

Planning Committee



Application Address	Herbert Hospital, 49 Alumhurst Road, Bournemouth, BH4 8EW
Proposal	Demolition of existing buildings and erection of a new hospital building comprising treatment rooms, bedrooms, ancillary accommodation, associated car park reconfiguration, generator reconfiguration and associated works
Application Number	7-2022-7797-AW
Applicant	Dorset Healthcare University NHS Foundation Trust
Agent	Savills
Ward and Ward Member(s)	Westbourne & West Cliff Councillor John Beesley and Councillor Nicola Greene
Report Status	Public
Meeting Date	20 April 2023
Recommendation	Grant
Reason for Referral to Planning Committee	Number of objections received and public interest.
Case Officer	Piotr Kulik

Description of Proposal

1. Outline planning permission is sought for the demolition of existing buildings (Nightingale Court and Seastone House) to erect a new part single and part two storey Child and Adolescent Mental Health Services (CAHMS) Psychiatric Intensive Care Unit (PICU) hospital building comprising treatment rooms, 8-bedrooms, ancillary accommodation, associated car park reconfiguration, generator reconfiguration and associated works. All matters are considered apart from Landscaping, which is reserved at this stage.
2. The CAHMS PICU would cater for young persons aged 12-18 years who have acute mental health difficulties and require a secure environment and 24-hour onsite nursing care. The development would comprise of an 8-bed Psychiatric Intensive Care Unit including treatment rooms, education and tribunal facilities, offices, and ancillary accommodation for staff and visitors.
3. The need for the proposed unit on site has been justified by the applicant as following:
'There is a recognised shortage of CAMHS PICU beds in the south of the Country. This means young people from Dorset are being sent out of the area for care – on average 91 miles away from home. Because of this, recovery takes longer and costs the NHS more than it needs to. By creating the PICU, the aim is to reduce waiting times for admissions or transfer from 8 to 6 weeks, and patient recovery time reduced from 103 to 75 days by 2025, for young people in Dorset and the surrounding area. Placements closer to home are proven to shorten the time it takes to recover from mental health crisis, as well as reduce the cost to the NHS. It is easier for family to visit,

surroundings may be more familiar if the young person has been an outpatient, for example, or an in-patient in a different ward, and the knowledge of being close to loved ones in itself can aid recovery and reduce anxiety’.

Description of Site and Surroundings

4. The site lies within the built-up area of Westbourne, yet the hospital campus benefits from a woodland setting given its proximity to the Chine. This is in contrast to the residential development in surrounding streets, which, for the most part, display a fine grain of development with narrow gaps between buildings allowing glimpses through to built form and landscape behind.
5. The application site is a sensitive location containing three listed buildings and is covered by an Area Tree Preservation Orders referred to as Tree Preservation Order 1149/2017 (individual, group and woodland). The site is a constrained 1.8 hectares wooded setting and provides almost 4,000m² of gross internal floor area across the range of buildings on the site. Herbert Hospital was built in 1865-7 as a convalescent home and remains in medical use today with its present occupation by Dorset Healthcare NHS Trust. The building is large in scale with an east, west and a single storey south-east wing, and is set within a large plot backing onto Alum Chine. The site is surrounded by mature trees giving a highly wooded setting to the hospital grounds at contrast with the more urban area surrounding the site. The main hospital building is of Purbeck Stone with red banding with an interesting porch-tower with statue and clock, and was listed in 1976 at grade II. The site also contains the grade II listed lodge building of 1865, and the Edwardian summerhouse. Two modern detached buildings subject of this application are set to the rear of the site within the chine. The land is owned by Dorset HealthCare University NHS Foundation Trust.
6. The site currently accommodates:
 - Grade II Listed Nightingale House (main hospital and chapel), which offers inpatient care and rehabilitation for people with complex, enduring and severe mental illness. Nightingale House was designed by notable Victorian architect T.H. Wyatt and constructed 1865-7 in Purbeck stone with red brick banding;
 - Nightingale Court, unoccupied since August 2018;
 - Seastone House, temporary office space;
 - The Pebble Lodge, General Adolescents Unit (GAU);
 - Grade II Listed The Lodge, Cottage Ornee style, in matching Purbeck stone (ancillary uses for the site).
 - Grade II Listed Summerhouse, which is a detached timber structure of c.1910.

Relevant Planning History

7. 7-2022-7797-AV: Listed Building Consent for remedial roof works to plant room, store & laundry - Approved
8. PRE-7797-G: Pre-application advice for redevelopment for a Psychiatric Intensive Care Unit (PICU) – Advice provided
9. PRE-7797-F: Pre-application advice for redevelopment for a Psychiatric Intensive Care Unit (PICU) – Advice provided
10. 7-2019-7797-AR- Construction of new retaining wall and boundary treatment between 49 Alumhurst Road and 8 Drury Road, and reinstatement of a section of boundary railing – Approved
11. 7-2019-7797-AQ: Listed building consent for alterations and replacement fire escape staircase – Approved
12. 7-2019-7797-AP: Alterations and replacement fire escape staircase – Approved
13. 7-2018-7797-AO: Alterations and two storey extension to Pebble Lodge to form office, lounge and 2 additional bedrooms – Approved

14. 7-2018-7797-AN: Erection of a 1-2 storey building comprising 8 care beds, offices, laundry, treatment rooms and ancillary accommodation, conversion of existing building (Bridges Unit) to visitor's accommodation – Refused by Committee

The application was refused for following reasons:

It is considered that, by reason of the excessive footprint, inappropriate design, and loss of trees protected by a preservation order, the development would be harmful to the setting of the Grade II Listed Buildings resulting in a detrimental impact on the character and appearance of the area.

The development would therefore be contrary to the aims of Policies CS39 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012), saved Policy 4.25 of the Bournemouth District Wide Local Plan (February 2002) and the NPPF.

Furthermore, the applicant has failed to submit a suitable Transport Assessment and Travel Plan that sets out how demand for travel by all modes to and from the site could be satisfactorily accommodated. The application has also failed to provide car parking provision that is compliant with the Bournemouth Parking SPD, adopted July 2014. This could result in vehicles parking inconsiderately and illegally on-street, which could prejudice the condition of highway safety and impact on local amenity. In addition, insufficient provision has been made within the site to accommodate additional pedestrian movements. For these reasons, the proposal is considered to represent poor design and is contrary to Policies CS15, CS16, CS18 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

15. 7-2006-7797-Y (Pebble Lodge): Erect part 2 storey, part single storey patient accommodation block, provision of private garden areas, external activity space, alterations to access road & provision of parking spaces - Approved

Constraints

16. Protected trees and Heritage Assets on site.

Public Sector Equalities Duty

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

Other relevant duties

18. In accordance with section 40 Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.
19. For the purposes of this application, in accordance with section 17 Crime and Disorder Act 1998, due regard has been had to, including the need to do all that can reasonably be done to prevent, (a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); (b) the misuse of drugs, alcohol and other substances in its area; and (c) re-offending in its area.
20. In considering whether to grant planning permission or permission in principle for development which affects a listed building special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest - section 66 - Planning (Listed Buildings and Conservation Areas) Act 1990.

21. In accordance with section 40 Natural Environment and Rural Communities Act 2006, in considering this application, regard has been had, so far as is consistent with the proper exercise of this function, to the purpose of conserving biodiversity.

Consultations

22. Dorset Police – Support this application
23. Environmental Health – No objection, subject to conditions
24. Dorset & Wiltshire Fire and Rescue – No objection and in the event the planning permission is granted for this development, the development would need to be designed and built to meet current Building Regulations requirements
25. Historic England – No advice provided
26. Tree Officer – No objection, subject to conditions
27. Ecologist – No objection subject to conditions
28. Local Highway Authority (LHA) – No objection, subject to conditions
29. Land Stability Officer – No objection, subject to conditions
30. Local Lead Flood Authority/ Drainage Officer – No objection subject to conditions
31. NHS University Hospitals Dorset – Support
32. Heritage Officer – Objection

Summary of final comments:

‘As noted in the initial feedback, further development within the grounds of this site will result in harm to heritage. There is a modest heritage benefit of getting cars away from the listed hospital building and the newly formalised parking area will facilitate this. Overall, however there is still serious harm as a result of the formalising of car parks including turning over the last open space at this site to the parking of cars, as well as replacing two modern buildings with one large building of such a scale that it infills the gap between the two. That said, harm has been further minimised from the originally submitted proposal and it is acknowledged that there is a clear public benefit to the works being sought. The level of harm would be towards the upper level of less than substantial harm and the case officer will need to be satisfied that the degree of public benefit (to assist the in high demand mental health service with a new facility) will outweigh the harm. If minded to recommend approval then conditions are suggested with regards to prior approval of:

- *Materials for the new building*
- *Manufacturer’s brochure or similar to give the details (including sizing, design, materials & colouring) of the proposed cycle lockers*
- *Drawing (& details/materials) of the new generator enclosure*
- *Details of the new surfacing across the site*
- *Demarcation of the parking spaces to the formalised parking areas*
- *Details and location of the knee rail (to prevent unauthorised parking)*
- *Details (location, design & materials) for any new signage relating to parking/circulation of the cars around the site.’*

33. Urban Design Officer – No objection, subject to conditions
34. Waste and Recycling – No objection, subject to conditions

Representations

35. Letters were sent to neighbouring properties and site notices displayed around the site. The original site notice was displayed on 21 October 2022 with an expiry date of 18 November 2022. Then, a re-consultation notice was displayed on 17 January 2023, which expired on 27 January 2023. The application was re-consulted due to additional details received including a site management plan.
36. 91no. letters of the objection received. The grounds for objection are as following:
- Impact on the existing parking provision
 - Potential impact on wildlife
 - The proposed works would significantly affect the community
 - Site Security and Safety concerns
 - The site should be locked and not easily accessible
 - Overdevelopment of the site
 - Inappropriate development within a highly populated residential area
 - The proposed works would jeopardise the safety of children and the vulnerable in the area
 - Fire risk and noise nuisance caused by the proposed sub station and fuel store
 - Alternative site should be considered
 - Not a sensible and safe option/ location for future patients
 - Impact on trees
 - Disturbance during construction phases
37. 82no. letters in support with comments in relation to:
- Previous refusal reasons (2018) have been addressed
 - In line with existing facilities on site
 - Appropriate location
 - A great addition to mental health services for the children and young people of Dorset
 - There is a local need for such facilities
 - Design is in keeping and blends into the site well
 - Meeting BREEAM standards
 - Existing parking arrangements on site would be improved
 - The location of the building does not overlook any neighbouring properties in an undue way
 - Reduce the waiting times for CAMHS
 - Traffic impacts are minimal and the introduction of electric charging for vehicles and enhanced cycle facilities will encourage sustainable travel
 - The site will bring more jobs for the local community
 - Young people need the support urgently
 - The site will improve recovery of local patients
 - Relief to local families in need
 - The site is already home to Pebble Lodge so having the CAHMS PICU onsite means it's convenient for children who need more support
 - This site will also only increase the number of children being cared for on the site by 8

- Sensible decision for NHS services that financially struggle

Key Issue(s)

38. The main considerations involved with this application are:
- Principle of the proposed development and site history;
 - Design and impact on character and appearance of the area
 - Impact on Heritage Assets;
 - Trees;
 - Biodiversity;
 - Residential amenity (neighbouring occupiers);
 - Highway safety and Parking;
 - Waste and Recycling;
 - Drainage;
 - Land Stability
 - Sustainability
39. These issues will be considered along with other matters relevant to this proposal in the main body of the report below.

Policy Context

40. Core Strategy (2012)
- CS1: NPPF – Presumption in Favour of Sustainable Development
 - CS2: Sustainable Homes and Premises
 - CS4: Surface Water Flooding
 - CS12: Retaining Community Uses
 - CS15: Green Travel Plan and Transport Assessment
 - CS16: Parking Standards
 - CS17: Encouraging Greener Vehicle Technologies
 - CS18: Increasing Opportunities for Cycling and Walking
 - CS30: Promoting Green Infrastructure
 - CS33: Heathland
 - CS35: Nature and Geological Conservation Interests
 - CS38: Minimising Pollution
 - CS39: Designated Heritage Assets
 - CS41: Design Quality
41. District Wide Local Plan (2002)
- 3.25: Land Stability
 - 4.25: Landscaping
42. Supplementary Planning Documents:
- Dorset Heathlands Planning Framework SPD 2020
 - Sustainable Urban Drainage Systems (SUDS) - PGN
 - BCP Parking Standards – SPD

43. Other material considerations

- National Planning Policy Framework (“NPPF”/“Framework”) - The policies in Framework are material considerations which should be taken into account in dealing with applications.
- Planning Practice Guidance – Conserving and Enhancing the Historic Environment
- The Setting of Heritage Assets - Historic England Good Practice Advice in Planning 3
- Managing Significance in Decision Taking in the Historic Environment - Historic England Good Practice Advice 2 Conservation Principles Policies and Guidance – English Heritage

Planning Assessment

Principle of the proposed works and site history

44. This application proposes a new Child and Adolescent Mental Health Services (CAMHS) Psychiatric Intensive Care Unit (PICU) to complement the CAMHS service already provided in Pebble Building. As the site is already home to Pebble Lodge so having the CAMHS PICU onsite would be more convenient for local children and their parents who need more support. The patient age range will be 12 – 18 years of age. Patients will not be segregated within this age range. The new unit will accommodate the following primary functions:
- 7 standard inpatient en-suite bedrooms
 - 1 accessible inpatient en-suite bedroom
 - 1 seclusion rooms, 1 de-escalation room, and an Extra-care suite
 - A two-classroom school facility for inpatients
 - A Tribunal Room
45. The proposed CAMHS PICU would provide high specification facilities, will work in partnership with the Pebble Lodge GAU on site, as well as would feature a parental accommodation suite, to support discharge planning. The submitted Design and Access Statement informs that the key aims of the scheme will be:
- Returning patients from out of area placements to local care
 - Reducing length of stay
 - Co-locating with the Pebble Lodge GAU for better continuity of care
 - Reducing the costs of extra packages of care, by meeting needs locally
 - Staffing efficiencies and resilience across Pebble Lodge and the CAMHS PICU, and associated recruitment and retention strengths
 - Access to the Quay School for CAMHS PICU patients
 - Provision of care in a CQC Outstanding environment
 - Ability to support locally those with eating disorders in combination with other PICU needs
 - Better oversight of care by commissioners, as it is locally provided.
46. The applicant has worked pro-actively with the Local Planning Authority to help secure the most appropriate scheme on site. The current application follows on from a refused scheme in 2018 (ref. 7-2018-7797-AN) and subsequent pre-application advice requests in 2020 and 2022 to re-site the proposal building, PRE-7797-F and PRE-7797-G respectively. The refused scheme ref.7-2018-77970-AN was for ‘Erection of a 1-2 storey building comprising 8 care beds, offices, laundry, treatment rooms and ancillary accommodation’. The building proposed was set closer to the site entry, along the northern-west part of the site. The scheme was refused for reasons of:
- Excessive footprint
 - Inappropriate design
 - Loss of trees protected by a preservation order

- Detrimental impact on residential amenities
 - Impact on the character and appearance of the area due to harm to the setting of the Grade II listed building
 - No suitable Transport Assessment and Travel Plan submitted
47. The applicant confirmed that since this refusal, use of buildings across the Trust's site has changed, providing the opportunity to locate the proposed CAMHS PICU on the site as currently proposed. In 2020, pre-application advice was sought from BCP Council for a scheme in the location currently proposed. The feedback from this request highlighted that the location at the eastern end of the site is preferable to the western part of the site although improvements to the scale and design were suggested.
48. Most recent pre-application advice concluded that there are still concerns around the overall design and scale of the proposed works, as well as parking arrangements and proximity to the listed Lodge. Nevertheless, the advice stated the proposals present an improvement on the previous scheme for the site and matters of detailed design, such as the materials palette and the entrance way design should be considered further, including use of materials / glazing to break up the mass.
49. From the submitted Design and Access Statement we can read that the applicant - *'Dorset HealthCare University NHS Foundation Trust (the Trust) is the biggest provider of healthcare in Dorset, being responsible for all mental health services and many physical health services. The Trust works collaboratively with Bournemouth University to provide benefits for patients and staff. The Trust delivers both hospital and community-based care to a population of over 750,000 people. Approximately 5,000 staff, covering a wide range of expertise and specialisms, are located across 300 sites ranging from village halls and GP surgeries to mental health inpatient hospitals and community hospitals. The Trust is working with health and social care commissioners and providers through the Dorset Sustainability and Transformation Partnership (STP) to transform the way that health and social care is delivered across the county'*.
50. The proposed development would demolish a vacant building and another in use as an ancillary office. The applicant confirmed that layout of both buildings is not up to the current healthcare requirements/ standards hence not adaptable to a suggested CAMHS and PICU use. The existing buildings on site are for community uses hence Policy CS12, which protects the loss of existing community facilities, including health services, would apply. Policy CS12 permits development that would lead to the loss of premises uses, or last used, for community use when for instance, 'the development is the same, similar or related to that use', or 'replacement facilities and services are proposed nearby. Given clear justification of the scheme provided by the application for related use located within the site where health care is established, it is considered that the proposed works would comply with requirements set by Policy CS12.

Design and Impact on the character and appearance of the area

51. Paragraph 126 of the NPPF state that good design is a key aspect of sustainable development, and that planning decisions should ensure that developments are sympathetic to local character and establish or maintain a strong sense of place. The National Design Guide continues that well-designed development should be integrated into their surroundings creating a coherent pattern of development. Policy CS41 relates to design quality and seeks to ensure that all development and spaces are well designed and of a high quality. Development which by its design would be detrimental to the built environment, amenity or character will not be permitted. The design of proposed building, although dictated by the medical requirements of its future uses, would utilise the topography of the site to minimise its impact upon the existing setting.
52. The development would comprise 8 inpatient bedrooms and ancillary treatment rooms, education and tribunal facilities, offices and laundry and shower rooms. To facilitate this development, it is noted that two existing buildings (Nightingale Court and Seastone House) would be demolished. The proposed site is east of Nightingale House and Pebble Lodge towards the Alum Chine. The proposed demolition of Seastone House and Nightingale Court will allow the re-use of their existing plateau to minimize the impact on existing trees and landscape.

53. As stated already in this report, the design of the replacement building is dictated by the medical requirements of its future users. A CAMHS PICU requires a continuous line of sight along the building and good patient flow to operate safely. In order to reduce the building's total length the proposal utilises the topography of the site to provide a lower ground floor for staff offices, showers and breakout spaces. There are no objections in principle to part single and part two storey replacement building on site, which takes advantage of the site topography.
54. The replacement building would be sunk into the ground, using the topography of the site to reduce visual impact of the proposed works. The building itself would be less prominent when viewed from the main hospital building when comparing to the existing Seastone House and Nightingale Court on site. The ridge height of the proposed building would be approximately 5 metres below the existing ridge heights of Seastone House and Nightingale Court. Only the ground floor would be visible from a listed hospital building.
55. The proposed building would be built of buff brick with a zinc roof and the Council's Urban Design Officer does not object to this approach. To provide interest and frame part of the building, the elevation plans were revised during the lifespan of the application and extended zinc treatment along western elevation was provided. The scale and mass of the proposed building is acceptable on balance given medical requirements, which dictates the design. The contemporary design is not objected to and the design of the building is considered to be of high quality reflecting health facility needs of the site.
56. The ground floor will provide accommodation for 8 inpatient beds, including 1 accessible, and 1 Extra Care Area. Day spaces have views out to the courtyard and external area, maximising the therapeutic benefits of the surrounding woodland. Community teams and therapy rooms occupy the lower ground floor to assist with continuing integrated care. Staff areas, offices and plant room are located on the lower ground floor level by using the undercroft below the ground floor. A path to eastern facade will provide access to the plant room, fire escape and offer the staff external seating area from where they can enjoy the view to the Alum Chine.
57. The 2022 pre-application response suggested the use of timber cladding, and that timber would be a suitable façade material for the site. This was considered and ultimately dismissed due to strict fire regulations for hospital buildings, as well as maintenance costs. Instead, high quality finishes and a light coloured buff brick provides a material and colour palette which is sympathetic to the existing buildings of the hospital site. The site is well screened from neighbouring residential development by tree screening and the topography of the land, with significant separation distances that would be discussed further in this report. The proposed works would be also set well back from public viewpoints with no views towards the building from the street scene. To satisfy design concerns, a set of planning conditions requiring details and sample of external facing materials would be proposed.
58. For the above reasons, the proposed works would comply with policy CS41 which seeks to promote that all development and spaces are well designed and of a high quality.

Impact on Heritage Assets

59. The site is occupied by three listed structures:

Herbert Hospital (including detached summerhouse)

Grade: II in 1976

Originally the Herbert Memorial Convalescent Home, 1865-7 by T H Wyatt. Very competently, grouped asymmetrical Gothic, Purbeck stone with red brick bands, mostly mullioned windows. Porch-tower with statue and clock (in diamond frame), short spire with lucarnes on brick and stone machicolated cornice. Few windows on entrance side: horizontal emphasis of hipped roofs, brick bands and chamfered corners. East wing connected by single-storey link up hill to former chapel with traceried windows and cupola, flanked by lower room with bows. West wing with canted bay facing down drive and 3 gables to south. Centre of south front almost symmetrical (but not axial with entrance): two 2-storey canted bays with red brick spandrels. Single-storey south-east wing. Chimneys by contrast of stucco and Italianate with bracketed cornice and openwork frame to pots. Edwardian summerhouse of white timber circa 1910, with battered corners and splayed hipped roof, detached from main building.

No 49 Lodge to Herbert Hospital
Grade: II in 1976

1865 of T H Wyatt. Purbeck Stone, single -storey with 2 gables to road. Stone mullioned windows, one on road side arched. Timber porch (since glazed in). Half-timbered dormer towards drive.

60. In general, the buildings are set in treed and vegetated setting which forms an important backdrop to the buildings. Parking on site is informal and on garden areas. Existing modern non-listed buildings to be demolished (Nightingale Court and Seastone House) are set to the rear of the site and do not impinge on views from the entrance. They are partly seen single storey when viewed from the adjacent Herbert Hospital listed building making use of change in levels on the site to hide their bulk from listed Herbert Hospital views with an increase in height to the rear within the chine.
61. The NPPF places 'great weight' on the conservation of heritage assets. Where less than substantial harm is identified the NPPF at Paragraph 202 requires this harm to be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. As stated already in this report, the application site is constrained by various Heritage Assets. The interest of the main hospital and the lodge is set out in the submitted Heritage Statement such as its historic association with the notable Victorian architect T H Wyatt. It is noted that the statement cannot escape that the proposal will present harm, para. 6.13: *'Given the changes which have taken place over a relatively short period of time in the late 20th century in terms of the setting of both listed buildings on the site, further encroachment on the openness and landscape character of the setting to either buildings will be detrimental to their setting and have the potential to further harm the significance of the designated heritage assets on the site.'*
62. The statement concludes the harm would be less than substantial (para. 7.2), which is agreed with, although given the extent of the works this would be at the upper end of the scale. There is a clear public benefit to the proposal and there is a heritage benefit in getting the ad hoc car parking away from the listed hospital building. However, despite this revised proposal being of noticeably lesser harm than the previous refused scheme, it is considered there are additional changes that could be made to further reduce the harm to the setting of the listed buildings, which would be discussed below.
63. As stated already, the proposed development is within the grounds of 3no. Grade II Listed Buildings. The Council's Heritage Officer initially raised concerns over works within the site rather than the new building proposed. The areas of concerns were regarding the amount of parking proposed, surface of the new sloped access, the details of the demarcation of the new parking area, the timber kneel rail to be consistent with its positioning outside of the pedestrian footways, positioning of the generator compound, as well as a manufacturer's brochure or a drawing of the proposed cycle lockers was requested.
64. To address concerns raised by the Council's Heritage Officer, the proposed works were revised during the lifespan of the application. Further justification was provided for the option of a new access adjacent to the Grade II listed lodge building. The letter from Forum Heritage Services refers to the access noting *'the necessity for its proximity to the Grade II listed lodge is regrettable but was considered to be the best option'* and also highlights *'the importance of the overall aim of taking cars and parking away from the principal listed building.'*
65. The revised site layout drawing follows on from discussion with the agent over minimising harm and seeks to address some of the concerns that were raised in the original comments from Heritage Officer. The level of parking spaces has now been slightly reduced, allowing for the retention of further greenery and some new planting. A space has been dropped from under the trees within the parking area behind the lodge and reduction made to the parking between Cedar Court and the generator enclosure. The enclosure has also been shifted slightly, thus allowing for better views through to the listed summerhouse on approach. The knee rail to prevent unauthorised parking has also been positively extended to behind the disabled space next to the entrance. The new access to the proposed parking area behind the lodge has also been narrowed and the surfacing changed from tarmac to a more sympathetic resin bond material. This parking area will now not be one way.
66. Despite of numerous improvements to the originally submitted scheme, it should be noted that the Heritage Officer considers that further development within the grounds of this site will result in harm to heritage. This is due to a highly constrained site. There is a modest heritage benefit of getting

cars away from the listed hospital building and the newly formalised parking area will facilitate this. However, there is still serious harm as a result of the formalising of car parks including turning over the last open space at this site to the parking of cars, as well as replacing two modern buildings with one large building of such a scale that it infills the gap between the two.

67. The initially proposed location of the generator compound was considered to be a negative feature within the gateway to the hospital and immediately adjacent to the listed summerhouse. In order to further mitigate any potential harm, the Trust have investigated the potential to relocate the generator closer to the site boundary and away from the Summer House. As shown on the updated plan ref: CAMU-UBU-XX-XX-DR-L-10013, the generator has been moved towards Cedar Court and the site boundary which will in turn improve the view of the listed Summer House. Such arrangement is no longer objected by the Council's Heritage Officer.
68. That said, harm has been further minimised from the originally submitted proposal and it is acknowledged that there is a clear public benefit to the works being sought. The level of harm would be towards the upper level of less than substantial harm, but this has to be balanced between the degree of public benefit. It is officer's view that the level of harm raised by the Heritage Officer will not significantly and demonstrably outweigh the benefits provided through the provision of a new facility where there is in high demand for such mental health service with a new facility. Although there is identified conflict with Policy CS39, assessed against paragraph 202 of the NPPF, it is officer's view that identified public benefit of a new health care unit in support with numerous letters received during consultation process and viable use of the site would outweigh the harm.

Impact on Trees

69. Trees are immensely important to the sylvan setting of the listed buildings, as well as being a positive feature to the backdrop of the chimes. The application site is a sensitive location heavily covered by protected trees. The proposed development requires the removal of T41, G43, T44, T55 and T58. The loss of these trees and groups of trees is offset by the proposed new planting and the public benefit of the proposed development. The proposed building does fall within retained tree root protection areas therefore specialist foundations are required. The detailed arboricultural and structural engineering information was requested by the Council and has been submitted by the applicant.
70. The Council's Tree Officer assessed all information submitted, including the revised soft landscaping proposals including revised tree planting, and the revised tree report. This report confirms that no branches close to / overhanging the proposed building area will be pruned and they will not be harmed. The tree report provides clear guidance for installing services and similar without harming tree roots. Also, these proposals form a good quality scheme for this site. The consultee raises no objections to these proposals.
71. Overall, there are no objections to the proposed works subject to compliance with the submitted arboricultural method statement and tree protection plan. Further details such as soft landscaping or landscaping management plan would be dealt at later reserved matters stage considering landscaping.

Biodiversity

72. Darwin Ecology conducted an Ecological Impact Assessment of the NHS site at 49 Alumhurst Road, Bournemouth and prepared Habitat Enhancement and Management Plan (HEMP). General site mitigation measures will be undertaken to ensure that following biodiversity enhancement:
- Species such as hedgehogs, common amphibians and bird species are safeguarded throughout the works and that habitats including retained hedgerows, trees and adjacent woodland are protected throughout the works.
 - A bat friendly lighting scheme is incorporated to ensure that any additional external or internal lighting on site does not impact commuting and foraging bats within the site.
 - A wildlife friendly landscaping scheme is incorporated with species specific enhancements such as habitat piles, hibernacula and bat boxes and bird boxes
 - Plants that provide nectar or fruit and a broad range of colour, texture and smell are included.

73. The submitted report confirmed absence of reptiles, there are no identified roosting bats nor evidence of barn owls. However, one active badger hole is present on site which will be destroyed as part of the works and a Licence will be required from Natural England to allow the closure of this sett and the safe exclusion of badgers prior to any works commencing on site. The consulted Council's Ecologist raised no objection to the proposed works subject to a set of planning conditions requiring compliance with mitigation and enhancements identified within the submitted Ecological Impact Assessment; providing at least four built in swift brick boxes; licence obtained from Natural England; providing external lighting in accordance with *Bats and artificial lighting in the UK*; as well as vegetation clearance carried outside the bird breeding season.
74. On this basis, the current proposal complies with provisions of the NPPF, which further seeks net gains for biodiversity, policy CS30 which seeks to promote green infrastructure and policy CS35 which seeks to promote the Borough's biodiversity and geodiversity interests.

Residential Amenity (neighbouring occupiers)

75. The current scheme shows different location of the proposed building when comparing to the refused scheme in 2018 and is seen as an improvement. The closest residential properties to the proposed medical unit are set over 36 metres from the norther site boundary (No. 15 Warren Road) and over 66 metres set southwards (No. 17 Rosemount Road). All other properties would be sited at an appreciable distance from the site of the proposals including those opposite on the far side of the highway. Given this separation distance and the scale of built form proposed, it is considered that the development would not have any adverse impact on the living conditions of the occupiers of neighbouring properties in terms of overlooking or overshadowing.
76. Numerous safety concerns were raised by the objectors. It should be noted that the proposals would complement the CAMHS service already provided in Pebble Building on site. The Mental Health Act Hospital Managers have a statutory responsibility for the care and treatment of patients detained in their hospitals and for each hospital's administration of the Mental Health Act 1983, as amended by the Mental Health Act 2007 (The MHA). The MHA details the Trust as the Mental Health Act Hospital Managers. When patients are detained under the MHA they are required to remain in hospital whilst they are being assessed or treated. In certain circumstances and under certain sections, patients can be granted Section 17 leave which allows them to leave the hospital grounds with the permission of their Responsible Clinician or the Ministry of Justice (dependent upon the section). This policy is in place to guide practitioners to understand when they can grant Section 17 leave, what conditions they can apply to leave and the requirements they must comply with under the Revised Mental Health Act Code of Practice 2015.
77. To fully assess the safety concerns raised, Dorset Police were consulted and reviewed this application as a Crime Prevention Design Advisor. The new unit will be a secure unit and Section 17 is a very structured and risk assessed means of allowing patients gradual integration and increased freedom. The consultee confirmed that there is nothing in the intended physical layout that would cause concerns. Quite the opposite because it will be a secure unit and built with the safeguarding of vulnerable occupants as a priority.
78. The Police incident reports were reviewed for the existing units over the past 15 years. After a review of 140 incidents, it was found only two that might have had any potential impact on immediate neighbours to the site. The high number of reports are described as mainly internal and administrative due to the nature of the unit. Many of the issues arise from voluntary patients choosing to leave, which will not be an option at the new secure unit. The Crime Prevention Design Advisor confirmed those incidents are not recent as these occurred years back when the Hospital was not a secure unit, so the 140 incidents were mainly due to the hospital having to report people missing if they walked out without permission.
79. There are already Children and Adolescent Mental Health Services (CAMHS) at the Pebble Lodge unit at 49 Alumhurst Road on the site known as Herbert Hospital. Pebble Lodge is a specialist unit that provides 24-hour assessment, treatment and care for children and young people with severe mental health problems. This unit has 28 in-patient beds, 10 of which are for young people aged 12-18 years who have acute mental health difficulties.

80. This application relates to the proposed development of a new build 8 bed Child and Adolescent Mental Health Service unit including associated administration accommodation in the same grounds. The new unit would provide for inpatient and day patient care for children and young people with severe and/or complex mental health conditions.
81. The Trust have identified a need to provide a Psychiatric Intensive Care Unit (PICU) for its Child and Adolescent Mental Health Service. This is a secure unit for the treatment of young people with mental health issues that place themselves or others in danger. As far as the Trust is concerned, it is vital for patient care that the new CAMHS Psychiatric Intensive Care Unit is co-located with existing services, so it can provide care for young people with mental health difficulties significant enough to need a secure environment and 24-hour support.
82. The main considerations for siting this Unit at Alumhurst Road is the proximity to the other supporting facilities already situated on site. The Department of Health requires CAMHS PICU units to be co-located for the benefit of the patients and their treatment. The benefit for the patients is derived from the availability of additional specialist and support staff. In addition, the Patients will benefit from familiarity with the location as their treatment may progress from one unit to the next.
83. The Herbert Hospital site has become a centre of excellence, and this makes it easier to attract and retain the specialist staff required for the facilities. If an alternative site was to be chosen then not only would the Trust be faced with the cost of building a new CAMHS PICU, but the applicant would also have to cost of re-providing the Pebbles unit on the new site and finding a suitably large site within the Bournemouth/ Poole area. The applicant considers this makes the current site the only viable option. The Council has not challenged this view in previous pre-application advice.
84. The application includes an 8-bed CAMHS unit with 24-hour on-site nursing care, On-site parking and social, recreational and educational facilities for patients. These will include catering, dining room, classrooms, external recreation areas, small quiet rooms as well as larger living areas and treatment rooms. By lowering the ground level and forming retaining walls around the proposed building it should be possible to create a more protective environment for the unit and allow for a substantial soft landscaping belt to both the north and south of the site. Landscaping is reserved further details can be secured at reserved matters stage. There is a requirement for two external activity areas, for security reasons these are enclosed with 4.6 metres high fencing. Social areas are also grouped around the staff base and there is access to external activity areas, patients will use this part of the building for sleeping and general relaxation in a supervised environment.
85. Based on findings provided by acting on behalf of Dorset Policy, there has been a common misconception that there will be excessive noise from this unit. Also, the Environmental Health consultee did not raise any objection in terms of noise generation by additional 8-bedroom units as proposed. Only a planning condition minimising noise during construction phrase was suggested. The building will be built to very high standards, there is only a maximum number of eight patients, and this is a highly controlled environment. The external garden areas are not playgrounds full of noisy children, they will only be used by one or two children at a time and these children will be supervised on a one-to-one basis. The enclosures will not be overseen by the neighbours, and they will have solid panels up to 2.5 metres. The height of the fence is a requirement of health standards.
86. The design presented to the public included a 4.2 metres high fenced enclosure between the police drop off point and the seclusion room. The enclosure has been modified to reduce its height and provide a "roof" to it. The purpose of this enclosure is for security only and this access route will only be used when necessary. The vehicle drop off will be for the police to deliver patients from the community to a secure enclosure to handover to staff, this enclosure will be 3 metres high and gated for security reasons.
87. Herbert Hospital is already a mental health hospital with some excellent facilities. The support and coexistence of the other facilities on site will provide much needed improvements in the local mental health services. In this case the Crime Prevention Design Advisor fully support this application. Also the site access, parking re-arrangements on site, as well as siting of the proposed building would be acceptable in terms of potential overlooking, nuisance and overshadowing of immediate neighbouring amenities and residential units. On this basis, there would be no adverse impact in residential amenity, and the proposal would comply with planning Policy CS41.

Parking/Traffic/Highway Safety

88. The proposed building will be located away from the public highway within the wider 1.6 ha site which itself is accessed from Alumhurst Road to the west. The geometry of the existing access arrangement is adequate to serve the proposed development thus no alterations to this are required. This proposal introduces a new circular footpath from the entrance at Alumhurst Road throughout the whole site, including to the new building. Additionally, multiple pedestrian crossings are proposed within the site to facilitate access between the buildings and car and cycle parking areas.
89. Consequently, the proposed development represents a significant improvement in facilitating safe pedestrian access throughout the site. The provision of new pedestrian and cycling infrastructure within the site ensures access for users is safer and more convenient thereby encouraging sustainable travel modes to be utilised. The proposed layout of the access and parking arrangement will not impede fire tender access or the efficient servicing of the site. These arrangements would also appear to improve the convenience of onsite waste collection, as existing.
90. Section 6 of the submitted Transport Assessment (TA) details the findings of a first principles assessment of the existing and proposed developments, the key points of which are listed below:
- Two thirds of staff cover day shifts, split equally between the early (07:15 to 15:15 hrs), mid (09:00 to 17:00 hrs) and late (13:00 to 21:00 hrs) shifts, and the remaining one third of staff cover night shifts. It is likely that only those on the 'mid shift' would travel at peak times.
 - As presented in Table 6-2 with the construction of the CAMHS PICU 28 people would arrive between 08.00 – 09.00 and leave between 17.00- 18.00. Of those, 14 people would be associated with the proposed development of CAMHS PICU.
 - The proposed Facility will provide accommodation for up to eight patients at a time with the average duration of stay for each patient around six to ten weeks. All patient arrivals/departures would be undertaken by car by a nominated driver or by way of an ambulance vehicle. Consequently, this facility is likely to generate, 1-2 no. two-way vehicle movements a day associated with patients.
 - Based on a maximum of eight patients, there could be in the order of 16 to 24 (visitor) vehicle movements per day, i.e. 8 to 12 visits based on 1 to 1.5 visits / cars per patient per day, with vehicles expected to park for one to two hours.
91. In addition, the Transport Assessment confirms that this proposal will result in a net increase of only 9.25 FTE staff when compared with the onsite capacity of the existing development i.e., the use of Nightingale Court could be reinstated to take current staffing levels to 115.78 FTE, as historically operated until 2019. If this 5-bed facility were to become operational again then this would generate between 10-15 daily two-way vehicular trips. Consequently, the net increase in daily two-way vehicular trips generated as a result of this development is considered to be as follows:
- Staff = 2 trips
 - Patients = 1 trip
 - Visitors = 6-9 trips
 - Maximum Total = 12 trips
- This level of traffic is negligible and is unlikely to be noticeable above any daily traffic fluctuations to and from the hospital site.
92. For the proposal to satisfy Policy CS16 of the Bournemouth Local Plan: Core Strategy 2012 (Core Strategy), car parking provision including the layout and design should be in accordance with the BCP Parking Standards SPD 2021 (Parking SPD). The submitted information confirms that expected staffing levels within the site will be 59.67 FTE taking the total to 125.023 FTE. Additionally, the demolition of Seastone House and Nightingale Court will result in the loss of five bed spaces. The CAMHS PICU will provide eight new beds, there will therefore be a net increase of three beds on the site thus totalling 29 bed spaces.

93. Table 6 – *C2: Hospitals, C2 Schools and Colleges and C2A Secure Residential Institutions* indicates that the proposed zone D development generates a car parking requirement of 0.25 spaces per staff (FTE) and 0.25 per bed space which, based on the above, equates to:
- 31.25 spaces for staff (125 FTE)
 - 7.25 spaces for new building (29 beds)
 - Total = 39 spaces

Therefore, the proposed 46 car parking spaces would result in an overprovision of 7 spaces.

94. However, it should be noted that the 60 staff referred to by the LHA relates to FTE staff and therefore the absolute numbers of people travelling to the proposed development would be less. Only 14 FTE staff arriving between 08.00 – 09.00 and leaving between 17.00-18.00 would be associated with the proposed development of CAMHS PICU. This development proposes a total of 46 parking spaces comprising of 3 disabled bays and electric vehicle charging points within 3 spaces thus exceeding the council's requirements. The provision of 6 spaces, including 1 disabled bay, adjacent to the proposed 8-bed building is sufficient based on the above calculation.
95. The proposed eight patient facility will provide accommodation for each patient for around six to ten weeks. Based on the maximum capacity and typical duration of stay, patient arrivals and departures would take place infrequently. It is anticipated that all patient arrivals/departures would be undertaken by car by a nominated driver or by way of an ambulance vehicle. All car parking spaces and associated turning areas comply with the minimum spatial standards detailed within Section 3.2 of the Parking SPD and are therefore acceptable. The provision of an area for mobility scooters to be parked is welcomed by the Local Highway Authority.
96. This proposal will result in an immediate increase of circa 60 two-way trips throughout a 24-hour period, a significant proportion of which are likely to be multi-modal. The LHA acknowledges that those trips undertaken by private motor vehicle are unlikely to impact upon the operation of the highway network, for reasons stated above and it is noted that adequate onsite parking is provided. New cycle parking infrastructure is also provided within the site.
97. Initially, the LHA considered that mitigation for the intensification of existing public transport infrastructure within the vicinity of the site, is required, to safely accommodate and promote sustainable travel modes. In this instance, a new bus shelter and Real Time Information display was suggested to the front the site. In response to that, the applicant has rebutted the need for the provision of a bus stop to mitigate the impact of the development and has submitted additional information regarding the resultant *trip generation* from this proposal.
98. Additional details submitted were reviewed by officers including the Council's Heritage Officer and it was concluded that the provision of a replacement bus stop, in the location proposed by the LHA, would have a detrimental impact on the setting of the Grade II Listed Pebble Lodge and the wider setting of Herbert Hospital (also Grade II Listed). Therefore, for conservation reasons, this is not feasible. Conversely, the LHA would not seek the provision of a shelter at the existing stop fronting the site owing to the narrow footway and the potential such infrastructure would have on the obstruction of the footway thus potentially causing users to divert into the road.
99. In light of the above, the LHA do not consider the provision of a new bus shelter necessitates the acceptability of the proposed development in highway terms. Pursuant to paragraph 111 of the NPPF, this proposal is not considered to have a severe residual cumulative impact on the road network nor harm the safety of its users and is therefore acceptable.
100. The LHA notes that secure, purpose-built, cycle parking is not currently available to users of the existing development. Consequently, as a minimum, this proposal should provide cycle parking for the net increase in staff (59.67 FTE) and bed spaces. Table 6 – *C2: Hospitals, C2 Schools and Colleges and C2A Secure Residential Institutions* indicates that the proposed zone D development generates a cycle parking requirement of 0.25 spaces per FTE staff and 0.05 per bed (public) thus equating to:
- 14.9 spaces secure covered (staff)
 - 0.4 space public (staff/visitor overflow)

- Total = 16 spaces (15.3 unrounded)

101. The proposed development includes secure cycle lockers for 14 cycles although there is sufficient space within the curtilage of the site to comfortably accommodate 16 cycles to the council's requirements. The provision of external visitor stands, in proximity to the main entrances to buildings throughout the site, would be acceptable in addition to the cycle lockers proposed.
102. The LHA would normally look for new development of this scale to provide a communal cycle store integral to the new building however, the proposed arrangement benefits staff and visitors of the wider site given that the cycle 'hub' is more centrally located and nearer to the main hospital building. Details of cycle parking can be secured by an appropriate planning condition.
103. The proposed development represents a significant improvement in facilitating safe pedestrian access throughout the site whilst the provision of new pedestrian, cycling and electric vehicle charging infrastructure ensures access for users is safer and more convenient, thereby encouraging sustainable travel modes. The requirement for a Travel Plan will take forward the opportunities identified in the Transport Assessment, particularly in regard to promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport. The core aim of the provided travel plans is to have *'a positive influence on the travel behaviours of all users of the Hospital including staff, patients and visitors. This will be achieved by maximising opportunities for trips to and from the premises to be completed using sustainable modes, in order to reduce the number of cars accessing site and to lessening the impact on the local area'*. Compliance with this Travel Plan would be conditioned.
104. Assessed overall, the proposed works would comply with planning policies CS15, CS16, CS17, CS18 and CS41 subject to the imposition of conditions suggested by the Local Highway Authority, which relates to details of vehicular access/ parking/ turning; electric vehicle charging points; cycle parking to secure 16 cycle spaces; implementation of the submitted Travel Plan; as well as a Construction Management Plan.

Drainage

105. The site of these proposals falls entirely within Flood Zone 1 (FZ 1 – low risk of fluvial flooding) as shown by the Environment Agency's (EA) indicative flood modelling product and equally is not shown to be at theoretical risk of surface water flooding by relevant mapping, although an indicative flow path is shown immediately east / south-east of the site, aligned within the Alum Chine feature. BGS data indicates that the site sits above a Bedrock of the Branksome Sand Formation (sand) and that the site is considered suitable for the adoption of free draining infiltration SuDS for the management of surface water, subject to adequate ground assessment and testing.
106. In accordance with the recommendations of the National Planning Policy Framework (NPPF) all development proposals are to be supported by a strategy of surface water management that is both viable and deliverable, and which demonstrates that the proposed development and any adjoining property or infrastructure are not to be placed at increased risk, or worsening. The current application is supported by a site-specific Flood Risk Assessment (FRA) and a comprehensive Drainage Strategy Statement Report (DSSR) document (Version 2), both compiled by Calcinotto (ref: 114206 - dated 16th September 2022).
107. On the basis of the supporting Flood Risk Assessment (FRA) and Drainage Strategy Statement Report – Version 2 (DSSR) documents compiled by Calcinotto (ref: 114206 - dated 16th September 2022), the Local Lead Flood Authority raised no objection to the proposed scheme on flood risk or surface water management grounds, subject to pre-commencement planning conditions in respect of detailed design and maintenance requirements,
108. In summary, the application site is located within Flood Zone 1, which indicates the lowest risk of flooding. To comply with policy CS4, pre-commencement planning conditions in respect of detailed design and maintenance requirements would be added. Also, the Council's Engineer dealing with the Land Stability confirmed that the proposal for SuDS is acceptable in so far as the site is outside the SuDS prohibition zone which protects the lower chine slopes and sea cliffs.

Waste and Recycling

109. The Council's Waste and Recycling Officer was consulted and concluded that the application fails to meet the operational requirements of the Waste Collection Authority (WCA). However, the Waste and Recycling Officer confirmed that the existing hospital has a working recycling and waste management plan in place, and once adjusted to meet the additional capacity needs the WCA the consultee will have no objection. A waste management plan (WMP) detailing the requirements listed in the WCA response will be conditioned. On this basis, the proposal would accord with policy CS38.

Land stability

110. The proposed development would be sited within the chine owned by the hospital. Therefore, a saved Policy 3.25 would apply which requires from developments *'within 200 metres of cliffs and chines, or in proximity to steep embankments, to incorporate measures necessary to demonstrate such development will have no adverse effect upon existing cliffs, chines or steep embankments'*. As stated within paragraph 3.58 of the saved local plan *'the stability of the ground is so far as it affects land use, is a material consideration which should be taken into account in determining a planning application'*. Paragraph 3.60 goes further that *'the stability of the land can have significant implications as to what form of development is appropriate or could be considered'*.
111. A Stability Risk Assessment has been provided. The report concluded that in its current condition the sloping site of the proposed building is stable, and the development will remain stable under all post-construction conditions. The Council's Land Stability Officer was consulted and raised no objection subject to condition requiring the finalised soakaway positions and arrangements that would address the potential impact assessment on the registered lower chine slopes. Sufficient information has been provided and the application complies with Policy 3.25.

Sustainability

112. BCP Council declared a Climate and Ecological Emergency in July 2019, setting carbon neutral targets for the Council and the BCP conurbation. To meet these targets, significant and immediate cuts in carbon emissions are required. Every new build presents an opportunity to reduce carbon emissions through sustainable construction and design. New developments provide a chance to make a positive impact in an economically sound way rather than continuing with the status quo and the increased costs of making positive environmental changes once a building has been completed.
113. The applicant proposes various measures to create more energy sufficient use of the site. To reduce impact on the existing water services, the proposed unit would have tank storage and booster pumps. Also, gas will not be use for the proposed unit minimising dependence on has utility services within the site. The extent of PV panels is indicated on the roof plan. Proposed panels are flexible solar modules installed on zinc roof sheets in between the standing seams. They will be visible from the upper street level, but with being fitted in between the standing seam impact is minimised. The use of solar PV panels is welcomed.
114. Based upon the requirements for the proposed new CAMHS PICU facility and the Trust's intention to make the Alumhurst road Hospital site carbon neutral and requested an increased electrical capacity for the site. The proposed works will involve the removal of the existing 200kVA Herbert Hospital transformer and the replacement of the existing 200kVA Finigan transformer with a new 1MVA transformer (with a maximum demand initially set at 750kVA). The applicant confirmed that the capacity is currently available and have provided a quotation for the works which will be undertaken as part of the proposed CAMHS PICU development. Because the Alumhurst road Hospital site has in-patient accommodation any future electrical heating provision will need to be resilient and as such any failure in mains electrical supply will need to be covered by appropriate standby generation capacity. The current proposal is to provide a 750kVA standby generator adjacent to the replacement Finigan transformer which will provide 100% standby capacity for the whole site. The day tank on the proposed new standby generator would have a maximum capacity of circa 1,500 litres and a further bulk fuel store for the site would have a maximum capacity of circa 30,000 litres.

115. The proposal would involve the demolition of buildings which do not appear very old which is regrettable in terms of the use of resources and embodied energy. However, the Trust's intention to make the Alumhurst road Hospital site carbon neutral and solar PV are welcomed whilst the target to meet BREEAM excellent goes above and beyond the target standard of Very Good noted in Policy CS2. However, it would be reasonable to condition details of measures to provide 10% of energy to be use on site from on-site renewable sources As such, there is no associated objection subject to a planning condition to help ensure that these targets are realised. On this basis, the proposal would accord with policy CS2.

Planning Balance

116. 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 discussed development option through pre-application advice discussions and was advised of issues identified following submission and provided a revised scheme which was considered acceptable.
117. The application would extend an existing health care provision site which would help facilitate improvements in patient care and will provided much needed inpatient care for children and young people. The proposed unit would complement the existing use of the site and is considered most viable option for already established healthcare facilities on site. Provision of improved healthcare facilities weighs heavily in favour of the application as public benefit in form of helping people to recover from mental health crisis faster and closer to the home is recognised. Economically, the scheme would provide new job places and will reduce the cost to the NHS. Paragraph 92 of the NPPF states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which, in part, enable and support healthy lifestyles, especially where this would help address identified local health and wellbeing needs.
118. The design of proposed building is dictated by the medical requirements of its future uses, and existing modern buildings on site would not satisfy strict space requirements satisfying the nature of the proposed use on site. It is considered that the positive changes secured as a part of the planning process, the imposition of conditions in respect of the detailing and materials will add further visual interest.
119. The NPPF places 'great weight' on the conservation of heritage assets. The Heritage Officer has identified that in their opinion there would less than substantial harm arising from proposals. Where less than substantial harm is identified the NPPF at Paragraph 202 requires this harm to be weighed against the public benefits that would occur from the development. Paragraph 202 requires a balanced judgment to be applied for applications that impact on designated heritage assets. In this case, the merits of the scheme found within the improved healthcare provision in a highly sustainable location, along with the social and economic benefits are considered sufficient mitigators to outweigh the less than substantial harm to the setting of the 3no. Grade II building on site.
120. The proposal would not accord with policy CS39, however the public benefits identified are considered to be a significant material consideration in the identification of the exceptional circumstances required by this policy. 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 general 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 public benefits identified consider to be sufficient to outweigh the less than substantial harm to heritage assets arising from proposals.

Recommendation

GRANT permission with the following conditions:

1. Outline permission
 - (a) Approval of the details of the Landscaping of the site (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before any development is commenced.
 - (b) Application for approval of the reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.
 - (c) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the Reserved Matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: This condition is required to be imposed by the provisions of Article 5(1) of the Town and Country Planning (Development Management Procedure) Order 2015. These conditions are required to be imposed by Section 92 of the Town and Country Planning Act 1990.

2. 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:
 - Location Plan CAMU-MAA-ZZ-XX-PL-A-0001 rev. P5
 - Existing Site Plan CAMU-MAA-ZZ-XX-PL-A-0002 rev. P5
 - Site Demolition Plan CAMU-MAA-ZZ-XX-PL-A-0003 rev. P5
 - Proposed Site Plan CAMU-MAA-ZZ-XX-PL-A-0006 rev. P5
 - Site Access CAMU-MAA-ZZ-XX-PL-A-0007 rev. P5
 - Parking Plan CAMU-MAA-ZZ-XX-PL-A-0008 rev. P5
 - Fire Strategy Plan CAMU-MAA-ZZ-XX-PL-A-0009 rev. P5
 - Landscape GA Layout Sheet 1 CAMU-UBU-XX-XX-DR-L-1000 rev. P9
 - Landscape GA Layout Sheet 2 CAMU-UBU-XX-XX-DR-L-1006 rev. P1
 - Foundation and Lower Ground Floor Plan CAMU-CAL-ZZ-ZZ-DR-S-0101 rev. P4
 - Roof Plan CAMU-MAA-ZZ-XX-PL-A-0013 rev. P2
 - Aerial Perspective CAMU-MAA-ZZ-XX-PL-A-0016 rev. P4
 - Planting Plan 1 of 2 CAMU-UBU-XX-XX-DR-L-3000 rev. P3
 - Planting Plan 2 of 2 CAMU-UBU-XX-XX-DR-L-3001-P2 rev. P3
 - Existing Elevations CAMU-MAA-ZZ-XX-PL-A-0004 rev. P2
 - Existing Elevation 2 CAMU-MAA-ZZ-XX-PL-A-0005 rev. P2
 - Proposed Elevations 1 CAMU-MAA-ZZ-XX-PL-A-0014 rev. P4
 - Proposed Elevations 2 CAMU-MAA-ZZ-XX-PL-A-0015 rev. P4
 - External Visualisation 1 CAMU-MAA-ZZ-XX-PL-A-0018 rev. P4
 - External Visualisation 2 CAMU-MAA-ZZ-XX-PL-A-0019 rev. P2
 - External Visualisation 3 CAMU-MAA-ZZ-XX-PL-A-0020 rev. P4
 - Façade Changes CAMU-MAA-ZZ-XX-PL-A-0021 rev. P1
 - Site Wide Parking Layout CAMU-UBU-XX-XX-DR-L-1001 rev. P13
 - Proposed Lower Ground Floor CAMU-MAA-ZZ-XX-PL-A-0011 rev. P2
 - Proposed Ground Floor CAMU-MAA-ZZ-XX-PL-A-0012 rev. P2
 - Site Section CAMU-MAA-ZZ-XX-PL-A-0010 rev. P2
 - Tree Removal and Proposal Plan CAMU-UBU-XX-XX-DR-L-1004 rev. P1
 - Surfacing and Kerb Layout Plan CAMU-UBU-XX-XX-DR-L-1005

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

3. Samples of materials
Details/samples of all materials to be used on the external surfaces of the proposed building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement

of any superstructure works on site. The development shall only 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 CS39 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

4. Materials and Details

Notwithstanding the approved details, following information shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any superstructure works on site:

- Details of the proposed cycle lockers
- Drawing with details/materials of the new generator enclosure
- Details of the new surfacing across the site
- Demarcation of the parking spaces to the formalised parking areas
- Details and location of the knee rail (to prevent unauthorised parking)
- Details (location, design and materials) for any new signage relating to parking/circulation of the cars around the site

The development shall only 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 CS39 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

5. Construction Management Plan

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

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

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

6. Parking/access/turning

Notwithstanding any other details contained in any document submitted in connection with the development hereby permitted, prior to the first occupation of any part of the development the access, turning, and parking areas shown on approved plan CAMU-UBU-XX-XX-DR-L-1001 rev. 13 shall be fully constructed and laid out in accordance with a specification that includes details of parking space allocations that has first been submitted to and approved in writing by the local planning authority. Thereafter, these areas shall at all times be retained, kept free from obstruction, available for use for the purposes specified and maintained in a manner such that the areas remain so available.

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

7. Travel Plan

Before the development hereby approved is occupied or utilised, the submitted Travel Plan prepared by Aecom, project number: 60578362, dated September 2022 must be implemented and operational and thereafter shall be complied with at all times.

Reason: In order to reduce or mitigate the impacts of the development upon the local highway network and surrounding neighbourhood by reducing reliance on the private car for journeys to and from the site.

8. Details of cycle storage to be provided

Notwithstanding any details contained in any document submitted in connection with the development hereby permitted, prior to the construction of any part of the development above base course level details of secure bicycle parking for 16 bicycles to be provided shall be submitted to and approved in writing by the local planning authority. The bicycle parking shall thereafter at all times be retained, kept maintained so as to ensure that the access path and bicycle parking are safe and secure to use and the bicycle parking shall at all times be available for use by visitors to the development

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

9. Electrical Vehicle (EV) charging points

Notwithstanding any details contained in any document submitted in connection with the development hereby permitted, prior to the commencement of any part of the development hereby permitted details of the provision of Electric Vehicle Charging Points and associated infrastructure shall be submitted to the Local Planning Authority for approval in writing. Those details shall be in accordance with the BCP Council Parking SPD (adopted 6th January 2021). The approved details shall be implemented and brought into operation prior to the use hereby approved commencing. Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

Reason: In the interests of promoting sustainable modes of transport and this is a pre-commencement condition in order to ensure the provision of adequate services to the charging points in accordance with Policy CS17 of the Bournemouth Local Plan Core Strategy (October 2012).

10. Drainage hard surfaced areas

Any new or replacement hard surfaced area(s) shall either be made of porous materials, or provision shall be made to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the property.

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.

11. Compliance with the submitted arboricultural method statement and tree protection plan

The tree protection measures and compliance with the required arboricultural supervision as detailed in the Tree Report prepared by Hellis Solutions Limited dated February 2023 V7.0 ref. 20/10/184/NH, as well as the submitted CAMU-UBU-XX-XX-DR-L-1000_Landscape GA Layout_S1 Suitable for Co-Ordination Stage 3_P9, shall be implemented in full and in accordance with the approved timetable and maintained and supervised until completion of the 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).

12. On site working hours
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).

13. Surface Water Management
Prior first occupation of the approved building, detailed surface water management scheme for the site, based upon the hydrological and hydrogeological context of the development, available capacity of receiving systems and providing clarification of how drainage is to be managed during demolition / construction, has been submitted to, and approved in writing by the local planning authority. The surface water scheme shall be implemented in accordance with the submitted details before the development is completed. The development shall only be carried out and thereafter at all times maintained in accordance with the approved details.

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

14. Details of maintenance and management of the surface water
No development shall take place until finalised details of maintenance and management of the surface water sustainable drainage scheme have been submitted to and approved in writing by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

15. Ecological Impact Assessment
The recommendations as given in sections '6 Impacts' and '7 Mitigation and Enhancements' of 'Ecological Impact Assessment 49 Alumhurst Road, Bournemouth, Dorset, BH4 8EW' by Darwin Ecology shall be implemented in full. This to include but not limited to: trenches or excavations will be covered overnight or provided with a ramp, to allow any animals to escape; timing of works; toolbox talk; soft removal of roof features; one bat box on tree; one integrated bat box on building; two woodcrete bird boxes should be installed at a height of 1.5m - 3m on suitable mature trees on site in a south/west facing location; wildlife friendly landscaping scheme; reptile and amphibian habitat.

Reason: to be compliant with National Planning Policy Framework (2021) paragraph 174 "Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity"; policy CS30 "enriches biodiversity and wildlife habitat".

16. Swift bricks boxes
At least four built in swift bricks boxes shall be installed in accordance with swift conservation guidance <http://www.swift-conservation.org/OurLeaflets.htm>. The development shall only be carried out in accordance with the approved details.

Reason: To be compliant with National Planning Policy Framework (2021) paragraph 174 "Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity"; policy CS30 "enriches biodiversity and wildlife habitat".

17. Licence from Natural England
Prior to the commencement of works on site, a Licence from Natural England shall be obtained pertaining to the closure of the identified affected badger sett. The development shall only be carried out in accordance with the approved details.

Reason: To comply with Protection of Badgers Act 1992.

18. External lighting
Prior first occupation, details of all external lighting shall be provided to the Local Authority and confirmed in writing. Details shall comply with requirements set by *Bats and artificial lighting in the UK* by Bat Conservation Trust (BCT) and Institute of Lighting Professionals (ILP/BCT) (2018) and include luminaires to have colour temperature less than up to 3000K, with peak wavelengths greater than 550nm. The development shall only be carried out in accordance with the approved details.

Reason: to be compliant with National Planning Policy Framework (2021) paragraph 174 "Planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity"; policy CS30 "enriches biodiversity and wildlife habitat".

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

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

20. Demolition and Construction Environmental Management Plan
Prior to the commencement of development, including demolition, a Demolition and Construction Environmental Management Plan (DCEMP) shall be submitted to and approved in writing by the Local Planning Authority. The DCEMP shall include:

- A Dust Management Plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of dust and other air emissions resulting from the site preparation, demolition, and groundwork and construction phases of the development.
- A Construction Environmental Management Plan that identifies the steps and procedures that will be implemented to minimise the creation and impact of noise, vibration, dust and other air emissions and potential ground and/or water pollution resulting from the site preparation, demolition, and groundwork and construction phases of the development.
- A Construction Logistics Plan that identifies the steps that will be taken to minimise the impacts of deliveries and waste transport vehicles.

The development shall not be implemented other than following the approved scheme, unless previously agreed in writing by the Local Planning Authority.

Reason: To ensure the development does not create local environmental impacts and pollution.

21. Waste Management Plan
Prior to the first occupation of any part of the development hereby permitted a commercial waste management plan ("CWMP") shall have been submitted to and approved in writing by the local planning authority. The CWMP shall in particular include details of the location of lockable waste containers suitable for the containment of the waste generated by proposal, identify the intended licensed waste collection provider and also set out the frequency of service. The approved CWMP shall at all times thereafter be complied with.

Reason: To comply with a duty of the business under the Environmental Protection Act 1990 (section34) to have suitable commercial waste agreement in place, guidance relating to capacity is based on Waste management in buildings — Code of practice BS 5906:2005, and to be in accordance with PolicyCS41 adopted October 2012.

22. Land Stability

No part of the development hereby permitted shall be commenced until details of the final soakaway positions including a timetable for their delivery and arrangements relating to their future maintenance together with evidence that demonstrates that such provision will prevent any adverse impact on any lower chine slopes shall have first been submitted to and approved in writing by the local planning authority. The development shall only be constructed in accordance with the approved details and once provided the approved soakaways and arrangements shall thereafter at all times be retained and maintained in accordance with the approved details.

Reason: To comply with Policy 3.25 and avoid adverse effect upon the existing chine.

23. Energy Use

Prior to first occupation of the building hereby permitted, details of measures to provide 10% of energy to be used on site from on-site renewable sources with details to include a maintenance plan, shall be submitted to and approved in writing by the local planning authority. These measures must then be implemented before any occupation of the proposed building is brought into use.

Reason: In the interests of delivering a sustainable scheme, reducing carbon emissions and reducing reliance on centralised energy supply, and in accordance with Policy PP37 of the Poole Local Plan (November 2018).

Informative Notes:

1. INF04: No Storage of Materials on Footway/Highway

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

2. Refuse collection

INFORMATIVE NOTE: The Council, under section 46 of the Environmental Protection Act 1990, can specify the type of bin provided for waste collections, where bins are to be placed for emptying, the items that may or may not be put into bins and the steps to be taken by occupiers to assist the collection of waste.

The EPA s46 (4e-g) state that collection arrangements (including the time when receptacles must be placed for collection and subsequently removed) can be set by the Council. With regard to these collection arrangements, the Council's website provides clear instructions of when and where bins need to be put out for collection and returned to your property

<https://www.bpcouncil.gov.uk/Bins-waste-and-recycling/Bins/Household-rubbish-bin-collections.aspx>

Regarding bin placement on the highway, the Highways Act 1980 section 130 imposes a duty on the Highway's Authority to assert and protect the rights of the public to use and enjoy the highway. This general duty is reinforced by s.130 (3) which states that the Highway Authority have a duty to prevent, as far as possible, the obstruction of the highway.

Bats

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

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 took pre-application advice and was provided with the opportunity to resolve identified planning issues within the application process including the provision of additional information to enable nature conservation mitigation and inform the impact on soft landscape

features and highway safety. Revised plans were provided to address concerns regarding the amount and layout of development, to ensure compliance with adopted parking and highway requirements, to safeguard designated heritage assets within proximity. The application scheme satisfied planning policy and other material considerations and was progressed to a recommendation of approval.

Background Documents:

For full details of all papers submitted with this application please refer to the relevant Public Access pages on the Council's website.