



Planning Committee

Application Address	Royal Bournemouth Hospital, Castle Lane East, Bournemouth, BH7 7DW
Proposal	Outline submission for the demolition of existing buildings, and phased construction of new buildings and structures to accommodate hospital uses and facilities (including nursing home), new car parking (including multi-storey parking), ancillary uses (including Class A uses), ancillary plant and equipment (including new electricity sub-station), alterations to existing footpaths and roadways along with construction of new footpaths and roadways, lighting, fencing, screening, and landscaping.
Application Number	7-2019-5913-EQ
Applicant	Royal Bournemouth and Christchurch Hospitals NHS
Agent	Savills UK Ltd
Date Application Valid	21 June 2019
Decision Due Date	30 November 2019
Extension of Time date (if applicable)	TBA
Ward	Littledown and Iford
Report Status	Public
Meeting Date	23 July 2020
Recommendation	GRANT
Reason for Referral to Planning Committee	This application has been referred to the Planning Committee by Officer's because it is for major development that would have a significant impact on people and the locality.
Case Officer	Peter Burridge

Description of Development

- 1 Outline planning permission is sought for the demolition of existing buildings, and the phased construction of new buildings and structures to accommodate hospital uses and facilities (including nursing home), new car parking (including multi-storey parking), ancillary uses (including Class A uses), ancillary plant and equipment (including new electricity sub-station), alterations to existing footpaths and roadways along with construction of new footpaths and roadways, lighting, fencing, screening, and landscaping.
- 2 All matters are reserved for future consideration. The application includes a parameters plan showing the proposed areas of development and indicative illustrative details.
- 3 The applicant has provided the following information:

	Existing	Proposed
Site Area	16ha (approx.)	16.5ha (approx.)
Use	Hospital/ Vacant	Hospital
Parking Spaces	1897	2340
Height	Predominately 2-storey and up to 4 storeys	6 storeys proposed

Key Issues

- 4 The main considerations involved with this application are:
 - Principle of development;
 - Impact on character and appearance of the area;
 - Security;
 - Residential amenity;
 - Trees;
 - Ecology;
 - Highway safety;
 - Air quality;
 - Noise;
 - Contaminated land;
 - Waste and recycling.
- 5 These points will be discussed as well as other material considerations in the report below.

Planning Policies

6 Core Strategy (2012)

- CS1: NPPF – Presumption in Favour of Sustainable Development
- CS2: Sustainable Homes and Premises
- CS3: Sustainable Energy and Heat
- CS4: Surface Water Flooding
- CS5: Promoting a Healthy Community
- CS6: Delivering Sustainable Communities

- CS13: Key Transport Routes
- CS14: Delivering Transport Infrastructure
- CS15: Green Travel Plan and Transport Assessments
- CS16: Parking Standards
- CS17: Encouraging Greener Vehicle Technologies
- CS18: Increasing Opportunities for Cycling and Walking
- CS26: Protecting Allocated Employment Sites
- CS35: Nature and Geological Conservation Interests
- CS38: Minimising Pollution
- CS41: Design Quality

7 **District Wide Local Plan (2002)**

- 3.20: Contaminated Land
- 4.25: Landscaping
- 8.9: Castle Lane East

8 **Supplementary Planning Documents:**

Sustainable Urban Drainage Systems (SUDS) - PGN
Bournemouth Parking – SPD

The National Planning Policy Framework (2019)

- 9 Paragraph 11 sets out the presumption in favour of sustainable development. Development plan proposals that accord with the development plan should be approved without delay. Where the development plan is absent, silent or relevant policies are out-of-date then permission should be granted unless any adverse impacts of approval would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Relevant Planning Applications and Appeals:

- 10 Extensive planning history associated with this site which includes the following:
- 11 7-2004-5913-CP: Approval in Principle - Erection of additional medical and nursing facilities, offices, education centre, residential centre and multi-deck car parking. Granted: 4 August 2008
- 12 7-2008-5913-DG: Construction of multi- deck car park on 4 levels- Part Approval of Reserved Matters in Respect of application 7/2004/5913/CP. Granted: 18 December 2008
- 13 7-2011-5913-DV: Variation of Condition (b) of outline approval 7-2004-5913-CP: Extension of period for submission of remaining reserved matters for erection of medical and nursing facilities, offices, education centre and residential accommodation. Granted: 2 January 2013
- 14 7-2012-5913-EC: Alterations and formation of bus hub (providing seven bus stops), associated landscaping and road works. Granted: 24 December 2012
- 15 7-2013-5913-EF: Construction of 36 space car park and re-organisation of part of existing internal access road and car park to serve proposed new Jigsaw Building. Granted: 22 July 2013

- 16 7-2013-5913-EE: Erection of additional medical and nursing facility building (Jigsaw Building) including alterations to adjacent car park - Part approval of reserved matters for application no. 7-2011-5913-DV
- 17 7-2019-5913-EP: EIA screening opinion for the "Schedule 2" development. EIA not required: 17 May 2019

Representations

- 18 10 site notices were erected on the 3 July 2019 with a consultation expiry date of 2 August 2019. These site notices were displayed to the front of the site along Castle Lane East, along Deansleigh Road to the side of the hospital, behind the hospital at the entrance to the Elderly Nurses National Home, and to the far side of the A338 Wessex Way.
- 19 10 further site notices were displayed in the same positions on 9 August 2019 with a further consultation expiry date of 30 August 2019. These were amended to refer to the Departure from the Development Plan in respect of the carpark as was then proposed on area 3 (Wessex Fields site to the rear).
- 20 10 new site notices were displayed in the same positions on 7 May 2020 in respect of the amended plans received. The consultation expiry date was 21 May 2020.
- 21 124 letters of support received in response to initial plans (summary):
- Local and national policies support the provision of new health care;
 - Part of wider plan to improve NHS care and future proof hospital;
 - Much needed healthcare facilities including consolidation of emergency services;
 - Better environment for staff and patients;
 - Greater service provision with all services under one roof;
 - Proposals have been subject to lengthy clinical engagement;
 - Will support local growth in population;
 - Failure to approve will contribute to increasing levels of poor care;
 - Will save lives;
 - Scale of buildings consummate with surrounding buildings;
 - New car parking and link road from A338 will help relieve congestion;
 - Despite congestion, Bournemouth hospital remains more accessible than Poole;
 - Traffic impact will be offset by spreading working hours;
 - Cannot afford to lose £147m Government grant opportunity.
- 22 2 further letters of support in response to the amended plans.
- 23 A paper petition in support of the proposal organised by the applicant asking for support for the application for £147m to redevelop and upgrade the hospital has 849 signatures.
- 24 An online petition in support of the proposal organised by the applicant asking for support for the application for £147m to redevelop and upgrade the hospital has 1144 signatures.
- 25 A second further petition supporting the proposals organised by the applicant. The paper petition has 22 signatures and the online petition has 301 signatures.
- 26 161 letters of objection received in response to the original plans (summary):
- Overdevelopment of an already crowded site;

- Intrusive and out of keeping with existing building;
- Site will 'morph' into a concrete jungle like Poole hospital;
- Adverse visual impact on Castle Lane;
- Reduction in amenity for users of neighbouring developments - traffic and noise to increase;
- Significant piling might be required for a 6-storey building;
- Inadequate landscaping;
- Site is part of the River Stour flood plain;
- Area heavily congested especially during peak hours;
- Bournemouth 3rd most congested location in the UK;
- Insufficient parking - staff already park on the roads around Townsend causing problems;
- Insufficient infrastructure capacity including drainage, roads and water supply;
- Poor public transport/ difficult to access without a car;
- Significant improvements in public transport required including Park and Ride;
- Any road improvements will be insufficient to link Swanage/ Purbeck/ Portland/ Weymouth;
- Traffic problems will cost lives and increase anxiety for all;
- Will generate more journeys;
- Patient journeys will not be addressed by improving public transport;
- Increased journey times will increase CO2 emissions;
- Inconsistent with climate change emergency;
- Increasing peoples journey times is unsustainable development;
- Proposals are detrimental to the town of Poole/ Poole becoming a suburb of Bournemouth;
- Not in public interest;
- Alternative places to park at Poole hospital which is not the case for Bournemouth hospital;
- Loss of jobs at Poole hospital;
- Site poorly located for patient accessibility;
- Increased journey times/ traffic/ congestion for people having to cross both sides of BCP;
- Would be better if the hospital developed the Wessex Fields site behind;
- Proposals must be considered in conjunction with Poole hospital application;

27 Many representations raise non-material planning issues including (summary):

- Objections to merger of hospitals and loss of services at Poole hospital;
- Application premature with further decisions on proposed merger awaited;
- Increased journey times to Bournemouth in lieu of Poole hospital will put lives at risk;
- Blue light times will be outside acceptable limits for some residents outside BCP;
- A&E needs to be in the centre of the area it serves;
- 36,910 people signed petitions to keep A&E and Maternity at Poole;
- Approval dictates savage cuts in NHS funding;
- Applicant has run a media campaign in support to help achieve funding;
- Many people writing in support do not understand the implications of proposals;
- Bournemouth hospital should be the 'planned' hospital;
- Proposal is putting lives at risk;
- The hospitals are too far apart to merge.

28 The following comments have been received (summary):

- Permission must condition retention of existing departments at Poole hospital;
- Construction concerns raised due to proximity of wards and fumes from traffic thereafter;
- A rear access to allow traffic via the Tesco exit should be considered.

- 29 One letter received relates to development at Poole Hospital.
- 30 Holdenhurst Village Parish meeting (original plans) (summary);
- Fully support improved facilities at hospital;
 - Application does not represent joined-up thinking regarding Wessex Fields;
 - Development appears squashed on the front of the hospital whilst unnecessary offices are planned for site behind;
 - If vehicles from Chaseside and Littledown are encouraged to travel north using Deansleigh Road, it will be impossible for hospital users to exit onto Deansleigh Road;
 - Hospital's need must take precedence- it should have its own private entrance/ exit points from Castle Lane East and the southbound A338;
 - 200 parking spaces for 822 staff/ patients/ visitors/ service vehicles, etc is insufficient without vastly improved alternative modes of travel.
- 31 Holdenhurst Village Parish meeting (amended plans) (summary of additional comments);
- Some elements should be combined with Wessex Fields, e.g. siting of care home is poor;
 - BCP area needs more affordable nursing home facilities to relieve hospital bed-blocking;
 - Desperate need for good quality key-worker housing, suitable for families which should be considered in conjunction with Wessex Fields;
 - Fully support areas 1 and 2;
 - Areas 3 and 5 need further consideration.

32 Bournemouth Civic Society:

'...the massive block like structure of the new medical building is a complete break from the low-density architectural planning which up to now has controlled the spatial layout of Bournemouth Hospital.... Therefore, the Society is obliged to speak out strongly against any further tendency to encircle the low-density nucleus of Bournemouth Hospital by excessively large, unrelated extensions and so try to ensure that the sun will still penetrate the inner garden courtyards of the building.'

33 Council for the Protection of Rural England:

'It is understood that all planning practices should be in the public interest. It is appreciated that such a concept has proved difficult to define particularly in cases, such as this application, where the public interest extends beyond the boundaries of the decision-making authority and the application is apparently being driven by a marginal political imperative, in the face of local widespread concerns about the safety and wisdom of the proposals for ALL those affected....'

'...On balance, it is recommended that any decision on this application be deferred, pending satisfactory evidence that the public interest is not harmed and that all other options have been adequately addressed.'

34 Three letters of strong support from the NHS (summary):

The application would facilitate state of the art healthcare facilities for the local community. Developments will facilitate a new Maternity Unit, new Children's Unit, an expanded Emergency Department and expanded Critical Care facilities. The application represents a once-in-a-lifetime opportunity to secure £147m Treasury investment for the NHS in Dorset.

Council support at this point will help secure the funding and enable detailed proposals to be drawn up.

- 35 The Director of Development for BCP Council writes in support of the Pathology Laboratory on the Wessex Fields site behind the hospital (owned by the Council) (summary):
- Huge importance to the NHS at this time as more samples will need to be analysed;
 - In keeping with the original vision for the site as a campus for medical technology;
 - Will send a positive message to the market that development is welcomed and achievable;
 - Supports the Dorset Local Industrial Strategy;
 - Brings jobs to the area;
 - Reduces traffic by sending samples electronically rather than by vehicle;
 - Supports wider plan for transformation and modernisation of the hospital.

Consultations

- 36 Planning Policy Officer: no objection
- 37 Urban Design Officer: mixed comments
- 38 Police Architectural Liaison Officer: no objection
- 39 Tree Officer: no objection subject to conditions
- 40 Ecology Officer: recommends condition/ suggested S106
- 41 Natural England: BMEP required
- 42 Highways DC: no objection subject to S106 agreement and conditions
- 43 Bournemouth Airport: no safeguarding objections
- 44 Drainage Engineer: further details will be required
- 45 Environment Agency: no objection subject to informatives
- 46 Wessex Water: statutory comments
- 47 Waste and Recycling: no objection
- 48 Environmental Health Officer (contaminated land): condition requested
- 49 Environmental Health Officer (noise): condition requested
- 50 Environmental Health Officer (air quality): condition requested

Constraints

- 51 The application relates to Royal Bournemouth Hospital which falls within the built-up area on the north side of Bournemouth. Nevertheless, a small part of the application site includes land beyond the existing hospital site boundary forming part of the 'Wessex Fields' site. This area of land comprises safeguarded employment land.

Planning Assessment

Site and Surroundings

- 52 The Royal Bournemouth Hospital stands on the north side of Castle Lane East alongside the A338 Wessex Way. The entrance to the hospital's car park and emergency department is via Deansleigh Road. The hospital is recognised locally by its blue roof and is predominantly a complex of two-storey buildings with a lake at the centre of the site.
- 53 The first phase of the Royal Bournemouth Hospital opened in 1989 and replaced The Royal Victoria Hospital in Boscombe. In 1992, the second phase of the hospital was opened. In 2005, a Cardiac Intervention Unit was opened and the Derwent Hospital, a 28-bed unit previously operating as a private hospital was purchased in 2007. In 2010, various acute services were transferred from Christchurch Hospital to the Royal Bournemouth Hospital.
- 54 The Royal Bournemouth Hospital is an acute general hospital serving Dorset in conjunction with Poole and Dorchester Hospitals. It has a 24-hour accident and emergency department which sees about 60,000 patients a year as well as a large Day Surgery Admissions unit, an Ophthalmic (eye) unit, and provides district wide services for vascular surgery. The Derwent Unit provides an orthopaedic service providing hip and knee replacements. It also provides district wide services for cardiac interventions, vascular surgery and urology. Outpatient clinics are provided for oral surgery, paediatrics (children), plastic surgery, ENT (ear, nose and throat), cardiothoracic (chest) and neurology (nervous system).

The Proposal

- 55 The application has been initiated by the Clinical Services Review undertaken for the whole of the Dorset health services provision. This established that development at the Royal Bournemouth Hospital would involve the creation of a major emergency hospital and a major planned hospital at Poole. This change in the provision of services would also involve some services being relocated to community settings, such as into patients' homes, reducing the demand for services on both hospital sites. This division of services would allow for consolidation of services, providing greater efficiency and improved site utilisation at both the Royal Bournemouth Hospital and Poole Hospital. A 48-bed community hub is also required on the Bournemouth site located close to the main hospital but not necessarily linked and a similar 72 bed community hub will be required on the Poole Hospital site.
- 56 The planning application has been submitted in outline form with all matters reserved for future consideration albeit with various indicative plans and drawings submitted to help show how the proposal might appear. The parameter plan forms the basis of the application and identifies the following areas of proposed development:
- 57 Parcel 1:
- Encompassing the car park in front of the main hospital entrance and adjoining Castle Lane East and Deansleigh Road, the application proposes a new hospital entrance building of up to 35m in height providing accommodation on 6 floors with a gross internal area of 22,650m². The application states the intended accommodation of services has been developed with full clinical engagement with the proximity of various departments crucial in providing efficient

care for patients. Departments in the main would be separated by floor level with emergency care located on the ground floor, critical care on the first floor and maternity and paediatrics across floors 2, 3 and 4. Departments would be connected vertically by a central lift core with a central courtyard from the first floor to roof level providing a light well for accommodation contained at the centre of the building. Plant and equipment would also occupy one floor level of the building. The illustrative phasing plan shows that this would comprise phase two of a five phase development.

58 Parcel 1 also includes provision for the main hospital entrance and associated concourse. The maximum height of this element of the proposal would be 13m with a gross internal area of 3,040m².

59 Parcel 2:

Parcel 2 forms a part of the surface level car park at the front of the hospital adjoining parcel 1. Originally intended as the location for a multi-storey carpark as part of the original plans, this area would now provide a new energy centre to help generate the necessary power supplies for the extended hospital. The position of the energy centre is understood to be dictated by underground services. This would have a maximum height of 6m with a gross internal area of 450m². This would form phase 1 of the proposed hospital development.

60 Parcel 3:

This area of land falls outside of the existing hospital site on land forming a part of 'Wessex Fields' to the rear. Highlighted as phase 3 of the development, this site would provide a new pathology laboratory. The building would have a gross internal floor area of 2600m² and a maximum height of 15m.

61 Parcel 4:

To the rear of the site alongside the existing multi-storey car park, parcel 4 would provide an additional multi-storey carpark. Highlighted as phase 4 of the development; it would have a maximum height of 20m and would provide 976 car parking spaces. The carpark would replace an existing tennis court and eight key worker residences.

62 Parcel 5:

Parcel 5 adjoins parcel 4 and is the site of an existing surface level carpark. This building would have a maximum height of 15m with a gross internal area of 3000m². This would form phase 5 of the development.

63 The application states that the proposed changes at Royal Bournemouth Hospital represent significant investment towards future healthcare provision for the whole of Dorset. The main new build extension would include some 20,000m² of clinical space, including one of the largest Emergency Departments on the south coast. The new Emergency Department would contain dedicated imaging facilities including two CT scanners, and three x-ray rooms. These facilities would allow clinicians to see and treat patients faster and diagnose issues more accurately. The department would also contain an Urgent Treatment Centre.

64 The new maternity unit would have seven birthing pools, six birthing rooms, two designed for the birth of twins, two obstetric theatres, a special care baby unit, neonatal, ante natal and postnatal care units. These would be 'state of the art' with supporting facilities for parents

and babies. Within the Maternity Unit, 86% would be single en-suite rooms and there would be an additional two birthing pools from current provision. The midwife led unit would be co-located allowing staff to continue to provide high quality care.

- 65 The Paediatric (children's) Unit on the top floor would have far reaching views towards the coast and the New Forest. It would have predominantly single rooms with space for parents and carers to stay. There would be space for schooling, recreation and socializing.
- 66 The new intensive care unit would have 30-beds, six more than currently provided at Poole and the Royal Bournemouth Hospitals combined. These would have bigger bed areas and more single rooms, reducing infection risk and improving patient and working environments. The department would be located close to Emergency Department and the theatres allowing rapid patient transfer if required.
- 67 The main entrance would be redeveloped to ensure visitors and patients are well catered for and have a welcoming and safe place to relax. The application states that work is planned to start in 2020 completing in 2024.
- 68 The application highlights that the process undertaken to create a design proposal involved regularly liaising with clinicians from each of the departments, allowing them to express their views and ensure each department would be designed in a way that would provide the best patient environment, maximise efficiency and increase staff performance. The application further highlights that by retaining the existing tree line that surrounds the site, the hospital would be able to 'ensure the sense of privacy on the hospital grounds is not lost and ensure that the connection to nature is still felt by patients within the hospital'.

Bournemouth Design Panel

- 69 The initial proposals were considered by the Bournemouth Design Panel prior to submission of the application who gave the plans a green/ amber rating (supported/ requires revisions). In summary, the Panel was impressed that the applicant had sequenced the design process effectively, to ensure the right clinical response and with staff involvement at an early stage. The Panel were comfortable with the height of the buildings in Areas 1 and 2 considering that the proposals could aid wayfinding and help create a positive entrance to the hospital. The southern corner of the site was the 'shop window' of the scheme that would need careful consideration. The Panel considered that the proposed plazas were an important part of the scheme and it would be important to animate this space with overlooking.
- 70 The Panel felt that the applicant needed to carefully consider the impact of traffic accessing the site on the two plazas, and how this relationship could be improved. A shared space would need very low vehicle speeds, quite low vehicle numbers and high numbers of pedestrians to work well. It was felt that shared space could work for the drop off but not on the busy through route. In this regard, the plazas, bus hub and car drop off all need to work together and it was considered that there should be careful consideration of how the walking route from the bus stops to the main entrance would work. New roads should be streets with footways and cycle lanes, not vehicles only as pedestrians and cyclists will take risks and use them. Cycle access would need to be convenient with new access points provided.
- 71 The Panel noted that the hospital is not currently well connected to the surrounding area for walking or cycling and there is an opportunity to create better walking and cycle links, which could help to alleviate congestion issues. Measures to promote sustainable travel within the site would be futile if it remained difficult to get to the hospital by foot and bike.

- 72 In terms of appearance, the Panel encouraged the applicant not to be sombre and consider how to incorporate a playful, colourful approach which would be in keeping with the existing hospital building.

Key Issues

Principle of Development

- 73 The main planning policy issue raised relates to land at Parcel 3 that would be the location for the pathology laboratory. Parcel 3 forms part of a designated employment allocation (Wessex Fields Employment Site) which comprises a 6ha site initially allocated by policies 5.6 and 5.7 of the Bournemouth District Wide Local Plan 2002 as a site for major office use. Planning policies 5.6 and 5.7 have both been superseded by Core Strategy Policy CS26 which seeks to protect existing allocated employment sites for B1, B2 and B8 uses (but for this site we would envisage primarily B1).
- 74 In light of the above, the issue is whether the proposed use of part of the employment allocation for a pathology laboratory would be contrary to policy CS26. On this issue, the policy allows exceptionally for other employment development outside B1, B2 or B8 provided they meet certain criteria. In this instance, it is considered that the pathology laboratory, would form 'other employment development' as it provides skilled employment opportunities. It is noted that the original plans provided also showed Parcel 3 as a possible option for a multi-storey carpark, but this option has been omitted from the amended plans.
- 75 In cases where alternative employment uses are proposed, policy CS26 provides several criteria that must be satisfied. Firstly, the development must not compromise the activities or integrity of the employment area. BCP Council has consulted on the future use of the land and the outcome of the consultation was reported at the Cabinet meeting on 18 March 2020. The feedback indicated that the preferred development would accommodate health, care, research and education themes as well as seeking to include key worker or affordable housing. Any future development should incorporate plenty of open access green space to promote wellbeing and wildlife habitats, as well as improved controlled access to the hospital and improved transport links in forms fitting the essential criteria. From the outcome of the consultation, Council were recommended to progress the three key themes broadly supported by the public comprising Health, Care, Research and education/ Affordable or Keyworker Housing/ Realising the vision of the Living Lab. Members agreed at the Cabinet meeting to the commissioning of soft market testing to develop viable delivery options relating to the preferred use themes. Once completed, this will be reviewed by the Cabinet.
- 76 The proposed siting of the pathology laboratory on part of the Wessex Fields employment site would fit in with the first theme and it is considered that this would not compromise the activities or integrity of the employment area.
- 77 Policy CS26 also sets out four criteria which other employment development must meet. The applicant sets out the reasons why the pathology laboratory would meet these criteria which include:
- The site has remained undeveloped for some time indicating a lack of viability for B1, B2 or B8 employment uses,
 - It is not a retail use;
 - There are a lack of suitable alternative sites for the pathology laboratory which for operational reasons, needs to be located to align with the main new hospital building;

- It would support a long-term employment requirement accommodating 110 employees, ensuring that highly skilled jobs are retained at Royal Bournemouth Hospital.
- Relocation of the pathology staff within the site would free up space for haematology and oncology services staff to be relocated as part of the Royal Bournemouth Hospital Women's Children and Emergency centre proposal.

78 Taking these points into consideration, it is concluded that the proposal would meet the tests in policy CS26 for other employment development.

79 The other potential policy issue relates to the loss of 8 staff residences and the tennis court in Parcel 4; however, the Planning Policy Officer advises that these are not considered to be significant enough to raise an objection. In this regard, the staff housing is not open market housing but owned and operated by the trust and there is an indication that these would be replaced on site in the future. The loss of the tennis court would not trigger policy CS31 which protects recreation and other open space. The applicants have indicated that it is surplus to requirements and the benefits to the healthcare facilities for the area are considered to outweigh the loss of the space.

Impact on character and appearance of the area

80 The application is in outline form with all matters reserved. As such, matters of appearance (exterior appearance), layout (buildings, routes and open spaces) and scale (height, width and length of a building) have not been put forward for consideration. Nevertheless, it is necessary for outline planning applications to be supported by more than the bare minimum location plan. Applications must include information on the proposed uses of the site and indicate the amount of development proposed with scale parameters required. As in this case, where layout is a reserved matter, it is also necessary to include an indicative outline plan indicating the approximate location of buildings, routes, access points and open spaces within the site.

81 As noted, the application is supported by a parameter plan which the applicant intends to be the only plan included on the decision notice. Further indicative details have been provided along with illustrative plans of the main hospital entrance building to help demonstrate that the amount of development shown could be satisfactorily accommodated.

82 In respect of the main hospital entrance building which is intended to be an early part of the scheme, the application includes a Tall Buildings Survey as a part of the Design and Access Statement. This identifies that in the immediate vicinity of the hospital site, buildings range in height from two to six storeys. Towards the junction of Castle Lane East and Deansleigh Road, Tringham House is five storeys at its upmost point and Everdene House three storeys respectively. However further back along Deansleigh Road, the Village Hotel is six storeys, with the Ageas office building being five storeys and the law courts for the most part four.

83 The existing buildings on the Royal Bournemouth Hospital site are predominantly two-storey with associated plant at roof level with some taller parts of the hospital located centrally. Other buildings are taller, for example the Jigsaw building, a nurse's accommodation block and the car park.

84 Within this context, whilst this element of the scheme is taller than the other hospital buildings and would be a dramatic change the character and the appearance of the hospital site, it would not be out of keeping within the immediate surroundings and references the increased scale of the business park to the east. The Council's Urban Design Officer does not object to

the principle of a large new building at the front of the site and this has the potential to give the hospital a better civic appearance with a better sense of arrival. The applicant also highlights that, given its position on the junction of Deansleigh Road and Castle Lane East, it could become a waypoint for navigation and help delineate the entrance to the wider business park and hospital site working in tandem with Tringham House opposite to provide a new gateway to the area.

- 85 Notwithstanding the above, it will be important to ensure that the design and materials of the proposed building are of the highest quality particularly given its size and prominent position. On this issue, it is acknowledged that the building would, to a large extent, be designed from the 'inside out' given the operational needs of the hospital and the adjoining layout of the existing buildings. Nevertheless, and notwithstanding that design and appearance would be considered at the reserved matters stage, Officers have expressed significant concerns during the application stage in part owing to a succession of changes made to the indicative design details that were noted to considerably lessen the quality and appearance of the building. Moreover, as originally submitted, the main hospital entrance was shown to face away from the site entrance at the junction of Castle Lane East and Deansleigh Road and would not have been readily legible; this was unacceptable particularly given the opportunities that a new entrance building in this position provides.
- 86 Revised indicative details have improved further to Officer discussions with the applicant. As such, the greenery above the projecting ground floor has been reintroduced and would make use of the flat roof and improves views of the building from the plaza, street and from the upper floors within the building. This could also help deliver net gains in biodiversity as required in the NPPF. Some splashes of colour have again been reintroduced to the building elevations that would help give the building a less austere and more welcoming appearance. The building still has a somewhat flat appearance with rather small windows, and this would need to be addressed at the reserved matters stage. There is also a dark horizontal feature on the front of the building at second floor level which is understood to provide ventilation for plant and equipment that would need to be considered carefully. The Urban Design Officer also highlights that early in the detailed design stage, thought should be given to signage and public art that should be integrated into the fabric of the building rather than an add on.
- 87 The indicative site plan shows public plazas at the hospital entrances forming the northern and southern plazas. However, the two areas are heavily constrained (above and below ground) and any reference to the creation of a 'plaza' appears overly optimistic. In this regard, a wide and direct route to the front entrance of the hospital from the street would be ideal but the highway details show that the road goes through this space. Further, the Urban Design Officer has been consistent in the view that the geometry and design of the road and crossing should be revised to address this and slow vehicles, but this request needs to be balanced with space constraints and highway requirements (discussed below). A reduction in the size of the new extension in this position would significantly assist in improving the layout and outdoor environment created albeit it is acknowledged that the size and scale of the building is largely dictated by clinical needs. It is also unfortunate that the northern plaza would be dominated by a new substation which would sit directly in front of this entrance. Officers have sought its repositioning, but it is understood that its position is dictated by underground services and services to the existing hospital (that also need to be maintained during the build process).
- 88 Regarding area 3, it is unfortunate that proposals for the pathology building have progressed ahead of a masterplan for the Wessex Fields site; the location of the new pathology building makes it a key site at the entrance to the Wessex Fields development that would have two

public frontages. It is important Wessex Fields be conceived as a place and designed as a whole and not in a piecemeal (plot by plot) way; this approach risks repeating the mistakes of the past which have led to the wider Wessex Fields area lacking a sense of place, being vehicle dominated and difficult to move around. It is also disappointing that the pathology building includes its own separate access which risks creating a dated business park environment. Therefore, whilst the principle of the proposed use is acceptable and whilst it seems likely that the development of Wessex Fields might accommodate a mix of hospital and employment uses together with key worker housing; Officers have sought to remove area 3 from the application at this stage. The hospital has been unwilling to do this (albeit the suggested car park in this position has been removed).

- 89 In considering this issue, the hospital has outlined a particular need for a pathology building in this position owing to operational requirements and its alignment with the new hospital entrance and the Accident and Emergency department. A vehicular access through the existing hospital site is not possible owing to the position of the Stour building and further uses alongside this site boundary. The hospital has however advised that they would be open to reconfiguring the vehicular access if the development of Wessex Fields facilitated such.
- 90 Additional car parking is largely confined to the rear of the hospital site alongside the existing multi-storey carpark. This represents a significant betterment compared with the original proposals at which time a multi-storey carpark was proposed at the front of the hospital site alongside Castle Lane East. Officers raised significant concerns regarding a multi-storey carpark in this position owing to its prominent position immediately in front of the hospital, its adverse impact on the Castle Lane street scene and its detrimental impact on hospital users given that it would have built immediately in front of ward windows. The revised proposals retain the surface level car in this position.
- 91 The care home would be located towards the centre of the existing hospital site and very limited details have been provided. It was again suggested that this aspect of the scheme be removed from the application given that this seems premature, but this has been retained.
- 91 By way of conclusion, the proposals would result in a marked change to the character of the Royal Bournemouth Hospital site that is presently characterised by low-rise blue-roofed two-storey development and the wider area given that the hospital site would now appear more prominent in longer distance views and with a higher ratio of buildings on site. The low-rise sprawling nature of the existing hospital site combined with the constraints imposed by an operational hospital (i.e. it is not possible to redevelop existing buildings which are occupied) dictates that future development is pushed towards the site peripheries where it is both more prominent and constrained. Officers have sought to mitigate the associated adverse impacts and removal of the multi-storey carpark at the front of the site and on area 3 offer significant improvements to the scheme that was initially submitted.
- 92 It is agreed that the hospital site could benefit from a new large entrance building and that a building of this scale and size could be successfully integrated into this location acting as way marker for a site currently best recognised by its blue roof. It will however be critical to ensure that the building, and the space around the building, are well-designed using high quality materials, providing legible entrance points and easily accessible by foot and bicycle. This is similarly true for the further aspects of the proposal including the pathology building at the entrance to Wessex Fields. These matters would be considered at the reserved matters stage.

Security

- 93 Bournemouth Police advise that the hospital has recently had a problem with cycle theft and therefore locating a cycle hub would need a review of security measures. The hospital also needed to change the car parking machines and the quality of CCTV could be improved. The hospital carpark currently achieves the standard of the Park Mark Safer Parking Scheme due to proactive management but, this might be compromised, and additional security problems might be caused by increased permeability in and around the site. These concerns need to be balanced against the benefits of increased permeability which include making the hospital more accessible for pedestrians and cyclists. These issues would need to be considered in further detail at the reserved matters stage. However, in view of the comments made, it is considered appropriate to attach a CCTV condition to any planning permission granted to secure improved CCTV coverage.

Residential Amenity

- 94 Except for the hospital owned residential accommodation on site, the nearest residential accommodation comprises the Retired National Nursing Home to the rear of the hospital encompassed by the Wessex Fields site. This is accessed via Riverside Avenue that runs behind the hospital and in front of the nursing home. The nursing home is located some 70m from the existing hospital site boundary albeit would be closer to the extended boundary that would encompass the pathology laboratory. Nonetheless, given the extant permission for the new road that would run immediately to the rear of the nursing home, the site allocation for Wessex Fields (B1, B2 and B8 uses) and the level of separation retained, it is not considered that any significant adverse impact in residential amenity would be caused.
- 95 The residential area of Townsend lies to the north west of the hospital site on the far side of the A338 Wessex Way. The Wessex Way provides a visual buffer given its elevated position whilst road noise would typically be more than any noise generated by hospital uses. It is noted that the closest residential properties are some 90m from the hospital site boundary. It is not considered any significant adverse impacts to the residential amenities of these neighbouring residents would be caused.
- 96 Littledown lies to the south of Castle Lane East with the closest residential properties south of Chaseside diagonally opposite the hospital. In this instance, Castle Lane East provides a visual buffer (albeit to a lesser extent) and road noise would typically exceed noise generated by the hospital. Properties adjoining Castle Lane East benefit from tree screening adjoining the south side of the highway and whilst aspects of the proposal might be visible, given the separation distance involved (approx. 70m minimum), it is not considered that any significant adverse impact in residential amenity would be caused.
- 97 The staff residences on site form a mix of dwelling size and type and are located towards the rear site boundary. This accommodation is owned by the hospital and would be impacted eight residences and the tennis court lost. Nonetheless, given that this accommodation is owned by the applicant and is likely to be occupied on a short-term basis, any associated objection would be very difficult to sustain. It is also understood that the hospital hope to provide replacement accommodation on Wessex Fields.

Trees

- 98 The application retains the important landscape bund along the Castle Lane East frontage protected by a Tree Preservation Order. The bund was largely formed and planted at the

time the hospital was built and in the main has established well. It forms raised landscaping on a bund and it has high visual amenity value. It is important for its visual aspect and as a sound and pollution barrier from a busy road and forms an excellent wildlife corridor. Well landscaped and treed hospital sites benefit staff and patients and the health and recovery times of hospital patients are improved when high quality soft landscapes are present. The bund planting will need to be improved for the long-term future with the thinning out of some of the existing plantings and the planting of new trees particularly in the areas where trees have died and have not been replaced.

- 99 Regarding areas 1 and 2, there would be internal tree losses, but it is considered that these trees can be replaced on the site with an extensive new soft landscaping and tree planting scheme for this site.
- 100 Concerning area 3, the proposals retain and protect the high-quality tree T50. However, two trees would be lost in this area, but it is considered that these could be successfully replaced elsewhere.
- 101 In respect of area 4, there would be some impact on the woodland protected by a Woodland Tree Preservation Order. However, it is considered that a sufficient strip of the woodland adjacent to the Wessex Way could be retained allowing a functioning woodland strip that would provide screening and visual amenity along this boundary. This area of woodland would need new tree planting for its future and this would be a requirement of a new soft landscaping scheme for this site which could form the basis of a condition.
- 102 Internal site trees would be lost in this location, but it is considered that that these could be replaced successfully with a new landscape scheme.

Ecology

- 103 The application is supported by an Ecological Appraisal and Bat Tree Survey dated October 2020 and the agent has also drawn attention to a previously approved Biodiversity Mitigation and Enhancement Plan (BMEP) agreed with Dorset Council dated 10 June 2019. Natural England have confirmed that a BMEP is required which should be approved by the Councils Ecologist and its implementation in full made a condition of any planning permission. The agent advises that the amendments to the proposed development would fall within the scope of the previously agreed BMEP and has suggested that an up updated BMEP could form the basis of a suitably worded condition; an approach utilised on other schemes such as the Winter Gardens.
- 104 The Council's Ecologist has reviewed the documents submitted advising that the Ecological Appraisal forms the basis of a BMEP, and it would be appropriate to condition that its recommendations are carried out and maintained; where further details are required an updated BMEP should also be presented and agreed in writing with the Council.
- 105 The Ecological Appraisal recommends the submission of a Construction Management Plan (CMP). The Ecologist advises that a Construction Environmental Management Plan (CEMP) would be more appropriate and this should also form the basis of a planning condition.
- 106 The Ecological Appraisal recommends that existing woodlands are retained and enhanced and where lost, replacement woodland should be considered albeit the hospital has limited space. Therefore, and in accordance with the NPPF which requires development to result in a net gain of biodiversity, it is noted that a compensation payment is likely to be required to

offset the loss of habitat. However, and further to strong objections from the Tree Officer, woodland 1 and 2 (alongside the Wessex Way) would no longer be impacted and the impacts of woodland 3 would be greatly reduced. Moreover, conditions are recommended to help ensure substantial replanting thus the proposals are acceptable on this basis. In this regard, it is considered preferable to achieve replacement and additional planting on site as opposed to elsewhere.

- 107 The appraisal includes a bat survey suggesting that there is negligible potential to support bats in the non-hospital buildings and where bats have been sited these are in the distance. Accordingly, the Ecology Officer is happy to accept a condition regarding further bat surveys prior to the implementation of the further phases of works.
- 108 Finally, a condition is required regarding the positioning and placement of bird boxes in and around the hospital site.

Highway Safety

- 109 The application relates to one of the most heavily congested parts of Bournemouth and proposes 900 additional on-site jobs and 443 additional car parking spaces. This is against the backdrop of the climate emergency declared by the Council on the 16th July 2019. The motion declares that climate change is a serious risk to Bournemouth, Christchurch and Poole's future. In passing the motion the Council pledged to make BCP Council and its operations carbon neutral by 2030, and to work with the wider community to look at how early the Bournemouth, Christchurch and Poole region can be made carbon neutral, ahead of the UK target of 2050. In March 2020 the Department for Transport issued 'Decarbonising Transport; setting the change' which seeks to ensure that walking, cycling and public transport become the natural choice for travel.
- 110 The area has suffered from a relatively high number of personal injury collisions over the last 5 years with cyclists and pedestrians over-represented in the level of injury collisions.
- 111 With regards to trip generation, 4,000 of the proposed 5,700 staff would work shifts timed to avoid the peak hours whilst the application states that annual patient volumes would decrease by 12% (from 625k to 550k per annum). Daily visitor trips to inpatients would increase by 170 per day. Total daily trips to the site (staff, patients and visitors) would increase by 338 per day. Car use currently accounts for 67.5% of commuting trips; the target mode share is 54.5% which represents a 19% reduction. Sustainable travel mode share would therefore need to increase by 33%.
- 112 On issues pertaining to access, as a part of the proposals, existing emergency/ pedestrian access on Castle Lane East would be upgraded to improve access for cycles and the applicant has agreed to formalise pedestrian access from Toby Carvery and cycle/ pedestrian access through Burger King, subject to the landowner's approval. Proposals include provision of a two-way segregated cycle route to the western hospital entrances, but it stops 125m short of the proposed southern public plaza. The Local Highway Authority therefore proposed a condition to ensure a continuous segregated cycle route is provided, without affecting the tree bund; the applicant has resisted the condition as proposed with this considered to be unworkable given a lack of space. On balance, it is considered acceptable to amend this condition so that cycling facilities might be provided on the road at this point without a segregated cycleway. In this regard, the Highway Officer has advised that concern regarding the lack of a segregated cycle way relates more to matters of convenience as opposed to highway safety. Further, cycling facilities would be considerably improved when

compared with the existing provision, the road comprises an internal road which is subject to a 10mph speed limit and the alternative cycle route along Castle Lane East would be retained. The proposals also include dedication of land to enable the Council to construct a two-way segregated cycle route adjacent to Deansleigh Road with priority afforded to cycles and pedestrians at side road junctions. This would need to form the basis of a S106 agreement.

- 113 With regards to cycle parking, there are 440 existing cycle parking spaces on site (276 enclosed staff spaces and 164 public spaces). 44 cycle parking spaces would be lost as part of the development and are proposed to be re-provided. The Local Highway Authority recommends that 145 additional cycle parking spaces are provided in accordance with the Parking SPD and this would need to form the basis of a suitably worded condition. New staff locker rooms with showers are proposed within the new building, including 282 lockers.
- 114 On the issue of car parking, 1,897 spaces are currently provided on site (1231 staff, 666 patients/ visitors). Given that the hospital trust is committed to reducing staff car use from 67.5% to 54.5% of commuting trips, the future car parking demand is consequently anticipated to be 2,431 spaces (1850 staff and 581 visitor spaces) a net increase of 534 spaces. However, 533 spaces would be lost as a result of the development and the existing multi storey car park in the north west corner of the site would be extended to 976 spaces, with a net increase across the site of 443 spaces. This is 91 spaces short of the predicted demand of 534 spaces but is acceptable in order to further promote sustainable travel. Staff car parking is managed by a heavily regulated permit system, with charging for all staff. No permits are issued to staff within 3-4 miles unless they have a disability/ care commitment. The applicant has been unable to identify the level of off-site car parking. It may be necessary to introduce on-street controlled car parking in the future. There are currently 10 staff/ fleet electric charging points and 2 public charging points.
- 115 Regarding the impact of the proposals on the highway network, the revised Transport Assessment (TA) indicates that traffic congestion is not an issue in the AM peak, but is evident in the PM peak. The applicant proposes to limit the effects of the development by timing shift patterns to avoid generating travel during peak periods. Pedestrian wait times have been increased at the Castle Lane East/ Deansleigh Rd junction to maximise vehicle capacity. This would need to be rebalanced by the Local Highway Authority, in coordination with measures to promote sustainable travel by all employers in the locality.
- 116 On the issues of public transport, the applicant proposes to commission a new limited stop bus service between Poole Hospital and Royal Bournemouth Hospital. The applicant has advised that the cost to staff of a return bus fare on the new service would be equal to the cost of a carpark permit. The Local Highway Authority has offered its experience to assist in commissioning the new service. This bus service would need to form a part of the S106 and the Local Planning Authority would have regard to issues including the frequency of the service, the hours of operation and the type/ size of bus used. The applicant has agreed to dedicate the bus hub as public highway, as previously agreed in an earlier S106 agreement; this would need to be included in a new S106 agreement. The nearest railway station is Pokesdown for Boscombe approximately 1.5 miles to the south. Bus service 2 provides a quarter hour service to the site with an average journey time of 10 minutes. Beryl bike use should be promoted for this link. A new taxi waiting facility for 12 vehicles is proposed within the site and the existing facility on Deansleigh Rd would be removed.
- 117 Two new survey questionnaires for staff and patients/ visitors combined have been developed and an updated travel plan has been submitted, dated 7 April 2020. However, the

update does not address fundamental issues raised by the Travel Plan Officer and there is a requirement for a revised travel plan that would need to be included as part of the S106 agreement.

- 118 Concerns have been raised regarding the proposed access to the pathology building that could restrict flexibility in any revised highway layout for Wessex Fields, including provision for pedestrians, cycles and buses. The Local Highway Authority considers that the proposed new junction onto Deansleigh Road is too close to other junctions. On this issue, the applicant has stated that the new access would only accommodate 10-15 vehicles per day. The Local Highway Authority is therefore prepared to accept the proposed access as a temporary arrangement until highway access can be provided from within the Wessex Fields site. The hospital has previously accepted this approach in the absence of viable alternative vehicle access points to the pathology building at the present time.
- 119 Subject to a S106 Agreement and conditions, the Local Highway Authority have raised no highway objection. In this regard, the proposed bus service and cycle route facilities would encourage a step change in modal share to the site and are acceptable mitigation measures to address concerns relating to additional demand for travel to the site.

Airport Safeguarding

- 120 The application proposals have been examined from an Aerodrome Safeguarding aspect by the Airfields Operations Duty Manager who has confirmed that the proposals do not appear to conflict with safeguarding criteria. Accordingly, Bournemouth Airport has no safeguarding objections to the development. Nevertheless, it will be necessary to consult the airport again at the reserved matters stage.

Drainage/ Flooding

- 121 The Environment Agency flood risk map shows the hospital to be in flood zone 1; i.e. an area with the lowest probability of flooding. Flood zones 2 and 3 extend to the east side of Riverside Avenue and a narrow strip of land extending along the far side of the Wessex Way is also identified.
- 122 The Environment Agency have raised no objection subject to informatives being attached to the decision notice. It would also be necessary to condition full drainage details if planning permission is granted. In this regard, Wessex Water advise that there are public sewers across the site and that a scheme of protection works would need to be agreed in addition to aspects associated with foul drainage and surface water drainage.

Air Quality

- 123 Natural England note that there would be an additional 202 vehicle movements per day by 2024. This falls below the 1000 Annual Average Daily Traffic flow at which there would be a need to consider air quality effects under the Habitats Regulations for this application on its own.
- 124 The application is supported by an Air Quality Assessment and a Construction Management Plan (CMP) that have been reviewed by the Council's consultants. They are generally happy with the details received but further information/ clarification is requested on some of the issues raised. It is noted that the latter document provides an overview of the development with a detailed Construction Management Plan intended for each phase of the development.

Conditions are required in respect of an updated dust management plan and for a detailed Construction Environmental Management Plan (CEMP) prior to the commencement of each phase of the development.

Noise

- 125 The application is supported by a Noise Impact Assessment which has been reviewed by the Council's consultants. They conclude that the submitted assessment is sufficiently robust and that the derived conclusions are reasonable. It is concluded that the application satisfies policy CS38 and that the development should not be refused on the grounds of noise disturbance. However, some information is queried, and it is recommended that this is given further consideration at the detailed design stage. These details are to be considered through appropriate conditions and the Environmental Health Officer has recommended and associated condition.

Contaminated Land

- 126 The application is accompanied by a Contaminated Land Assessment comprising a Phase 1 Preliminary Site Assessment which has been reviewed by the Council's advisors on Contaminated Land. They consider the report to be a suitable preliminary assessment but in conjunction with the Council's Environmental Health Officer; the standard contaminated land condition is recommended if planning permission is granted.

Waste and Recycling

- 127 The application meets the requirements of the Waste Collection Authority and the Waste and Recycling Manager has raised no objection to the application. If planning permission is granted, it will be necessary to condition submission and approval of a Waste Management Plan.

Summary

- 128 It is considered that the development proposals as amended would be acceptable subject to detailed assessment as the reserved matters stage together with S106 requirements and planning conditions detailed below.

Planning Balance

- 129 The application would help facilitate large-scale changes to the Royal Bournemouth Hospital which would form a part of the change in health care provision for Dorset and which would help facilitate improvements in patient care. The development would have significant impacts, notably on the character of the existing hospital site and the surrounding area and in respect of traffic generation and highway movements. Having regard to changes secured as part of this outline planning permission, and subject to detailed assessment at the reserved matters stage, a S106 Agreement and planning conditions, it is considered that the benefits of the proposal, primarily found in improved healthcare provision, would outweigh the associated harm.
- 130 Therefore, having considered the appropriate development plan policy and other material considerations, including the NPPF, it is considered that subject to compliance with the conditions attached to this permission, the development would be in accordance with the Development Plan, would not materially harm the character or appearance of the area or the

amenities of neighbouring and proposed occupiers and would be acceptable in terms of traffic safety and convenience. The Development Plan Policies considered in reaching this decision are set out above.

Recommendation

- 131 **GRANT** outline planning permission with the following conditions, which are subject to alteration/ addition by the Head of Planning Services provided any alteration/ addition does not go to the core of the decision and the completion of a Section 106 agreement with the following terms:

Section 106 terms

- Dedication of private land shown in brown and green on drawing 2020-07-07 RBCH-LAND DEDICATION01 Rev B (to be updated) immediately upon Commencement of Development as publicly maintained highway for the Council to construct a segregated cycleway adjacent to Deansleigh Road with an effective width of 3m (0.5m to be added for adjacent constraints such as wall, road kerb or parked cars to retain 3m effective width). The existing bus hub to be included within the land for dedication as public highway.
- Realignment of the northern mini roundabout access into the site such that the 'in' and 'out' accesses are combined;
- Provision of new pedestrian and cycle accesses to the site as follows:
 - Formalise pedestrian access into Toby Carvery site, subject to their agreement;
 - Create new pedestrian and cycle access into the site via the Burger King site, subject to their agreement.
- Provision of a direct bus service in both directions between Royal Bournemouth Hospital and Poole Hospital with the option of continuing the service to Poole town centre;
- Provision of public transport real time information displays in all main public foyers within the site to be maintained at all times, the details to be approved in writing with the Council. For the avoidance of doubt the Owner shall not be responsible for the provision of any information shown on the displays;
- Commission a TRICS multi modal survey of the site, to be completed within 12 months of opening;
- No more than six months prior to occupation of the development a detailed Travel Plan shall be prepared in accordance with current best practice and guidance and submitted for written approval of the Local Planning Authority in conjunction with the Local Highway Authority. The approved Travel Plan and obligations therein shall be implemented and complied with upon occupation of the development, and the Travel Plan shall be retained permanently thereafter with annual updates, unless otherwise agreed in writing by the Local Planning Authority.

Conditions

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

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

Site Location Plan; drg no. 0069_BH00-IBI-XX-00-PL-A-1000-0001 Rev P5
Bournemouth Parameter Plan; drg no. 0069_BH00-IBI-XX-00-PL-A-1000-0003 Rev P14 S2
Barrell Plan Ref: 19158-BT9 B-Areas 1&2
Barrell Plan Ref: 19158-BT7 D-Area 3
Barrell Plan Ref: 19158-BT9 C-Areas 4&5

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

2. Phasing of Scheme

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, and each stage shall be substantially completed before the next stage of the development is commenced.

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. Height not to Exceed (as specified)

The height of the proposed buildings shall not exceed the following:

Hospital Building Area 1:	35m AOD
Hospital Main Entrance and Concourse Area 1:	13m AOD
Energy Centre Area 2:	6m AOD
Hospital Building Area 3:	15m AOD
Multi-Storey Car Park Area 4:	20m AOD
Hospital Building Area 5:	15m AOD

Reason: To comply with the Scale Parameters provided, to help ensure that the development on this land would be in keeping with the character of the surrounding area and to ensure accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. Prior Approval of Other Materials

Prior to the commencement of each phase of the development hereby approved, samples of all external facing materials including brickwork, render, cladding, fenestration types, joinery details; roofing materials and glazing of the proposed development shall be submitted to and approved in writing by the Local Planning Authority. 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).

5. On site working hours (inc demolition) restricted when implementing permission.

All on-site working, including demolition and deliveries to and from the site, associated with the implementation of this planning permission shall only be carried out between the hours of

8 a.m. and 6 p.m. Monday - Friday, 8 a.m. and 1 p.m. Saturday and not at all on Sunday, Public and Bank Holidays unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in accordance with Policies CS14 and CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).

6. No external pipework on elevations

Unless shown on the approved elevational drawings any pipework (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).

7. Hard Landscaping - larger developments

Prior to the commencement of each phase of the development hereby approved, 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, and (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 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).

8. Soft Landscaping - larger developments

Prior to the commencement of each phase of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority, full details of new tree planting and 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. For the avoidance of doubt, the proposals shall make provision for extensive new tree planting across the site and, in particular, on the bund adjoining Castle Lane East and to the woodland area adjoining the Wessex Way. The approved soft landscape scheme shall be implemented in full prior to the occupation/ use of the development commencing or in the first available planting season 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).

9. Landscape Maintenance

A landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscape areas, shall be submitted to and approved in writing 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).

10. Implementation of the approved Arboricultural Method Statement

The tree protection measures as detailed in the arboricultural method statement dated 7th July 2020 and prepared by Barrell Tree Consultancy shall be implemented in full and in accordance with a timetable of works to be submitted to and approved in writing by the Local Planning Authority prior to each phase of the development commencing. The Reserved Matters application(s) for each phase of the development shall also be supported by an area specific detailed arboricultural method statement which shall be implemented in full prior to the commencement of development.

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).

11. Woodland Management Plan

Prior to the commencement of development, a long-term woodland management plan for the woodland protected by the Woodland Tree Preservation Order shall be submitted to and approved in writing by the Local Planning Authority. This Woodland Management Plan shall comply with <https://www.gov.uk/guidance/create-a-woodland-management-plan>. The Woodland Management Plan shall be implemented in full in accordance with a timetable of works to be submitted to and agreed in writing with the Local Planning Authority.

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).

12. Boundary /Subdivision Treatment (Location & Type to be approved)

Within 2 months of the date of commencement of each phase of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority, details of all associated boundary treatments and/or subdivision shall be submitted to and approved in writing by the Local Planning Authority. Details shall include a plan showing: the positions, height, design, and materials. The approved boundary treatment scheme shall be implemented in full prior to occupation or use of the development commencing of that phase of the development and shall be permanently retained and maintained unless otherwise agreed in writing by the Local Planning Authority.

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

13. External Lighting

Prior to the installation of any external lighting, full lighting details shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter strictly accord and be maintained in accordance with these approved details unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of visual amenity and to accord with Policies CS38 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

14. Provision of CCTV

The respective phases of the development hereby permitted shall not be occupied until details of Video recording equipment to be provided at the site to monitor activity close to the public entrances, car parks and cycle parking facilities has been submitted to and agreed in writing by the Local Planning Authority. The approved equipment shall be installed prior to the use or occupation of the respective phase of the development commencing and shall be retained, maintained and used thereafter.

Reason: To help monitor and prevent nuisance and in accordance with Policies CS5 and CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).

15. Remediation Scheme for Contaminated Land

Prior to the commencement of each phase of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority, the applicant or their successors in title shall submit for the written approval of the Local Planning Authority (LPA):

1. a 'desk study' report documenting the site history.
2. a site investigation report documenting the ground conditions of the site and incorporating a 'conceptual model' of all potential pollutant linkages, detailing the identified sources, pathways and receptors and basis of risk assessment.
3. a detailed scheme for remedial works and measures to be taken to avoid risk from contaminants/or gases when the site is developed (if appropriate).
4. a detailed phasing scheme for the development and remedial works (if appropriate).

The approved remediation scheme shall be fully implemented before the development hereby permitted is first occupied. Any variation of the scheme shall be agreed in writing by the LPA in advance of works being undertaken.

On completion of the works the applicant or their successors in title shall provide written confirmation to the LPA that all works were completed in accordance with the agreed details.

Reason: To ensure that the development is carried out safely in the public interest and in accordance with best practice and with Policy 3.20 of the Bournemouth District Wide Local Plan (February 2002).

16. Provision of a Refuse Management Plan

The respective phases of 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; 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).

17. Western Cycle Route

Details and plans of a cycle route, between the southern plaza and the Eye Unit entrance, either segregated, shared use or on lanes of the 10mph internal road, on the western side of the hospital shall be developed at the first phase of the Reserved Matters stage. The cycle route shall be achieved specifically without affecting the tree bund adjacent to Castle Lane East. The agreed cycle route shall be implemented in full in accordance with a timetable of works to be submitted to and agreed in writing by the Local Planning Authority.

Reason: To promote cycling in accordance with Policies CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

18. Access to Pathology Building

In the event of the construction and coming into use of a vehicular access to the Wessex Fields site (to the north and east of the application site) from Deansleigh Road, and such being suitable for use for vehicular access to the proposed pathology building, then the applicant shall submit to the Local Planning Authority details for written approval of a revised vehicular access to the pathology building from Wessex Fields within 1 month of the said vehicular access coming into use. The agreed details shall be implemented within 12 months of approval, and thereafter the vehicular access permitted by this approval to the pathology building shall be taken out of use and permanently removed in accordance with written details to be submitted to and approved in writing by the Local Planning Authority.

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

19. Construction Management Plan

Prior to commencement of each phase of the development hereby approved, a detailed Construction Management Plan shall be prepared and submitted for written approval of the Local Planning Authority in conjunction with the Local Highway Authority. The Construction Management Plan shall include safe access to the site for deliveries, loading and unloading of plant and materials and wheel cleansing of vehicles prior to egress from the site onto the public highway. The approved Construction Management Plan shall be implemented and complied with upon commencement of the development and the obligations within the Construction Management Plan shall be adhered to throughout the construction phase of the development.

Reason: In the interests of highway safety and good amenity, in accordance with Policy CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

20. Method statement to be submitted to include operatives' car parking, noise reduction measures, storage of materials

No site clearance or development work shall commence on the respective phases of the development until a plan has been submitted to and approved in writing by the Local Planning Authority a Method Statement that includes the following measures:

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) details and siting of equipment, machinery and surplus materials on the site.

The parking arrangements for operatives and construction vehicles shall be implemented prior to development commencing and the development shall be carried out in accordance with the approved details.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in the interest of highway safety in accordance with Policies CS38, CS41 and CS14 of the Bournemouth Local Plan: Core Strategy (October 2012).

21. Access/ turning/ parking

Within 1 month of the date of commencement of each phase of the development, unless otherwise agreed in writing by the Local Planning Authority, details of the specification (a typical cross section of the surfacing is required) of the access and areas for turning and parking including the marking out of spaces shown on the approved plan shall be submitted to and approved in writing by the Local Planning Authority. These areas shall be constructed and surfaced in accordance with the approved details and permanently retained and kept available for the visitors and staff of the development hereby permitted at all times.

Reason: In the interests of highway safety and in accordance with Policies CS14 and CS16 of the Bournemouth Local Plan: Core Strategy (October 2012).

22. Provision of a Servicing Management Plan

The respective phases of the development hereby permitted shall not be occupied until a Servicing Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of servicing vehicle access; type and size of vehicles used; and times of operation. The servicing 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 servicing in the interests of highway safety and to accord with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

23. Cycle Stores: design to be submitted

Details and plans of cycle stores for 44 replacement cycle parking spaces and 145 additional cycle parking spaces showing the site location, elevations and materials to be used in their construction shall be developed at the Reserved Matters Stage in respect of the first phase of development that is submitted for approval. Development shall thereafter accord with these approved details with the cycle parking facilities provided in accordance with a timetable agreed in writing by the Local Planning Authority and thereafter maintained as agreed.

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

24. Car and cycle parking management plan

Prior to occupation of the first phase of the development a detailed Car and Cycle Parking Management Plan shall be prepared, submitted and approved in writing by the Local Planning. The Car and Cycle Parking Management Plan shall provide details of good parking management practices, including maintenance, monitoring and enforcement. It shall include details of car parking management at times of staff shift changeover, visitor parking, car parking for disabled users and also ensure that vehicles are only parked in designated spaces. It shall also include details of facilities to enable cyclists to undertake basic repairs on site and consider the need for extra-large cycle spaces to accommodate cycle trailers, recumbent cycles, tandems, cargo bikes and cycles designed for disabled people. The approved Car and Cycle Parking Management Plan shall be implemented in accordance with

a timetable to be agreed in writing by the Local Planning Authority and be permanently complied with thereafter unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of highway safety, in accordance with Policy CS16, CS18 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

25. Cycle parking review

Prior to occupation of the first phase of the development a detailed review of the existing on-site cycle parking shall be prepared, submitted and approved in writing by the Local Planning Authority. The review shall consider the age, design, quality, convenience, security (including CCTV coverage) and location of existing on-site cycle parking provision and set out a costed list of recommended improvements. These recommended improvements shall be implemented in accordance with a timetable agreed in writing with the Local Planning Authority, maintained and permanently retained thereafter.

Reason: In accordance with Policy CS18 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

26. Lighting details

Prior to the first occupation of any part of the development, details of a lighting scheme to be installed along the segregated cycle route between the southern public plaza and the Jigsaw Building shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting details shall be installed prior to occupation of the development, maintained and permanently retained thereafter.

Reason: In the interests of public amenity and safety, in accordance with Policy CS18 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

27. Surface Water Drainage (SUDS Implementation)

Prior to the commencement of each phase of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority, a scheme for providing for 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 that phase 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.

28. Use ancillary to main use

The Class A uses hereby approved shall be used ancillary to the main hospital (Use Class D1) and not as a separate entity.

Reason: That otherwise the proposed development would be likely to result in an undesirable mixed form of development and in accordance with Policy CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

29. Noise

Prior to commencement of each phase of the development hereby approved, an assessment on the existing noise climate and potential for noise from the development affecting residential or commercial properties in the area shall be submitted to and been approved in writing by the Local Planning Authority.

If the assessment indicates that noise from the development is likely to affect neighbouring residential or commercial properties, then a detailed scheme of noise mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

The noise mitigation measures shall be designed so that nuisance will not be caused to the occupiers of neighbouring noise sensitive premises by noise from the development.

The report shall also include a scheme of noise insulation measures for all residential/hospital accommodation. The noise insulation measures shall be designed to achieve noise insulation to a standard that nuisance will not be caused to the occupiers of residential/hospital accommodation

The noise assessment shall be carried out by a suitably qualified acoustic consultant/engineer and shall take into account the provisions of BS4142: 2014 "Method of rating industrial noise affecting mixed residential and industrial areas" and BS 8233: 2014 "Sound Insulation and Noise Insulation for Buildings - Code of Practice".

The approved scheme shall be implemented prior to the commencement of the use and be permanently maintained thereafter.

Reason: In order that noise levels may be agreed prior to the commencement of works on site and to safeguard the amenities of nearby occupiers, all to accord with Policy CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).

30. Dust and air quality

Prior to the commencement of each phase of the development hereby approved, a detailed dust management plan shall be submitted to and approved in writing by the Local Planning Authority.

No activity hereby permitted shall cause dust to be emitted so as to adversely affect adjacent residential properties and/ or other sensitive uses and/ or the local environment. Should such an emission occur, the Local Planning Authority shall be notified, and activity shall be immediately suspended and not recommenced until a revised dust management plan is submitted in writing to and approved in writing by the Local Planning Authority.

The dust management programme shall ensure that a robust programme of dust and PM10/PM2.5 monitoring be put in place during the course of the highest dust generating activities on site.

Reason: To protect the amenity of the locality, especially for people living and/ or working nearby and to accord with Policy CS38 of the Bournemouth Local Plan: Core Strategy (October 2012).

31. CEMP

Prior to the commencement of each phase of the development, unless otherwise agreed in writing by the Local Planning Authority, a detailed Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority that includes the following measures:

- a) parking arrangements for operatives and construction vehicles working on-site;
- b) noise reduction measures, including times of piling operations if used;
- c) details and siting of equipment, machinery and surplus materials on the site;
- d) proposals to control and manage construction and delivery traffic;
- e) details for the loading and unloading of plant and materials and for any refuelling on site; and
- f) details for the wheel cleansing of vehicles prior to egress from the site onto the public highway
- g) details of site compound and screening
- h) construction hours of operation

The approved CEMP shall be implemented and complied with, prior to the commencement of the relevant phase of the development and the obligations within the CEMP shall be adhered to throughout the construction phases of the development. Each phase can be considered separately.

Reason: To safeguard the amenities of occupiers of adjoining and nearby properties and in the interest of highway safety in accordance with Policies CS14, CS16, CS38, and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

32. Habitat Creation

No development shall take place until a scheme for the provision and management of compensatory habitat creation has been submitted to and approved in writing by the local planning authority and implemented as approved. The development shall be implemented as approved and maintained in perpetuity in accordance with the approved scheme.

Reason: To protect the local environment in accordance with the National Planning Policy Framework and Policy CS35 of the Bournemouth Local Plan: Core Strategy (October 2012).

33. Bat Surveys

Prior to the commencement of each phase of the development, a further bat survey shall be undertaken of the site area pertaining that part of the development. If bats are found to be present, appropriate mitigation measures shall be submitted to and agreed in writing by the Local Planning Authority. Development shall thereafter accord with these agreed details.

Reason: In order to protect bats in the interests of nature conservation and biodiversity in accordance with Policy CS35 of the Bournemouth Local Plan: Core Strategy (October 2012).

34. Biodiversity Mitigation and Enhancement Plan (BMEP)

Prior to the commencement of development, an updated Biodiversity Mitigation and Enhancement Plan shall be submitted to and approved in writing by the Local Planning Authority. Development shall thereafter strictly accord with these agreed details.

Reason: To protect and enhance the local natural environment in accordance with the National Planning Policy Framework and Policy CS35 of the Bournemouth Local Plan: Core Strategy (October 2012).

35. Informative Note: Waste Management

INFORMATIVE NOTE: If any controlled waste is to be removed off site, then site operator must ensure a registered waste carrier is used to convey the waste material off site to a suitably authorised facility. If the applicant requires more specific guidance it is available on our website <https://www.gov.uk/how-to-classify-different-types-of-waste>

36. Informative Note: Pollution Prevention during Construction

INFORMATIVE NOTE: Safeguards should be implemented during the construction phase to minimise the risks of pollution and detrimental effects to the water interests in and around the site. Such safeguards should cover the use of plant and machinery, oils/chemicals and materials; the use and routing of heavy plant and vehicles; the location and form of work and storage areas and compounds and the control and removal of spoil and wastes. We recommend the applicant refer to our Pollution Prevention Guidelines, which can be found at: <https://www.gov.uk/guidance/pollution-prevention-for-businesses>

37. Informative Note: Sustainable Construction

INFORMATIVE NOTE: Sustainable design and construction should be implemented across the proposed development. This is important in limiting the effects of and adapting to climate change. Running costs for occupants can also be significantly reduced. Water efficiency measures should be incorporated into this scheme. This conserves water for the natural environment and allows cost savings for future occupants. The development should include water efficient systems and fittings such as: dual-flush toilets; water-saving taps; water butts; showers and baths. Greywater recycling and rainwater harvesting should also be considered.

38. Statement required by National Planning Policy Framework (APPROVALS)

In accordance with paragraph 38 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 has been provided with the opportunities to address the concerns raised and planning permission was granted.