proposed development provides the following contributions towards the strategic mitigation schemes listed above:

Impact: An additional 68 flats

Mitigation Strategy	Applicable plan area	Scheme	Specific Project	Cost per home	This application is mitigated by	
Dorset Heathlands Planning Framework	BCP	SAMM	SAMMs measures undertaken by the Council and the Urban Heaths Partnership	£527 per house/ £360 per flat	✓	Secured by parent application
		SANG/HIP	Two Riversmeet SANG and other HIPs projects	Based on specific mitigation project	✓	Mitigation projects paid for from the wider CIL pot.
Dorset Heathland Air Quality Strategy	BCP	Direct / Indirect measures	Management of heathland, changing use of land, encouragement of modal shift / zero emission vehicles	Based on specific mitigation project	✓	Mitigation projects paid for from the wider CIL pot.

Mitigation Strategy	Applicable plan area	Scheme	Specific Project	Cost per home	This application is mitigated by	
The New Forest Strategic Access and Management Plan (October 2023); the draft New Forest Access Management & Monitoring (SAMM) Strategy (October 2024)	BCP	SAMM	Access management within the designated sites; Alternative recreational greenspace sites and routes outside the designated sites; Education, awareness and promotion; Monitoring and research; In perpetuity mitigation and funding	£300 per dwelling	✓	A payment of £20,400 towards strategic access management, education and monitoring.

Does the development plan, applicant's evidence or the Council's advisors indicate that additional bespoke mitigation measures are necessary? **No**

If yes, complete Part 2. If no, go to Part 3.

Part 2: Bespoke Mitigation Requirements

Table 2 sets out particular issues and mitigation measures that are additional to those covered in Table 1 and are not therefore covered by strategic mitigation schemes. These issues were highlighted by the development plan, applicant's evidence or the Council's advisors.

TABLE 2: What bespoke measures mitigate the adverse effects of this planning application?

Issue	Proposed Mitigation measures

Have the proposed mitigation measures in Table 2 above been agreed with Natural England as providing effective mitigation and will be secured by legal agreement to enable a conclusion of no effect? **N/A**

Part 3: Conclusion

Based on the assessment undertaken in Table 1 and if relevant Table 2, the Council is able to assess the application against the designated sites as follows:

Designated site affected	Document setting out adverse effect and mitigation strategy	Compliance with mitigation requirements		Confirmation that applicant has avoided / mitigated adverse effects on integrity for all features secured through the payment of CIL/S111/S106 or by any other suitable means and where necessary legal measures, enabling adherence to the relevant mitigation strategy
		Table 1	Table 2	
Dorset Heathlands SPA, Dorset Heathlands Ramsar, Dorset Heaths SAC, Dorset Heaths (Purbeck & Wareham) & Studland Dunes SAC	Dorset Heathlands Planning Framework	✓	n/a	Yes Previously secured
New Forest SAC, New Forest SPA and New Forest Ramsar site	The draft New Forest Access Management & Monitoring (SAMM) Strategy	✓	n/a	Yes Mitigation secured UU

Conclusion

The Council as Competent Authority can therefore conclude that following appropriate assessment and with the necessary mitigation measures secured, there will be no adverse effect on the integrity of the designated sites identified above.

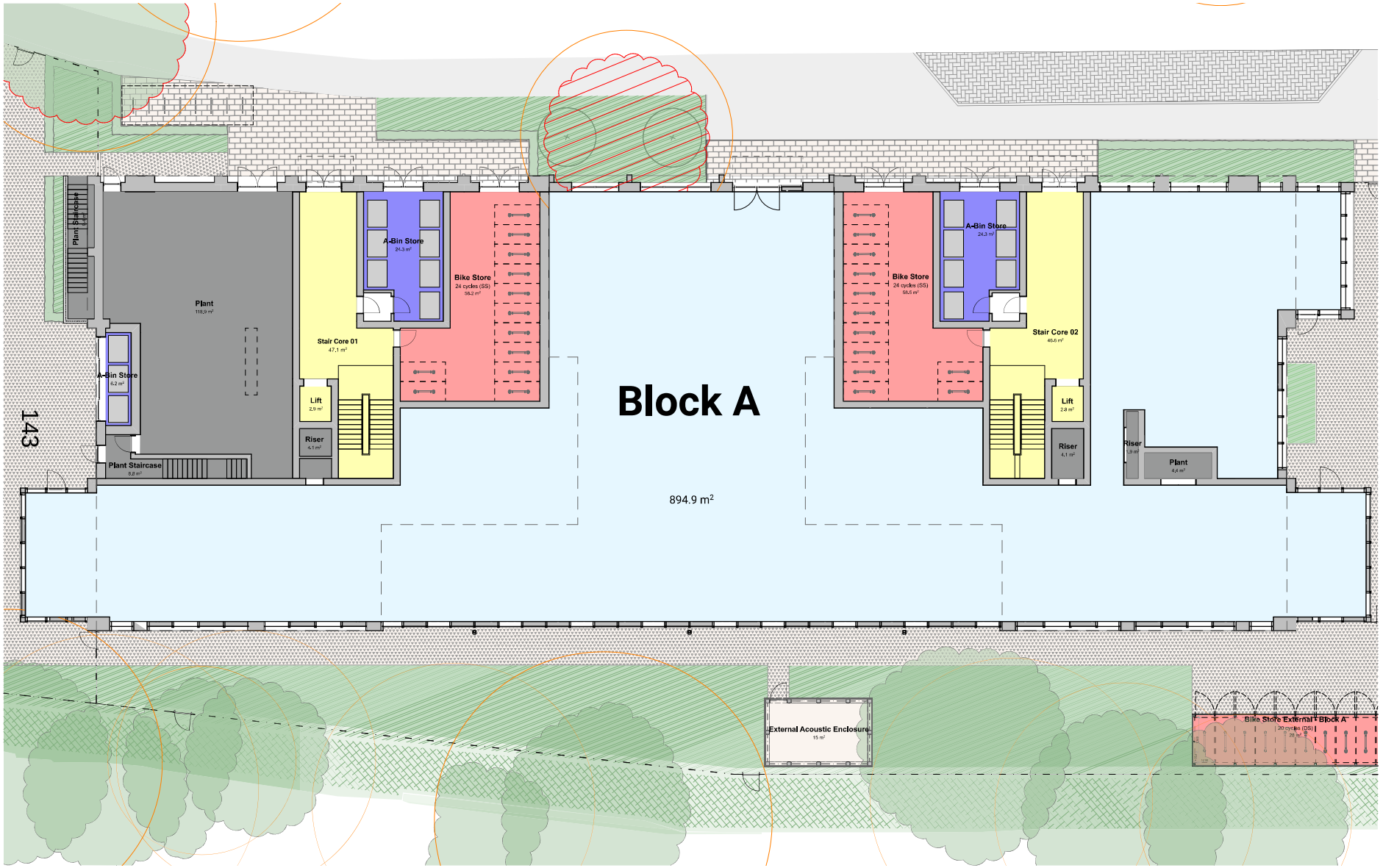
Signatures

Case officer signature……Peter Walters……..……

Date……07/05/2026……...

Sign off signature……

Date..……...……



01 Ground Floor Plan - Block A
Scale 1:100

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If in doubt, ask.

Notes

- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Circulation
- Public Realm
- Community Center Hall
- Admin Space
- Toilets
- Commercial Use/Medical Use
- Bin Storage
- Bike Storage
- Plant Space
- Cat B Tree
- Cat C Tree
- New Tree
- Tree to be removed
- Root Protection Area
- Primary Access

Rev	Date	Description	DB/CB
E	13/03/2026	S73 Planning Application	MP/PB
D	25/02/2026	Removed Use Class and Updated Paving	MP/PB
C	11/12/2025	s73 Amendments to landscaping of northern site and Block A Use Class	HL / PB
B	10/04/2024	Amended Bike Storages and pathway adjacent to Block A	OL/PB

0 2 4 6 8 10m

project
Boscombe Phase 1
Hawkwood Road
Boscombe
BH1 4AS

status
Planning

drawing title
Block A Ground Floor Plan

drawn	checked	date	scale
RE	RV	03 2026	1:100 @ A1

Drawing Code

Project	Originator	Vol	Lev	Type	Role	Number	Rev
P1101	SNUG	XX	00	DR	A	1600	E

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info@snugarchitects.co.uk
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02382 029500

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01 Community Centre Ground Floor Plan
Scale 1:100

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Notes

- 1 Bed Apartment
- 2 Bed Apartment
- 3 Bed Apartment
- Circulation
- Public Realm
- Community Center Hall
- Admin Space
- Toilets
- Use Class E/F1
- Bin Storage
- Bike Storage
- Plant Space
- Cat B Tree
- Cat C Tree
- New Tree
- Tree to be removed
- Root Protection Area
- Primary Access

Rev	Date	Description	DB/CB
G	09/04/2026	Bin Store Amendments	MF/PB
F	11/03/2026	Altered Annotations	MF/PB
E	03/03/2026	Adjusted Community Centre and Surrounding Landscape	MF/PB
D	25/02/2026	Alterations to Soft Landscaping East of Community Centre	MF/PB

0 2 4 6 8 10m

project
Boscombe Phase 1
Hawkwood Road
Boscombe
BH1 4AS

status
Planning

drawing title
Community Centre Ground Floor Plan

drawn	checked	date	scale
RE	RV	04 2026	1:100 @ A1

Drawing Code

Project	Originator	Vol	Lev	Type	Role	Number	Rev
P1101	SNUG	XX	00	DR	A	1660	G

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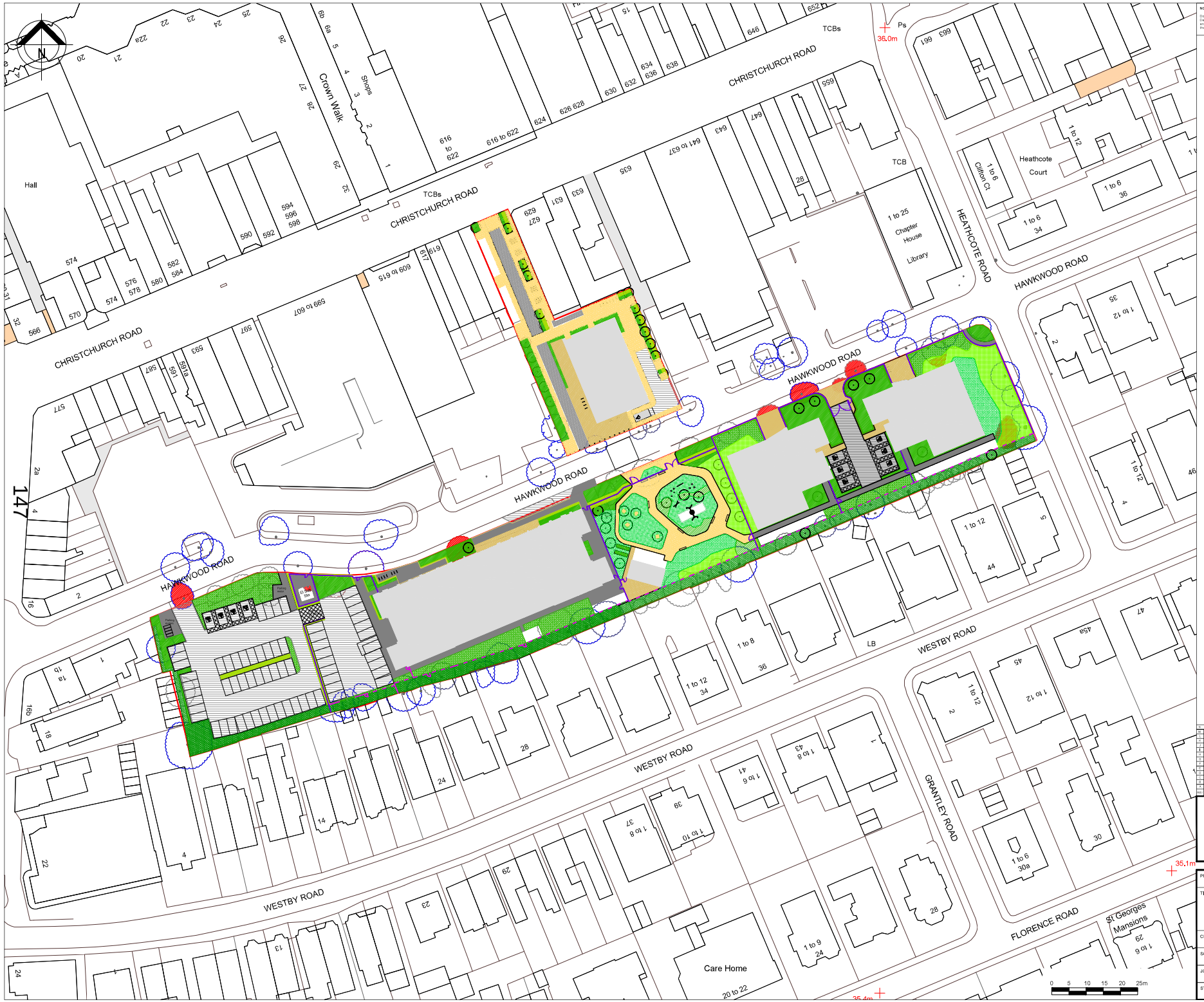

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LEGEND

- Existing tree to be retained
- Existing tree to be removed
- Pedestrian link route: Marshalls Modal block paving, or equivalent
- Parking bays: Marshalls Priora permeable block paving, or equivalent, 200 x 100 x 80mm depth laid in herringbone bond, colour: Natural
- Vehicle areas: Macadam surfacing to engineer's details
- Pedestrian link route: Marshalls Modal block paving, or equivalent
- Permeable resin bound aggregate surfacing , supplied by Sureset, or equivalent, colour:
- Pedestrian bitmac, to engineers specification:
- Decking to community hub
- 2m high weldmesh fencing supplied by Zaun Fencing, or equivalent, colour: Green. Supplied with matching gates as indicated
- Mild steel flat bar infill railings, supplied by AlphaRail or equivalent, galvanised with powder coated. Supplied with matching gates as indicated
- Picnic benches: Tiptree Picnic Bench, metal frame with timber slats, supplied by Broxap, or equivalent.
- Bollards: Stainless steel, fixed and removable options, semi domed, supplied by Broxap, or equivalent.
- Cycle stands: Sheffield stainless steel cycle stands (Grade 316) supplied by Broxap, or equivalent with satin finish
- Informal cube seating: FSC timber, supplied by Bailey Street Furniture, or equivalent.
- Benches - FGP seats, metal frame with treated timber slats to form seat and backrest, to have armrests, supplied by Bailey Street Furniture, or equivalent.
- Raised planter, treated timber with geotextile liner
- EV charging point, refer to M&E Engineer's information for details
- Proposed tree, refer to planting plan and schedule for details
- Planting, refer to planting plan and schedule for details
- Native species thicket planting, refer to planting plan and schedule for details
- Proposed hedge - Mixed Native, refer to planting plan and schedule for details
- Proposed hedge - Escallonia, refer to planting plan and schedule for details
- Turf to amenity grass areas
- Wildflower turf to amenity grass areas, supplied by Pictoral Meadows, or equivalent

L	150729	Trees retained/removed shrubbery/bird against Art plan	LW	MC
M	150730	Bitter amends to road side Courtesy to Cycle link, bollards, update by coffee shop, funding to west car park	LW	MC
K	151015	Design following comments	RMLK	MJ
P	151015	Layout updated	RMLK	MJ
O	151014	Existing Tree Palm removed, Road crossing yellow hatch reduced, fence type changed	SU	MJ
I	160804	Layout updated	RU	MJ
H	160804	Layout updated	SU	MJ
G	160804	Layout updated	SU	MJ
F	160724	Updated for planning	DR	
E	160523	Additional tree added to layout	RK	
D	160523	Refuse store layout updated	RK	
C	160523	Layout adjusted to suit comments received and add EV charging points	RMLK	BA
B	160523	Layout updated	RA	
A	160412	Layout updated	RMLK	
Rev	DATE	COMMENTS	DRN	CHK

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www.ubu-design.co.uk

PROJECT: HAWKWOOD ROAD, BOSCOMBE

TITLE: LANDSCAPE GA LAYOUT
SITE WIDE

CLIENT: BCP COUNCIL

SCALE: 1:500@A1	DATE: 18/07/2023
JOB NO: 4008	DWG NO: 4008-UBU-XX-XX-DR-L-1000
STATUS: PLANNING	REV: N

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DEVELOPMENT SUMMARY

68 Apartments
-22no. x 1B
-16no. x 2B
-30no. x 3B

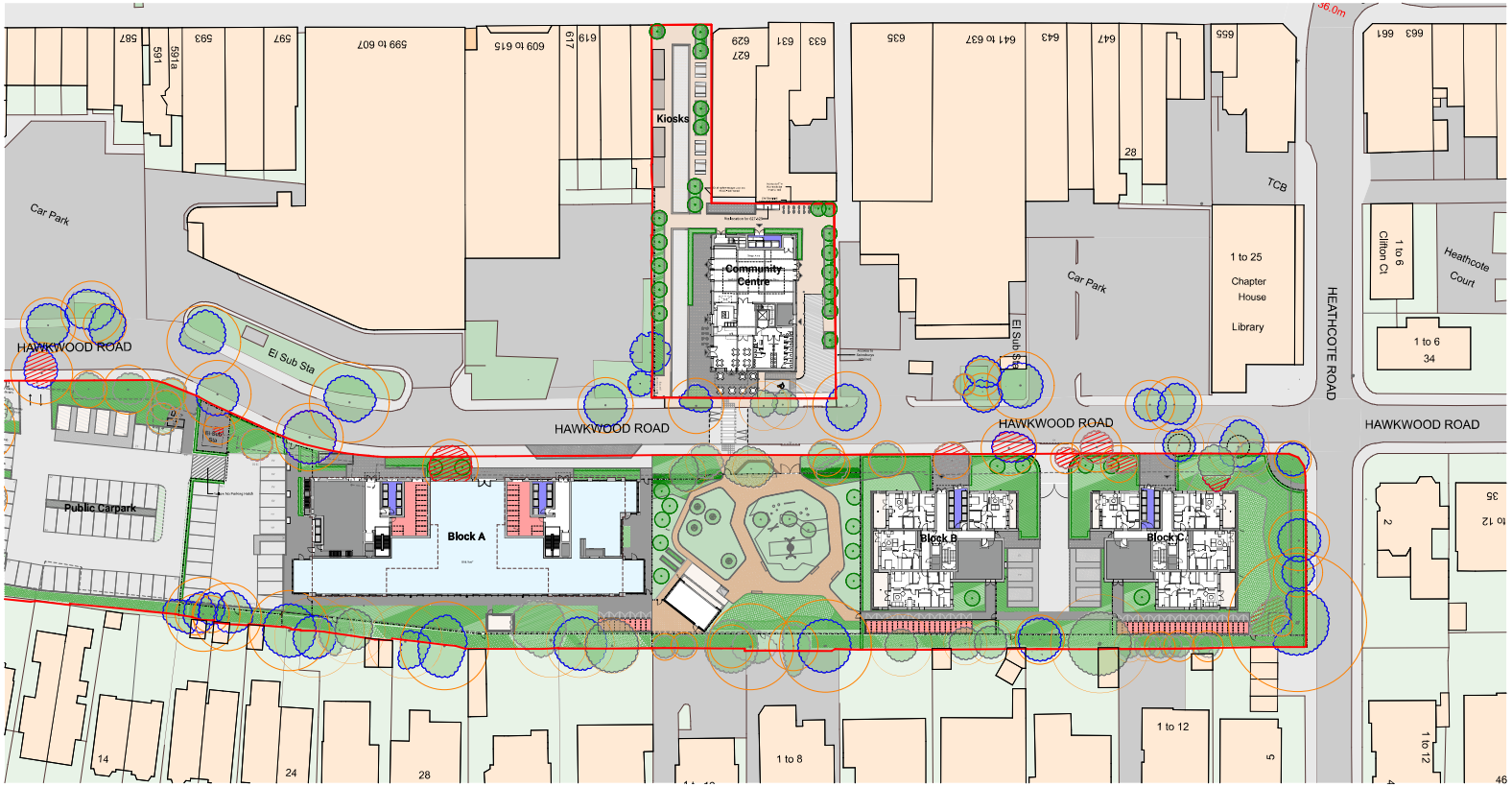
ALL Residential:
GIA : 6462.44
NSA : 4609.84
Efficiency : 71%

ALL Residential Parking:
-6no. accessible bays

GIA Use Class E/F1 : 895
NIA Use Class E/F1 : 686.22

GIA Community : 795.65
NIA Community: 739.75
GIA Community Pavillion: 48.01
Total: 843.66

GP Surgery Parking:
-20no. GP surgery



01 Site Plan Proposed GF
Scale 1:500

4010 AREA SCHEDULE - EXTERNAL SPACES		
Home Story Name	Zone Name	Area - GIA (sqm)
GF-Level		
	Bike Store External - Block A	28.01
	Bike Store External - Block B	56.20
	Bike Store External - Block C	69.96
	External Acoustic Enclosure	15.00
		169.17 m²

AREA SCHEDULE - BLOCK A - GIA			
Home Story Name	Zone Name	Apts No.	Area - GIA (sqm)

Block A Summary

28 Apartments
- 8 x 1B
-10 x 2B
-10 x 3B

Plant GIA - 320.69

Residential GIA - 2699.20

Use Class E/F1 GIA - 895.00

Total GIA - 3915.78

Total NSA: 1873.90 + 686.22 = 2560.12

Efficiency : 65%

4010 AREA SCHEDULE - BLOCK A - Use Class E/F1		
Home Story Name	Name	Area (sqm)
GF-Level		
	SR - 003	894.94
		894.94 m²

AREA SCHEDULE - BLOCK A - NSA				
Home Story Name	Apt. No.	No. of Beds	No. of People	Area (sqm)
1F-Level				
	Apt-01	1B	2P	54.67
	Apt-01	1B	2P	54.67
	Apt-01	2B	3P	62.26
	Apt-01	2B	3P	66.03
	Apt-01	2B	3P	66.03
	Apt-01	3B	4P	78.60
	Apt-01	3B	4P	78.60
	Apt-01	3B	5P	81.86
	10			696.43 m²
2F-Level				
	Apt-02	1B	2P	54.67
	Apt-02	1B	2P	54.67
	Apt-02	2B	3P	62.26
	Apt-02	2B	3P	66.03
	Apt-02	2B	3P	66.03
	Apt-02	3B	4P	78.60
	Apt-02	3B	4P	78.60
	Apt-02	3B	5P	81.86
	10			696.79 m²
3F-Level				
	Apt-04	1B	2P	54.46
	Apt-04	1B	2P	54.46
	Apt-04	1B	2P	54.67
	Apt-04	1B	2P	54.67
	Apt-04	2B	3P	62.61
	Apt-04	2B	3P	62.61
	Apt-04	3B	5P	78.60
	Apt-04	3B	5P	78.60
	8			500.68 m²
	28			1,873.90 m²
	Apartments			

Note: All measurements based on the RICS Code of Measurements

AREA SCHEDULE - BLOCK B - GIA			
Home Story Name	Zone Name	Apts No.	Area - GIA (sqm)
GF-Level			
	Proposed GF GIA	4 Apartments	454.41
			454.41 m²
1F-Level			
	Proposed 1F GIA	5 Apartments	448.48
			448.48 m²
2F-Level			
	Proposed 2F GIA	5 Apartments	448.48
			448.48 m²
3F-Level			
	Proposed 3F GIA	4 Apartments	336.48
			336.48 m²
			1,687.85 m²

Block B Summary

18 Apartments
-6 x 1B
-3 x 2B
-9 x 3B

GIA: 1687.85
NSA: 1234.74
Efficiency: 73%

AREA SCHEDULE - BLOCK B - NSA				
Home Story Name	Apt No.	No. of Beds	No. of People	Area (sqm)
GF-Level				
	Apt-00	1B	2P	50.41
	Apt-00	1B	2P	54.67
	Apt-00	3B	4P	81.86
	Apt-01	2B	3P	62.26
				249.00 m²
1F-Level				
	Apt-01	1B	2P	54.67
	Apt-01	2B	3P	66.03
	Apt-01	3B	4P	78.60
	Apt-01	3B	4P	78.60
	Apt-01	3B	5P	81.86
	5			359.56 m²
2F-Level				
	Apt-02	1B	2P	54.67
	Apt-02	2B	3P	66.03
	Apt-02	3B	4P	78.60
	Apt-02	3B	4P	78.60
	Apt-02	3B	5P	81.86
	5			359.56 m²
3F-Level				
	Apt-03	1B	2P	54.67
	Apt-03	1B	2P	54.72
	Apt-03	3B	4P	78.60
	Apt-03	3B	4P	78.60
	4			265.59 m²
	18 Apartments			1,234.74 m²

AREA SCHEDULE - BLOCK C - GIA			
Home Story Name	Zone Name	Apts No.	Area - GIA (sqm)
GF-Level			
	Proposed GF GIA	4 Apartments	454.41
			454.41 m²
1F-Level			
	Proposed 1F GIA	5 Apartments	448.48
			448.48 m²
2F-Level			
	Proposed 2F GIA	5 Apartments	448.48
			448.48 m²
3F-Level			
	Proposed 3F GIA	4 Apartments	336.48
			336.48 m²
4F-Level			
	Proposed 4F GIA	4 Apartments	336.48
			336.48 m²
			2,024.33 m²

Block C Summary

22 Apartments
-8 x 1B
-3 x 2B
-11 x 3B

GIA: 2024.33
NSA: 1501.20
Efficiency: 74%

AREA SCHEDULE - BLOCK C - NSA				
Home Story Name	Apt No.	No. of Beds	No. of People	Area (sqm)
GF-Level				
	Apt-00	1B	2P	50.41
	Apt-00	1B	2P	54.67
	Apt-00	3B	4P	81.86
	Apt-01	2B	3P	62.26
				249.00 m²
1F-Level				
	Apt-01	1B	2P	54.67
	Apt-01	2B	3P	66.03
	Apt-01	3B	4P	78.60
	Apt-01	3B	4P	78.60
	Apt-01	3B	5P	81.86
	5			359.80 m²
2F-Level				
	Apt-02	1B	2P	54.67
	Apt-02	2B	3P	66.03
	Apt-02	3B	4P	78.60
	Apt-02	3B	4P	78.60
	Apt-02	3B	5P	81.86
	5			359.56 m²
3F-Level				
	Apt-03	1B	2P	54.67
	Apt-03	1B	2P	54.67
	Apt-03	3B	4P	78.60
	Apt-03	3B	4P	78.60
	4			266.52 m²
4F-Level				
	Apt-03	1B	2P	54.46
	Apt-04	1B	2P	54.67
	Apt-04	3B	4P	78.60
	Apt-04	3B	4P	78.60
	4			266.32 m²
	22 Apartments			1,501.20 m²

AREA SCHEDULE - SHED & LINK	
Zone Name	Area - GIA (sqm)
Community Park Pavilion	
	48.01
	48.01 m²
Kiosk	
	13.44
	13.44
	13.44
	13.44
	53.76 m²
	101.77 m²

AREA SCHEDULE - COMMUNITY CENTRE - NIA		
Home Story Name	Name	Area
GF-Level		
	Excluded	121.18
	Kitchen	25.43
	Main Hall 1	110.27
	Reception	59.51
	Store 1	4.64
		367.58 m²
1F-Level		
	Excluded	59.49
	General Store	15.06
	Main Hall	172.78
	Meeting Room	48.39
	Office	17.86
	Store 1	14.02
	Store 2	4.53
	Studio Workshop	14.51
		376.17 m²
		739.75 m²

PARKING NUMBERS			
Block	Related Zone Name	Quantity	Notes
	Residential Accessible Parking Space	4	
		4	
A			
	Surgery Parking Space	20	
		20	
B			
	Residential Accessible Parking Space	3	
		3	
C			
	Residential Accessible Parking Space	3	
		3	
		30	

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If in doubt, ask.

Notes

KEY
- Bin Storage
- Bike Storage
- Plant Space
- Cat B Tree
- Cat C Tree
- New Tree
- Tree to be removed
- Root Protection Area
- Primary Access
- 2m Canopy Offset

Rev	Date	Description	DB/CB
D	13/03/2026	S73 Planning Application	MF/PB
C	11/12/2025	s73 Amendments, Rationalised building details	HL/PB
B	11/12/2025	s73 Amendments to landscaping of northern site and Block A User Class	HL / PB
A	19/02/2024	Amendment to site plan and building areas	MF / PB

0 10 20 30 40 50m

project
Boscombe Phase 1
Hawkwood Road
Boscombe
BH1 4AS

status
Planning

drawing title
Site Plan - Development Summary

drawn	checked	date	scale
RV	PB	03 2026	1:500, 1:2 @ A1

Drawing Code

Project	Originator	Vol	Lev	Type	Role	Number	Rev
P1101 - SNUG - XX - 00 - DR - A - 1550 - D							

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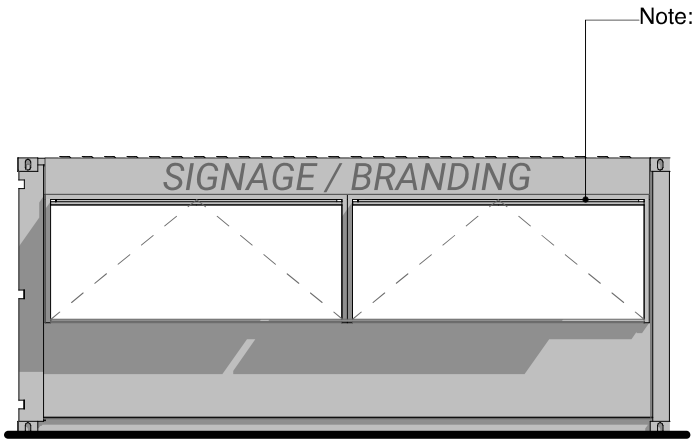
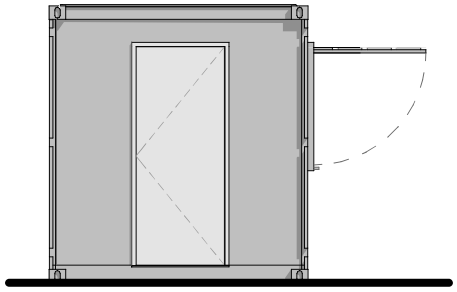
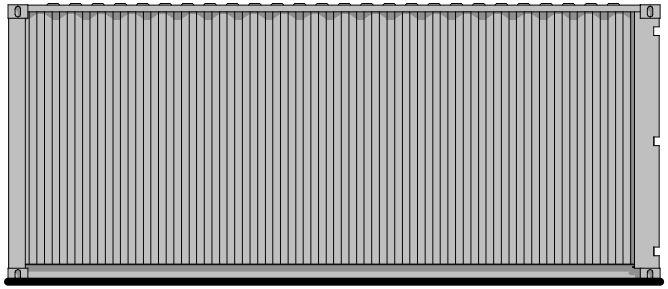


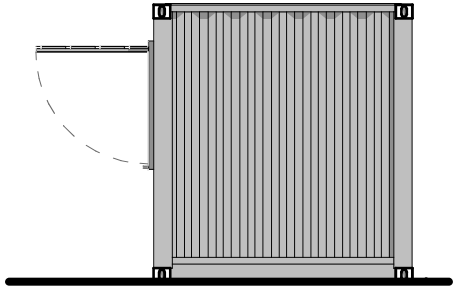
151 Kiosk - Front Elevation
Scale 1:50



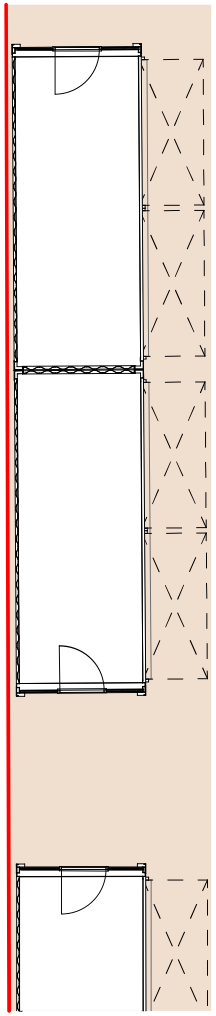
02 Kiosk - Side Elevation
Scale 1:50



03 Kiosk - Rear Elevation
Scale 1:50



04 Kiosk - Side Elevation
Scale 1:50



05 Ground Floor Plan - Kiosks
Scale 1:100

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If in doubt, ask.

Notes

Note: Kiosks indicative only. Proposed to be made from containers and branded by tenants. Fit-out also by tenants. Position and orientation/ handing as illustrated on site plan, refer to drawing 1555.

Rev	Date	Description	DB/CB
A	21/03/20 25	s73 Amendments to landscaping of northern site and Block A Use Class	HL / PB

0 1 2m

project
Boscombe Phase 1
Hawkwood Road
Boscombe
BH1 4AS

status
Planning

drawing title
Kiosk Plan and Elevations

drawn	checked	date	scale
OL	PB	04 2025	1:100, 1:50

Drawing Code

Project	Originator	Vol	Lev	Type	Role	Number	Rev
P1101	SNUG	XX	00	DR	A	1720	A

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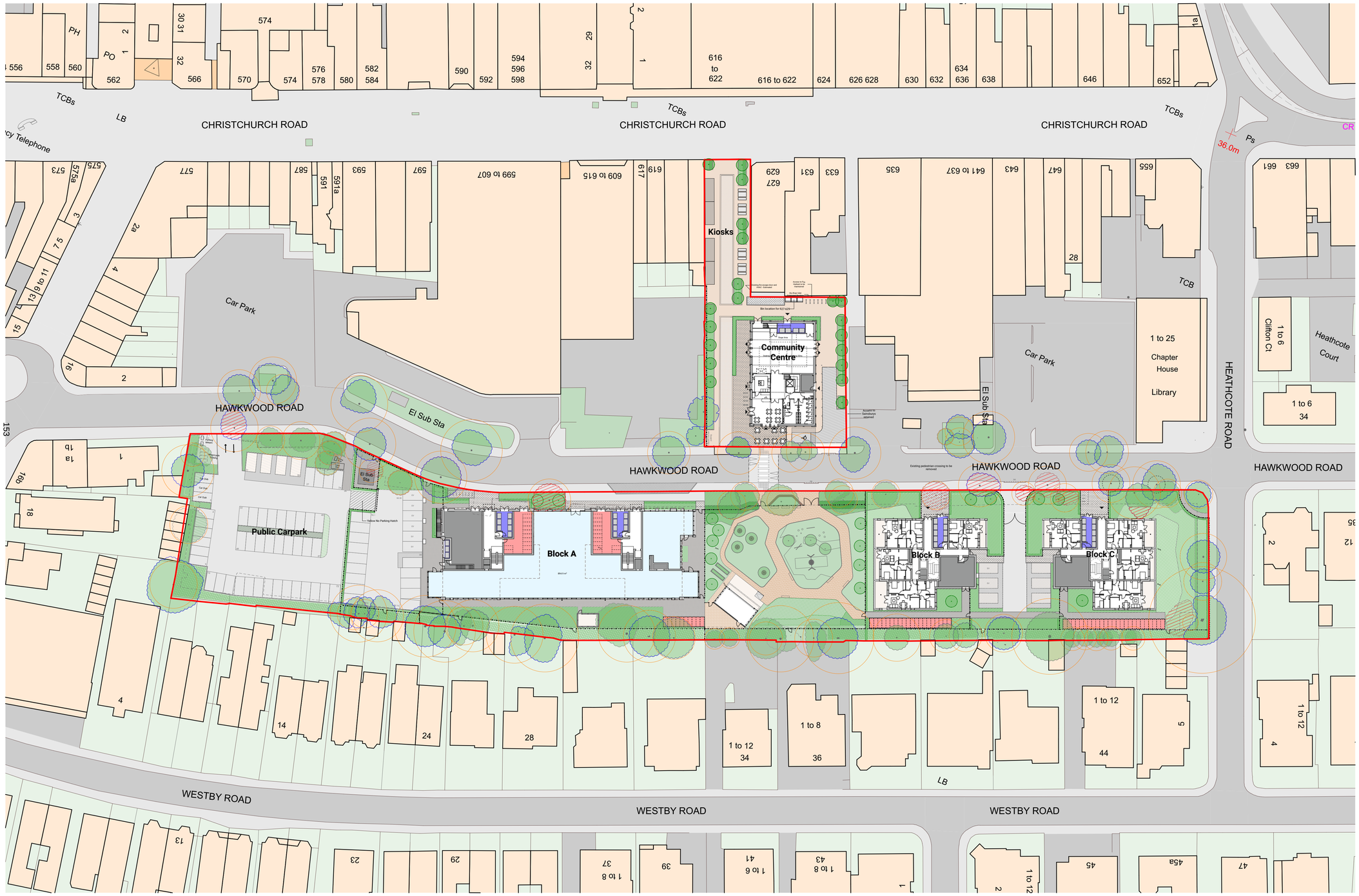

02 Site Plan Proposed GF
Scale 1:500

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If in doubt, ask.

Notes

KEY

- Bin Storage
- Bike Storage
- Plant Space
- Cat B Tree
- Cat C Tree
- New Tree
- Tree to be removed
- Root Protection Area
- Primary Access
- 2m Canopy Offset

Rev	Date	Description	DB/CB
K	11/05/2026	Highways note added to site plan	MF/PB
J	11/03/2026	S73 Planning Application	MF/PB
I	03/03/2026	Adjusted Community Centre and Surrounding Landscape	MF/PB
H	25/02/2026	Alterations to Public Car Park and Alterations to Soft Landscaping East of Community Centre	MF/PB

0 10 20 30 40 50m

project
Boscombe Phase 1
Hawkwood Road
Boscombe
BH1 4AS

status
Planning

drawing title
Proposed Site Plan

drawn	checked	date	scale
RE	PB	05 2026	1:500 @ A1

Drawing Code

Project	Originator	Vol	Lev	Type	Role	Number	Rev
P1101	SNUG	XX	00	DR	A	1555	K

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If in doubt, ask.

Notes

Land dedicated for adoption

Open Space

Rev	Date	Description	DB/CB
C	11/05/2026	Highways edits to adoped land	MF/PB
B	11/03/2026	S73 Planning Application	MF/PB
A	25/02/2026	Adjusted Site and Adopted Space Areas	MF/PB

0 10 20 30 40 50m

project
Boscombe Phase 1
Hawkwood Road
Boscombe
BH1 4AS

status
Planning

drawing title
Adopted and Open Spaces Plan

drawn	checked	date	scale
MF	PB	05 2026	1:500 @ A1

Drawing Code

Project	Originator	Vol	Lev	Type	Role	Number	Rev
P1101	SNUG	XX	XX	DR	A	1559	C

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WESTERN PLANNING COMMITTEE 14th May 2026 / EASTERN PLANNING COMMITTEE 28th MAY 2026

Report subject	**Appeals Report**
Meeting dates	14th May 2026 & 28th May 2026
Status	Public Report
Executive summary	This report updates members of the planning committee on the Local Planning authority's Appeal performance over the stated period
Recommendations	**It is RECOMMENDED that:** **The planning committee notes the contents of this report.**
Reason for recommendations	The content of this report is for information only.

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

Background

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

Appeals Performance

3. National Government monitors the 'quality' of decision making in planning through appeal performance. It is measured by the percentage of planning decisions overturned at appeal, with a lower percentage indicative of better-quality decision making as less appeals are allowed.
4. Government targets are currently a maximum of 10% of the authorities total number of decisions on applications being made during the assessment period being overturned at appeal. This is set over an assessment period of 2 years, comprising October 2022 to September 2024[1]. This includes non-majors and majors'.
5. As demonstrated by Figure 1 for major applications and Figure 2 for non-major applications, the Local Planning Authority (LPA) is performing within target for the Quality of Planning decisions. Note that the dataset has now been updated to September.

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

Proxy assessment period April 2023 – March 2025[2]	Total number of major application decisions[3]	Major decisions overturned at appeal	Quality of decisions (% overturned at appeal)	England Average (% overturned at appeal)
Total District Matters[4] (PS2)	185	4	2.2	3.2
Total County Matters[5] (SPS2)	0	0	0	0.7

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

Assessment period January 2023-December 2024	Total number of non-major application decisions	Total number of decisions overturned at appeal	Quality of decisions (% overturned at appeal).	England Average (% overturn at appeal)
Total District Matters (PS2)	4,501	84	1.9	1.1

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

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

Year: 2025 - 2026	Dismissed	Allowed	Total	% overturned	NFA/ Withdrawn
March	18	7	25	28%	0
April	8	10	18	55%	0
May	7	5	12	42%	0
June	7	5	12	42%	0
July	10	1	11	9%	0
August	7	0	8	0%	1
September	6	1	0	15%	0
October	15	2	17	11%	0
November	8	5	13	38%	1
December	5	6	11	54%	0
January 26	3	0	3	0%	0
February 26	3	2	5	40%	**0**
March 26	2	2	4	50%	**0**
Total					**0**

(28th 04)

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

[3] This dataset excludes Appeals relating to planning conditions.

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

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

7. Whilst the LPA is performing within target for the national measure for the 'quality of decision making', it is still necessary to review and reflect on appeal decisions in order to provide high quality decisions, and to avoid the potential for successful cost claims. In August no appeals were allowed, with one appeal being declared as 'invalid' by the Inspector. This was because of the absence of the required BNG information.

General reflection on allowed appeals

8. Whilst the LPA is performing within target for the national measure for the 'quality of decision making', it is still necessary to review and reflect on appeal decisions in order to provide high quality decisions, and to avoid the potential for successful cost claims. Figure 4 below sets out a short summary of why the appeals in the month of June were allowed.

Allowed appeals

address	300C Ringwood Road, Poole
Proposal	The breach of planning control as alleged in the notice is without planning permission, and at ground floor level, the use of part of the building as a self-contained residential dwelling
Committee overturn	No
Main issues	Whether the development provides acceptable living conditions for existing and future occupiers, with particular regard to internal space, privacy and outlook; and • the effect of the development on the integrity of the habitats sites.
Why allowed	Whilst below national floor space standards, the layout provides reasonable sized kitchen, living and sleeping area, acceptable levels of natural light, wet room, storage and WC. Therefore whilst small, unit provided comfortable and usable internal space with a logical floor plan. Whilst overlooking from the commercial unit would occur, it was not considered to be frequent to result in harm, given the small scale of the commercial activity. Amenity space found to not provide sufficient space, but open space was within walking distance. Matters relating to habitat regulations were addressed via completed UUs.

address	Dorwin Court, 328 Poole Road & 68 Princess Road, Poole
Proposal	Alteration and upward extension of the buildings to create second and third floors of accommodation on each building to create 10 additional

	apartments in each block (20 in total).
Committee overturn	**Yes**
Main issues	the character and appearance of the area the living conditions of neighbouring occupiers with particular regards to overshadowing
Why allowed	The Inspector considered that the extensions would 'would reflect the architectural style of the lower floors including the distinctive fenestration and white render finish', and concluded that there would be no harm to the "art-deco" style of the current buildings. The Inspector considered that buildings of similar scale to the proposed development currently exist on either side of the appeal site, and the development would sit below the roofline of these buildings. The Inspector also stated that 'it is difficult to understand how the Council came to the view that the scale, mass, bulk and height of the appeal scheme would be excessive… insofar as they seek that development that "*reflects*", "*is consistent" and "in keeping with*" neighbouring buildings.' In terms of living conditions, the Inspector noted that in built up areas a degree of encroachment into views and outlook is expected, and therefore a change in outlook is not necessarily harmful The Inspector stated that 'it is difficult to see how there could be an unacceptable impact on neighbouring occupiers' given that the proposal would not exceed the height of its neighbouring blocks, and would not encroach on the '45 degree' from the neighbouring windows. The Inspector also agreed with the Case Officers assessment that 'the orientation of Eaglehurst to the appeal buildings is such that increased overshadowing would be limited to the latter part of the day and would not be significant or unacceptable in planning terms'. The Inspector also agreed with the Officers interpretation of Policy PP12 regarding the accessibility of the building – in that it would not be necessary or reasonable to require compliance with M4(2) of the Building regulations – 'accessible and adaptable dwellings'.

address	6 Horsa Close, Bournemouth
Proposal	erection of a

	detached dwelling with associated access and parking
Committee overturn	No
Main issues	Highway safety as a result of increased traffic due to its width and surfacing.
Why allowed	The Inspector advised that Highway safety assessments inevitably involve balancing risk against probability. It is not simply the case that a development served by a substandard access will be unacceptable. They considered that there would be no material increase in traffic movements as a result of the proposal, disagreed that road surfacing was a highway safety matter. They also argued that whilst the road is single track, speed are low and the road short – resulting in only inconvenience. No accident records exist on that road since 1999. The Inspector noted that a small number of drivers who use this road are aware of its limitation and drive accordingly. Resultingly, the Inspector concluded that the proposal would not result in harm to the safety of highway users.

List of live appeals

Appendix 1 provides a list of current appeals.

Options Appraisal

9. No options to consider.

Summary of financial implications

10. There are no financial implications as a direct result of this report.
11. However, it should be reminded that the Council can be subject to 'costs[6] if the Council were found to be behaving 'unreasonably'. Such 'unreasonable' behaviour includes procedural (relating to the process) and substantive (relating to the issues arising from the merits of the appeal) matters. Examples of unreasonable behaviour include[7];
    a. 'preventing or delaying development which should clearly be permitted, having regard to its accordance with the development plan, national policy and any other material considerations'
    b. not determining similar cases in a consistent manner
    c. imposing a condition that is not necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all

[6] Claim planning appeal costs: Overview - GOV.UK
[7] Appeals - GOV.UK

other respects, and thus does not comply with the guidance in the National Planning Policy Framework on planning conditions and obligation.

d. vague, generalised or inaccurate assertions about a proposal's impact, which are unsupported by any objective analysis

Summary of legal implications

12. None in directly relation to the content of this report.

13. However, it should be reminded that the Council can be subject to Judicial Review. A Judicial Review is a mechanism for challenging the process of a decision, rather than the decision itself. An example of this is acting contrary to procedure. However such procedure can come with financial penalties.

Summary of human resources implications

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

Summary of sustainability impact

15. There are no sustainability issues arising from this report.

Summary of public health implications

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

Summary of risk assessment

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

Background papers

Published appeal statistics and appeal decisions

Criteria Document 2024
https://assets.publishing.service.gov.uk/media/674f2ec08b522bba9d991af9/Criteria_Document_2024.pdf

Live Planning Statistics tables -Live tables on planning application statistics - GOV.UK

Appendices

Appendix 1 – list of outstanding appeals.

Appendix 1:
WR: Written Representations
SF: Shopfront Fast Track
HH: Householder
IN: Public inquiry

Appeal number	Location	Proposal	Method
P/26/00303/CLP	7 Uppleby Road Poole BH12 3DB	Lawful development certificate for the proposed erection of a detached outbuilding to be incidental to the enjoyment of the dwelling house.	WR
P/25/03261/FUL	184 - 186 Old Christchurch Road Bournemouth BH1 1NU	Removal of existing unauthorised flue and erection of a flue.	WR
P/25/02136/FUL	5 Bank Chambers Penn Hill Avenue Poole BH14 9NB	Erection of an extraction flue (retrospective)	WR
P/25/03589/FUL	65A Richmond Wood Road Bournemouth BH8 9DQ	Change of use from dwellinghouse (Class C3) to Sui generis eight person HMO	WR
P/25/01930/FUL	3 Rothesay Drive Christchurch BH23 4LB	Demolish existing dwelling, erect replacement. Convert pool house into an ancillary annexe.	WR
APP/24/00498/P	291 Bournemouth Road Poole BH14 9AH	Demolish the existing buildings and erect 15 dwellings with associated parking and access.	WR
P/25/01216/FUL	31A The Avenue Poole BH13 6LJ	Demolish existing dwelling and erect a replacement building containing 8 apartments with associated works.	WR
P/25/02921/LB	3-5 Bridge Street Christchurch BH23 1DY	Listed Building Consent for the retention and maintenance of garden shed within curtilage (retrospective)	WR
P/25/02321/OUT	5 Higher Blandford Road Poole BH18 9AB	Outline application with Some Matters Reserved to sever land and erect 2no. detached houses and 1no. detached bungalow with shared vehicular access with no. 5 Higher Blandford Road.	WR
P/25/02928/FUL	207 Lower Blandford Road Broadstone Poole BH18 8DN	Erection of a block of 3no. flats with cycle and bin store and operational car parking space	WR
P/26/00262/FUL	20 Crichel Road Bournemouth BH9 1JG	Construction of one dwelling with associated parking to the rear of 20 Crichel Road.	WR
P/25/04670/FUL	Falkland Square, Poole, BH15 1ER	Installation of 1no. BT Street Hub and removal of associated BT payphones.	WR
P/25/04671/ADV	Falkland Square, Poole, BH15 1ER	Advertisement Consent for installation of 1no. BT Street Hub and removal of associated BT payphones.	SF

P/25/01971/FUL	77 Wimborne Road Bournemouth BH3 7AN	Alterations and roof extensions to form a 2 bed flat including installation of roof lights	WR
P/25/05261/FUL	17-19 Parkstone Road Poole BH15 2NN	To build a block of 20 HMOs, with associated cycle rack, bins and amenity space	WR
P/25/02516/FUL	The New Westcliff Hotel 27-29 Chine Crescent Bournemouth BH2 5LB	Retrospective application for change of use of a former hotel building at no. 29 to a 22-person HMO (Sui Generis Use) with shared dining room, kitchen, and parking area.	WR
P/25/02567/FUL	Rear of 10 & 10a Vicarage Road Poole BH15 3AZ	Change of use of detached triple garage to form a separate house with no additions or extensions.	WR
P/25/05137/HOU	53 Portland Road Bournemouth BH9 1NE	Roof alterations including set back front gable with rear gable and partial side dormer. Rear and side single story extension with side extension replacing existing full width side structure.	WR
P/25/05101/ADV	1466 Wimborne Road Bournemouth BH10 7AS	Retrospective: Advertisement Consent for low light RGB multi-colour LED display board and fascia sign	SF
P/25/04440/HOU	13 Milford Drive Bournemouth BH11 9HL	Removal of existing roof and replacement with a new pitched roof to create first-floor accommodation including two dormer windows of equal size on each side of the roof. Demolition of the existing detached garage and construction of a smaller, rear extension. Revised design following refusal P/25/01929/HOU, with the previous side extension removed and overall roof mass reduced.	HH
P/25/04694/HOU	13 Solent Road Christchurch BH23 5PZ	Two Storey Rear Extension	HH
P/25/04438/HOU	4 Wharncliffe Gardens Christchurch BH23 5DN	First floor front extension to dwelling	HH
P/25/04672/FUL	55 Highfield Road Bournemouth BH9 2SE	Change of use from House in Multiple Occupation (Class C4) to seven person House in Multiple Occupation (Sui Generis) and erection of bin and cycle stores	WR
ENF/25/0373	336 Wallisdown Road Bournemouth BH11 8PP	Refused app P/25/01017/HOU - Rear extension, hip to gable front extension, 2 side dormer, double dormer on east roof, 5 roof lights and juliet balcony.	WR
P/25/02304/OUT	Park Place 6 North Road Poole BH14 0LY	Outline application with Some Matters Reserved for a phased development of up to 115 apartments across 2 separate blocks following demolition of the existing building.	WR
P/25/00289/FUL	Travelodge West Hill Road Bournemouth BH2 5EG	Replacement windows at ground, upper ground, 1st, 2nd and 3rd floor levels	WR
P/25/04279/FUL	40 West Way Poole BH18 9LS	Sever land and erect a dwelling (self-build) with new vehicular access off West Way.	WR

P/25/04202/FUL	1A Fancy Road Poole BH12 4QZ	Demolition of a garage and several outbuildings, and the development of 1 dwelling with associated bin and bike store.	WR
P/25/04782/HOU	160 Ringwood Road Christchurch BH23 5RQ	Formation of dropped kerb and new vehicle access	WR
P/25/04045/CONDR	Southbourne Cross Roads Car Park Southbourne Overcliff Drive Bournemouth BH6 3NH	Variation of Conditions 1 & 8 of Planning Permission 7-2025-28119-C (Minor material amendment application to vary condition no .2 for internal and external alterations to Blocks A-D, erection of a new cycle store for Block A and re wording of conditions 4,5,7,8 and 9 (Application ref. 7-2021-28119, original description - Erection of 4 blocks (total of 27 flats) with bin and cycle stores and formation of vehicular access and associated undercroft car parking).) to allow for changes to Block D to form a privacy wall and roof terrace (part retrospective).	WR
P/25/05097/HOU	96 Lake Drive Poole BH15 4LU	Proposed roof alterations, single storey and two storey rear/side extension and garden kitchen/storage outbuilding	HH
P-23023-040225	Land Adjacent 3 Lytton Road Bournemouth BH1 4SH	Erection of a one bedroom dwelling with associated cycle parking	WR
P/25/05068/HOU	50 Baring Road Bournemouth BH6 4DT	Erection of pole mounted weather station	HH
P/25/04213/FUL	57 Old Christchurch Road Bournemouth BH1 1EH	Change of use from Bank (Class E) to an Adult Gaming Centre (AGC) (Sui Generis)	WR
P/25/04727/HOU	Le Beau Arrowsmith Road Poole BH21 3BE	Extension and alterations to change existing chalet bungalow into a house with annex positioned over triple garage. Installation of solar panels.	HH
P/25/03322/HOU	6 Seacombe Road Poole BH13 7RJ	Proposed first floor level extension incorporating mezzanine level study area within dormer window; construction of 2no. columns supporting 1st floor level extension; construction of link bridge between proposed extension and garden; Changes to fenestration addition of rooflights to loft space; internal alterations	WR
ENF/24/0056	Parley Court Golf Course Parley Green Lane Christchurch BH23 6BB	Alleged unauthorised ground wiorks resulting in bunds	WR

P/25/01839/FUL	Tennis Courts Seafield Road Bournemouth BH6 3EX	Installation of LED flood lighting around to the existing tennis courts at Seafield Gardens. Number of lights: 10 floodlights. Mounting height: 6m poles.	WR
P/25/04005/OUT	35 Denmark Road Poole BH15 2DE	Outline Planning Permission with all matters reserved for the demolition of existing workshop / store and re-development of the site with 9 flats.	WR
P/25/01189/FUL	36 Cromwell Road Poole BH12 2NS	Retrospective consent for removal of garage, erection of single storey store to front and erection of a self contained dwelling to rear	WR
P/25/03354/FUL	2c Flat 1a Beresford Road Bournemouth BH6 5AA	Retrospective: Change of Use from Class C3 (Residential) to Class E3 (Office Use).	WR
P/25/04177/FUL	100 Boscombe Grove Road Bournemouth BH1 4PG	Erection of single 2 storey dwelling house and outbuilding	WR
P/25/02861/FUL	37 Grand Avenue Bournemouth BH6 3SY	New Terrace at first floor together with doors to terrace.	WR
P/25/04618/ADV	347-349 Holdenhurst Road Bournemouth BH8 8BS	Erection of an illuminated small format advertising display	SF
ENF/25/0538	29 Links Road Poole BH14 9QS	Refused retrospective application for 2m high fence following ENF/25/00023.	WR
P/25/03015/LB	Stourview House Throop Road Bournemouth BH8 0DH	Retrospective: Listed Building Consent for the retention of a replacement composite door located on the secondary (side) elevation. Existing unauthorised.	WR
P/25/03304/FUL	19 Hogue Avenue Bournemouth BH10 6DA	Demolition of a single storey extension to the side of existing house, severance of the existing plot and the erection of a pair of semi-detached houses with vehicular accesses and car parking	WR
P/25/02979/FUL	59 and 61 Creekmoor Lane Poole BH17 7BW	Erect two dwellings at the rear of 59 and 61 Creekmoor Lane.	WR
P/25/03296/FUL	Marina Court 34 Banks Road Poole BH13 7QE	Demolish garage to create a vehicular access and erect a detached bungalow	WR
P/25/03851/FUL	2 Wallace Road Poole BH18 8NG	Demolition of existing dwelling, garage and the erection of a block of 6 flats with on site car parking	WR
P/25/01436/FUL	87 Ringwood Road Poole BH14 0RH	Alterations and change of use of part of first and second floors into 6 bedroom HMO for a maximum of 6 people ancillary to the primary use of the premises as a mixed Automotive Restoration workshop (Sui Generis) and car	WR

		storage (B8) use (part retrospective).	
ENF/25/0115	50 Ashford Road Bournemouth BH6 5QD	Alleged HMO; new entrance; timber structures; tarmac; verge and kerb damage	WR
P/25/02992/FUL	Land rear of 335 Ringwood Road Poole BH12 3JN	Demolish detached garage, sever land and erect a detached bungalow with associated vehicular parking	WR
P/25/04269/FUL	Land rear of 335 Ringwood Road Poole BH12 3JN	Demolish detached garage, erection a detached 1-bedroom bungalow and formation of new parking area with 2no. spaces to no. 335 Ringwood Road and 1no. space for the proposed dwelling	WR
APP/23/00822/F	Canford Recycling Centre Arena Way Poole BH21 3BW	Demolition and Removal of existing structures and the erection of a Carbon Capture Retrofit Ready Energy from Waste Combined Heat and Power Facility with associated Combined Heat and Power Connection, Distribution Network Connection and Temporary Construction Compounds and associated buildings and ancillary car parking.	IN
P/25/03870/FUL	Pavement o/s 15 Holdenhurst Road Bournemouth BH8 8EH	The installation of 1no. BT Street Hub	WR
P/25/03874/FUL	Pavement o/s 405-409 Wimborne Road Bournemouth BH9 2AJ	The installation of 1no. BT Street Hub and removal of associated BT payphones.	WR
P/25/03869/ADV	First Floor Flat 15 Holdenhurst Road Bournemouth BH8 8EH	Advertisment consent for the installation of 1no. BT Street Hub	SF
P/25/03873/ADV	Pavement o/s 405-409 Wimborne Road Bournemouth BH9 2AJ	Advertisment consent for the installation of 1no. BT Street Hub and removal of associated BT payphones.	SF
P/25/02241/FUL	10 Sopers Lane Poole BH17 7ES	To sever land and erect 2no. detached chalet bungalows with vehicular access shared with no. 10 Sopers Lane.	WR
APP/24/01374/F	Branksome Chine Cafe, Pinecliff Road, Poole, BH13 6LP	Variation of condition 2 & 5 of planning permission APP/22/00538/F as described in that description to amend the plans under condition 2 to reflect the fixed seating layout and amend the wording of condition 5 to removing reference to the removal of tables and chairs each day to allow these to be fixed and retained in situ.	WR
P/25/03356/FUL	4 Sopers Lane Poole BH17 7ES	Demolish garage, outbuilding and sunroom to rear of dwelling at no. 4 Sopers Lane, carry out internal alterations to the existing dwelling to reduce the number of habitable rooms, sever land and erect a pair of semi-detached bungalows with on site car parking on frontage of property	WR

P/25/01995/HOU	34 Sopers Lane Poole BH17 7ES	Proposed new access and hardstanding driveway, dropped kerb, proposed boundary fence, retain plant bed and proposed retaining wall.	WR
P/25/00729/FUL	The Lodge 2A Burton Road Poole BH13 6DU	Replacement dwelling with associated parking and access	WR
P/25/00728/FUL	The Lodge 2A Burton Road Poole BH13 6DU	Replacement dwelling with associated parking and access	WR
P/25/00734/FUL	The Lodge 2A Burton Road Poole BH13 6DU	Replacement dwelling with associated access and parking	WR
P/25/00576/FUL	383 Wimborne Road Poole BH15 3ED	New single storey dwelling on land to rear of 383 Wimborne Road	WR
C/2023/1513	22 Stafford Road Bournemouth BH1 1JH	Description - Former 8 bed HMO converted into 6 flats, permission approved for only 4 flats.	WR
P/25/03124/FUL	1 Alumhurst Road Bournemouth BH4 8EL	Erection of new metal frame retractable roof pergola to rear courtyard garden.	WR
P/25/00561/FUL	7 Knole Gardens Bournemouth BH1 3QY	Proposed new build dwelling with associated access and parking.	WR
P/25/00095/FUL	243 Ashley Road Poole BH14 9DU	Conversion of part of the ground floor into a residential studio flat together with alterations in the form of the reinstallation of two obscure glazed rooflights. A new door and a new additional window in the west elevation. Creation of a communal roof garden.	WR
7-2025-26319-D	1 Tasso Riverbank 40 1 Wick Lane Bournemouth BH6 4JX	T1 -Monterey Pine - Fell to ground level	HR
C/2023/1437	Throop Mill Throop Road Bournemouth BH8 0DL	1. Means of enclosure; 2. Repairs to listed Building 3. The siting of a portable building See case ref: 2021/0668	WR
ENF/25/0107	7 Leven Avenue Bournemouth BH4 9LH	The unauthorised erection of a boundary wall more than 1 metre in height adjacent to the highway, as shown in the approximate position outlined in red on the attached site location plan.	WR
P/25/00033/HOU	28 Ricardo Crescent Christchurch BH23 4BX	Rear & side extension and new roof incorporating loft conversion.	HH
P/25/00867/CLP	8B Partridge Walk Poole BH14 8HL	Certificate of lawfuleness to Lower the south side wall of the house by up to 525mm. The house is 3 storey (basement, ground and 1st) with living areas on the top (1st) floor. The wall forms the boundary to a balcony on	WR

		the 1st floor level. The top of the existing wall is 1625mm above the finished floor level of the balcony. The proposal is to lower the wall so the top is at a height of at least 1100mm above the balcony finished floor level. The existing wall is zinc clad for the full height. The proposed reduced height wall would have identical finishes to that of the existing wall.	
C/2024/2025	3 Ashford Road Bournemouth BH6 5QB	Without planning permission, the erection of an extension to house an outdoor kitchen area with structures, the construction of a raised platform with balustrade and steps to the rear of the dwelling.	WR
7-2024-9354-F	1346 Christchurch Road Bournemouth BH7 6ED	Application for a Lawful Development Certificate for proposed formation of 3 areas of hardstanding within the curtilage of the residential planning unit	WR
ENF/25/0012	Theme Park Merritown Lane Christchurch BH23 6BA	Refused retrospective planning application 8/24/0180/FUL for change of use to commercial airport car parking with associated works, APNR etc. Refused retrospective advertisement application 8/24/0181/ADV for 49 x non-illuminated signs.	WR
8/23/0675/CLE	The Barn 41A Burley Road Christchurch BH23 7AJ	Application for a Lawful Development Certificate for an existing conservatory to the West Elevation.	WR
7-2024-23085-I	Flat 2B Whitley Court West Cliff Gardens Bournemouth BH2 5HL	Application for a Lawful Development Certificate for an Existing Use of Flat 2B as a single dwelling house	WR
C/2022/1023	17, The Litzo, 37-39 Boscombe Spa Road, Bournemouth, BH5 1AS	Without planning permission, the erection of raised platforms to the rear of the dwelling.	WR
C/2024/1952	Palm Lounge Bar, Poole Hill, BOURNEMOUTH, BH2 5PW and Bermuda Cafe, Poole Hill, BOURNEMOUTH, BH2 5PW	Without planning permission, a single storey side extension with extract flue, covered outdoor structure located to the rear, and pergola structure located to the front, fixed jumbrella and new boundary treatment in the approximate positions hatched black.	WR
S78/2024/7593	Bermuda Cafe Poole Hill Bournemouth BH2 5PW	Retrospective application for the erection of a single storey extension and outdoor covered area to rear, pergola to the front and alterations to boundary treatment	WR
APP/23/01397/P	6 Pinewood Road, Poole, BH13 6JS	Outline application to demolish existing bungalow and garage. Construct 3 houses.	WR
TP/23/00360/X	23 Widworthy Drive, Broadstone, BH18 9BD	T7: Silver Birch - Fell to ground level. Replacement planting: One container grown lime to be planted in the rear garden within 5m of tree.	TRF
P/25/03299/HOU	5 Chaddesley Wood Road Poole BH13 7PN	Extensions, and remodel of the existing dwelling to a contemporary 3 storey dwelling with balconies	HH
P/25/02323/CLE	16 Gerald Road Bournemouth BH3 7JZ	HMO	WR

APP/25/00143/F	86 Churchill Road Poole BH12 2LU	HMO - against conditon 3 limiting number of occupants	WR
APP/25/00144/F	88 Churchill Road Poole BH12 2LU	HMO - against condition 3 limiting number of occupants	WR
P/25/05042/FUL	Land between 22 banks road and 1 Panorama Road Poole BH13 7QE	Change of use of garage to dwellinghouse and addition of 2 roof windows to existing building	WR
P/26/00457/FUL	9 Chestnut Avenue Bournemouth BH6 3SP	Construction of a terrace with balcony at roof level	WR
P/26/00485/CLP	50 Feversham Avenue Bournemouth BH8 9NL	Lawful Development Certificate for Raising eastern fencing and boundary treatment	WR
P/25/03287/FUL	Land between 50 & 52 Broadwater Avenue, and between 21 & 23 Potters Way, Poole, Dorset, BH14 8QQ	Erection of a detached bungalow, redirected footpath and new public play park/ amenity space.	WR

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