

Planning Committee

Application Address	Hicks Farm, Throop Road, Bournemouth, BH8 0DN
Proposal	Variation of condition 11 of planning permission 7-2021-7824-C to allow the SANG to open prior to the Vehicle Electric Charging Points operating and to align their availability with the car park opening hours. (Original Description of Development: Change of use to Suitable Alternative Natural Greenspace (SANG) together with the formation of an associated car park, access and infrastructure - Regulation 3).
Application Number	7-2023-7824-F
Applicant	Bournemouth, Christchurch and Poole Council
Agent	Bournemouth, Christchurch and Poole Council
Ward	Muscliff & Strouden Park Cllr Brian Castle Cllr Lisa Northover Cllr Kieron Wilson
Report Status	Public
Meeting Date	14 March 2024
Recommendation	GRANT
Reason for Referral to Planning Committee	This application is referred to the Planning Committee for the following reasons: <ul style="list-style-type: none"> • The application is a major application and; • The land is owned by BCP Council; • The application has been submitted by BCP Council Parks Department.
Case Officer	Peter Burridge

Description of Development

1 Planning permission is sought for the Variation of condition 11 of planning permission 7-2021-7824-C to allow the SANG to open prior to the Vehicle Electric Charging Points operating and to align their availability with the car park opening hours. (Original Description of Development: Change of use to Suitable Alternative Natural Greenspace (SANG) together with the formation of an associated car park, access and infrastructure - Regulation 3).

2 Condition 11 of planning permission 7-2021-7824-C reads:

Notwithstanding details shown on the submitted plans, within 3 months of the commencement of the development 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). No use hereby permitted shall be commenced until details of the provision of the Electric Charging Points have been approved and implemented in full. Thereafter the Electric Vehicle Charging Points shall be permanently retained available for use at all times.

Reason: In the interests of promoting sustainable development including sustainable forms of transport in accordance with Policy CS17 of the Bournemouth Local Plan Core Strategy (October 2012).

3 The applicant seeks to amend the condition to read as follows:

Notwithstanding details shown on the submitted plans, within 3 months of the commencement of the development 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). No use hereby permitted shall be commenced until details of the provision of the Electric Charging Points have been approved. Thereafter the Electric Vehicle Charging Points shall be available for use, in line with Condition 19 car park opening and closing times.

Reason: In the interests of promoting sustainable development including sustainable forms of transport in accordance with Policy CS17 of the Bournemouth Local Plan Core Strategy (October 2012).

4 This change has been requested because the applicant is waiting for a third party (energy supplier) to complete the installation of the Electric Vehicle Charging Points and this third party is experiencing delays.

5 Planning permission 7-2021-7824-C has been implemented with the SANG constructed. The SANG is not yet open to the public.

6 As registered, the application description differed and also referenced condition 18 which is subject to application 7-2023-7824-F. The description has been corrected and now relates only to condition 11. It is not considered that any third party is prejudiced by this change.

7 The applicant has provided the following information:

- Planning application form;
- EV charging plan;
- EV charging point installation plan.

Description of Surroundings and Application Site

- 8 Throop village, located predominantly to the south of Throop Road, was originally a farming community largely dating to the late 17th and early 18th centuries. There are several ancient, thatched cottages, but the character of the village has evolved and now includes a large proportion of modern suburban development the more recent of which dates to the 1990's. The village character of Throop remains however, and it is distinct from the Bournemouth conurbation. The area of land to the north of Throop Road, which comprises much of the application site, is undeveloped and provides long views across the Stour valley.
- 9 The Dorset Landscape Character Assessment identifies this area as lying within the 'Valley Pasture' landscape character type, which is heavily influenced by the underlying geology. The site has some of the key "Valley Pasture" characteristics, namely its flat and open valley floor landscape, with distinctively meandering river channels. It is a typically grazed pastoral landscape, a mosaic of smaller fields, some of which abut the river edges.
- 10 The area falls within the Green Belt and Throop village is within the Throop and Muccleshell Village Conservation Area. Much of the undeveloped land between the River Stour and Throop village falls within flood zone 3 and flooding is common, particularly during the winter months.
- 11 Hicks Farm buildings date to around 1800 and are Grade II listed. The buildings comprise the farmhouse with its associated outbuildings and more recent functional farm buildings. A feasibility study was undertaken in 2018 following a grant from the National Lottery Heritage Fund to look at options for restoration and re-use. There are further listed buildings in the locality which include Throop Mill Cottage, Throop Mill, River Farm and Barn and Muccleshell Farmhouse.
- 12 The Stour Valley Way (PROW29) follows Watery Lane running through Throop. This is a long-distance public right of way from Hengisbury Head to Stourhead in Wiltshire.
- 13 The application site forms 11.93ha of predominantly agricultural land identified as Hicks Farm to the north and east sides of Throop village. The site comprises two distinct parcels, the main part being to the north and east of the village and the second parcel, comprising a new carpark with space for 20 cars and footpath link to the east.
- 14 The north-western boundary of the main site area is delineated by an established field boundary, a combination of post and wire fence and hedgerow. The north-eastern boundary is delineated by the River Stour and mill pond. Much of the land is open grassland. The southern boundary is defined by a hedgerow following a farm track. There are two existing agricultural access points; one to Throop Road and the other to Watery Lane. A short section of footpath PROW E62/2 runs through the site between Throop Mill and the weir bridge. A shared path upgraded during 2017-2018 to promote public access runs between Throop Road and the weir bridge providing an alternative route although most of the site is not accessible to the public. The Ringwood District Angling Association have access to the southern bank of the River Stour.
- 15 The eastern parcel runs parallel with a linear woodland copse that defines the eastern extent of the village. A field access lies at the northern end of Taylor Drive.
- 16 The application site forms part of the wider Stour Valley Park Vision; a concept to improve recreational opportunities, wildlife, and landscape in the river corridor between Kingston Lacy and Hengisbury Head.

Relevant Planning Applications and Appeals:

- 17 7-2019-7824-B: Change of use to Suitable Alternative Natural Greenspace (SANG) together with the formation of an associated car park, access and infrastructure - Regulation 3. Refused: 10 December 2020
- 18 7-2021-7824-C: Change of use to Suitable Alternative Natural Greenspace (SANG) together with the formation of an associated car park, access and infrastructure - Regulation 3 (Revised Application). Approved: 5 October 2021
- 19 7-2023-7824-D: Non material amendment to application no: 7-2021-7824-C to amend the car park access (Condition 1, Condition 8, Condition 9); revisions to car park bunding (Condition 1); additional bunding along eastern edge of car park footpath link (Condition 1); adjustment to 3m wide shared path, grazing area and associated fencing (Condition 1) and introduction of highway build outs either side of the uncontrolled highway crossing (Condition 1, Condition 18). Decision Pending
- 20 7-2023-7824-E: Variation of condition no. 18 of application 7-2021-7824-C to allow for the removal of carriageway markings to restrict parking/loading along a circa 15m stretch of Taylor Drive (Original Description of Development: Change of use to Suitable Alternative Natural Greenspace (SANG) together with the formation of an associated car park, access and infrastructure - Regulation 3). Decision Pending

Constraints

- 21 Green Belt:
The application site is located within the Green Belt. The NPPF chapter 13 confirms that the Government attaches great importance to Green Belts. Paragraph 142 states '*The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence*'.
- 22 Paragraph 143 of the NPPF details the 5 purposes of the Green Belt which are:
 - a. to check the unrestricted sprawl of large built-up areas;
 - b. to prevent neighbouring towns merging into one another;
 - c. to assist in safeguarding the countryside from encroachment;
 - d. to preserve the setting and special character of historic towns; and
 - e. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 23 Conservation Area:
The access to the car park and part of the associated footway that links the car park to the SANG fall within the Throop and Muccleshell Conservation Area. All other aspects of the SANG fall outside of the Throop and Muccleshell Conservation Area. The SANG is within the setting of the Throop and Muccleshell Conservation Area. The conservation area comprises a designated heritage asset. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires special attention to be paid to the desirability of preserving or enhancing the character or appearance of the conservation area.
- 24 Listed Buildings:
There are listed buildings within proximity of the SANG and listed lampposts along Throop Road. 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.

25 TPO:

The land subject to this application is all protected by Area Tree Preservation Orders made in 1976 and 1977. These Orders protect all trees that were present at the time of serving. Tree Preservation Orders prohibit the cutting down, topping, lopping, uprooting, wilful damage, or wilful destruction of trees without the local planning authority's written consent.

26 Flood zone:

A large part of the main SANG area falls within flood zone 3. Flood zone 3b forms the functional flood plain and flood zone 3a forms an area with a high probability of flooding assessed as having a 1 in 100 or greater annual probability of river flooding in any year. NPPF Annex 3 lists that amenity open space, nature conservation and biodiversity, outdoor sports and recreation and essential facilities such as changing rooms as water compatible uses permitted within these zones.

27 SNCI:

There is an SNCI designation (Site of Nature Conservation Interest) which runs along Watery Lane in front of Berry Hill Sludge Treatment Centre, and which encompasses the tip of the northern access to the SANG. This marks the extent of the SNCI. The accompanying buffer encompasses slightly more of the access.

Biodiversity/ Habitats

- 28 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.

Public Sector Equalities Duty

- 29 In accordance with the 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.

Consultations

- 30 Highways DC: no objection
- 31 Historic England: no advice offered
- 32 Natural England: no objection
- 33 Tree Officer: no objection
- 34 Environmental Health Officer: not a matter considered by Environmental Health

Representations

35 Four site notices were displayed on 15 January 2024 with an incorrect consultation expiry date of 31 January 2024. Updated site notices were posted on 30 January (with the corrected description) extending the consultation expiry date to 6 February 2024. A press notice was also published.

36 Two representations received raising the following concerns (summary):

Friends of Throop;

- BCP should be required to uphold all planning conditions before the SANG is opened;
- Concerns were raised regarding the impact of the car park when permission was granted;
- Objections were raised regarding the EV Charging Points when permission was granted;
- Residents' objections were previously 'overruled';
- Two large substations to accommodate the power supply have been installed in highly visual locations;
- The EV charging points should either be permanently removed from the project or installed in full prior to the opening of the SANG.

Throop and Holdenhurst Village Council;

- All conditions must be adhered to prior to the opening of the SANG;
- The Village Council were advised in August 2023 that the order had been placed for the EV Charges with a lead time of 3 months- their installation should therefore be well underway;
- To avoid upsetting residents further, it would be prudent to wait longer for their installation.

Key Issues

37 The main considerations involved with this application are:

- Sustainability.

38 These points will be discussed as well as other material considerations in the report below.

Policy Context

39 Bournemouth Local Plan: Core Strategy (Adopted October 2012)

- CS1: NPPF – Presumption in Favour of Sustainable Development
- CS4: Surface Water Flooding
- CS5: Promoting a Healthy Community
- CS6: Delivering Sustainable Communities
- CS16: Parking Standards
- CS17: Encouraging Greener Technologies
- CS18: Increasing Opportunities for Cycling and Walking
- CS30: Promoting Green Infrastructure
- CS31: Recreation, Play and Sports
- CS33: Heathland
- CS35: Nature and Geological Conservation Interests
- CS36: Stour Valley Project
- CS37: Green Belt
- CS38: Minimising Pollution
- CS39: Designated Heritage Assets
- CS41: Design Quality

40 Christchurch and East Dorset Local Plan Part 1 – Core Strategy (Adopted April 2014)

KS3: Green Belt

41 Bournemouth District Wide Local Plan (Adopted February 2002)

- 3.6: Development in the Countryside
- 3.26: Rivers and Watercourses
- 3.28: Flooding
- 4.25: Landscaping
- 4.4: Conservation Areas
- 4.10: Conservation Areas – Roads and Footways
- 4.13: Throop Conservation Area

42 Supplementary Planning Documents/ Guidance

Dorset Heathlands Planning Framework SPD 2020 – 2025 (2020)
Sustainable Urban Drainage Systems (SUDS) - PGN (2003)
BCP Parking Standards – SPD (2021)
Throop and Muscliffe Conservation Area Map and Summary

The National Planning Policy Framework (2023)

43 Section 2 – Achieving Sustainable Development

Paragraph 2 relates to sustainable development. Achieving sustainable development means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways. These comprise:

- An economic objective – by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth;
- A social objective – to support strong, vibrant, and healthy communities including provision of accessible open spaces that reflect current and future needs and support communities' health, social and cultural well-being;
- An environmental objective – to contribute to protecting and enhancing the natural, built, and historic environment including helping to improve biodiversity.

44 Paragraph 11;

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

*For **decision-taking** this means:*

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

45 Section 8 – Promoting healthy and safe communities;

Paragraph 97 relates to promoting healthy and safe communities advising that planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (including open space) to enhance the sustainability of communities and residential environments.

46 Section 12 – Achieving well-designed places;

Paragraphs 135b and c state policies and decisions should ensure that developments are visually attractive as a result of effective landscaping and sympathetic to local character and history, including the surrounding built environment and landscape setting.

47 Section 13 – Protecting Green Belt land;

Paragraph 150 states that once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor space and recreation; to retain and enhance landscapes, visual amenity, and biodiversity; or to improve damaged and derelict land.

Paragraphs 152- 156 relate to proposals which impact the green belt. Paragraph 152 states that inappropriate development is, by definition, harmful to the green belt and should not be approved except in very special circumstances.

48 Chapter 16 – Conserving and enhancing the historic environment;

Paragraph 203;

'In determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;*
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and*
- c) the desirability of new development making a positive contribution to local character and distinctiveness.'*

Paragraph 205;

'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.'

Paragraph 206;

'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of:

- a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;*

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.'*

Paragraph 208:

'Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.'

Planning Assessment

Key Issues

Highway Safety

- 49 This application seeks the variation of condition 11 attached to planning permission 7-2021-7824-C to remove the requirement for the electric vehicle charging points to be operational prior to the opening of the SANG. It also seeks to align the availability of the charging points to the car park opening times.
- 50 The applicant wishes to open the SANG imminently but this is currently being delayed due to the requirement for the electric vehicle charging infrastructure to be operational prior to opening. The applicant has advised that the ducting for the charging points was installed when the carpark was constructed in June/ July 2023. In August 2023, the applicant was advised that it would take three months to programme the necessary further works but this work is still awaited with the energy supplier 'overworked'. Variation of condition 11 would allow the SANG to open prior to the electric vehicle charging points being operational.
- 51 The applicant remains committed to the introduction and ongoing provision of the electric vehicle charging facilities. This application would alter only the timing of these works with a small delay in the charging points becoming operational.
- 52 The further change to the condition clarifies that the electric vehicle charging points would only be available when the car park is open (condition 19). This was always understood to be the case given that it would not be possible to access the electric vehicle charging points when the car park is closed.
- 53 Overall, the proposal would remain compliant with policy CS17 and there are no associated objections subject to retention of the condition in a revised form. The Local Highway Authority have also raised no objections to the proposal.
- 54 Notwithstanding, it is suggested that the revised wording of condition 11 is amended from that suggested by the applicant as detailed in paragraph 3. This is because the condition has already been discharged and it is unnecessary to require that the details are resubmitted again. Instead, condition 11 can be varied to take account of these approved details.

Further Considerations

- 55 The changes proposed by this application are not considered to impact any of the further issues that were addressed at the time planning permission was granted for the SANG. All other aspects of the proposal remain unchanged as a consequence of this application.

Planning Balance / Conclusion

- 56 Planning permission has previously been granted for the SANG and this application seeks only to vary condition 11 to remove the need for the electric charging points to be operational prior to the SANG opening and to align their availability with the car park opening times. The applicant has provided details as to why the electric charging points cannot be operational prior to the opening of the SANG whilst it was known that the electric charging points would only be available when the car park was open. With no harm identified there is no reason to withhold permission.
- 57 The application comprises a Section 73 (of the Town and Country Planning Act) application that relates to the determination of applications without compliance with conditions previously attached. The original planning permission will continue to subsist whatever the outcome of this application. This application will grant a fresh planning permission and therefore it is necessary to reapply all of the other relevant planning conditions that are still applicable. In this instance, all of the relevant conditions have been discharged. Therefore, it is necessary to amend the new conditions to take account of these approved details. In the alternative, it would be necessary for the applicant to discharge these conditions again; this would be unreasonable and unnecessary.

Recommendation

- 58 **GRANT** 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:

Conditions:

(a) Time Limit

The development to which this permission relates must be begun not later than the expiration of three years beginning from 5 October 2021.

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

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:

Application Boundary: drg. no. HI S 02 Rev G
Proposed Layout Overall Concept; drg. no. HI S 03 Rev I
Phase 1 – Proposed Layout Main Area; drg. no. HI S 06 Ref F
Phase 1 – Proposed Layout Car Park Area; drg. no. HI S 07 Rev G
Typical Sections: drg. no. HI S 08
Typical Fence Details; drg. no. HI S 09
Typical Path Details; drg. no. HI S 10 Rev E
Phase 1 – Riverside Area; drg. no. HI S 11 Rev A
Typical Hedgerow Gaps; drg. no. HI S 12
Phase 1 – Proposed Layout Car Park Detail; drg. no. HI S 13 Rev D
Phase 1 – Pedestrian and Cycle Routes; drg. no. HI S 14
Typical Cycle Stand Layout; drg. no. HI S 15
Car Park Bund Planting Mix; drg. no. HI S 16
Photo Images and Associated View Locations Plan; drg. no. HI S 17

Proposed Car Park Access General Arrangement and Visibility Splays; drg. no. 194895_A05 Rev A

Proposed Uncontrolled Pedestrian Crossing General Arrangement and Visibility Splays; drg. no. 194895_A06 Rev A

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

2. Detailed Design

The size, design, materials, position, and method of attachment to the ground in respect of the following shall all accord in full with the following plans:

- Waymarker signs – drg. no. A/210 Rev A, dated June 2022.
- Information boards and displays - drg. no. A/206, dated March 2022, drg. no. A/209 Rev A, dated June 2022 drg. no. A/210 Rev A, dated June 2022.
- Carpark access barrier, Fencing and Gate - A202 Rev A, dated April 2022, drg. no. L/106 Rev A, dated April 2022, drg. no. L/107 Rev A, dated April 2022, drg. no. -150 Rev A dated 05.05.2022.
- Benches - drg. no. A/201 Rev A, dated April 2022
- Bins - drg. no. A/211 Rev A, dated April 2022

Reason: To ensure a satisfactory design, to safeguard the rural character of the area and to safeguard the Throop and Muccleshell Village Conservation Area all to accord with Planning Policy 4.4 of the Bournemouth District Wide Local Plan (February 2002) and Planning Policies CS39 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

3. Arboricultural Method Statement

The development hereby approved, during construction and operation, shall accord in full with the details, timetable and recommendations of the following:

- treecall Consulting Ltd Arboricultural Impact Assessment and Method Statement Ref DS/62421AL dated 7 February 2022;
- Plan TC1, Tree Location Plan, Ref DS/62421/AL dated 4 February 2022;
- Plan TC2, Tree Protection Plan and Arboricultural Method Statement, Ref 62421/AL dated 4 February 2022
- Plan TC3, Tree Protection Plan and Arboricultural Method Statement, Ref: 4 February 2022 dated 4 February 2022
- Plan TC4, Tree Protection Plan and Arboricultural Method Statement, Ref 4 February 2022 dated 4 February 2022

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).

4. Soft Landscaping

All soft landscape works shall strictly accord with the following details:

- Planting Plan 1: Careys Road; drg. no. L/101 Rev A dated March 2022
- Planting Plan 2: Car Park Link; drg. no. L/102 Rev A dated March 2022
- Planting Plan 3: Car Park; drg. no. L/103 Rev A dated March 2022
- Planting Plan 4: Main Area; drg. no. L/104 Rev B dated March 2022
- Softworks Specification, BCP Council (Parks), Version V1.1, date April 2022

These details shall be implemented in full prior to the first opening of the SANG and shall permanently retained and maintained as agreed.

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).

5. Hard Landscaping

All hard landscaping details shall strictly accord with the following details:

- General Arrangement – Sheet 1; drg. no. 100-1 Rev A, dated 27.04.2022
- General Arrangement – Sheet 2; drg. no. 100-2 Rev A, dated 27.04.2022
- General Arrangement – Sheet 3; drg. no. 100-3 Rev A, dated 27.04.2022
- Cross Sections; drg. no. 0110 Rev A, dated 05.05.2022
- Kerbing and Surfacing Plan – Sheet 1; drg. no. 120-1 Rev A, dated 05.05.2022
- Kerbing and Surfacing Plan – Sheet 2; drg. no. 120-2 Rev A, dated 05.05.2022
- Kerbing and Surfacing Plan – Sheet 3; drg. no. 120-3 Rev A, dated 05.05.2022
- Levels Plan – Sheet 1; drg. no. 130-1 Rev A, dated 05.05.2022
- Levels Plan – Sheet 2; drg. no. 130-2 Rev A, dated 05.05.2022
- Levels Plan – Sheet 3; drg. no. 130-2 Rev A, dated 05.05.2022
- Standards Details; drg. no. -150 Rev A, dated 05.05.2022
- Road Marking Plan; drg. no. 160 Rev A, dated 05.05.2022
- Main Riverside Area – Path Details; drg. no. A/213 Rev A, dated June 2022
- Timetable of works received 8 February 2023

These details shall be implemented in full prior to the first opening of the SANG and shall permanently retained and maintained as agreed.

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

6. Boundary/Subdivision Treatment

All boundary treatment details shall strictly accord with the following details:

- Street Furniture Details – Bollards; drg. no. A207 Rev A, dated April 2022
- Street Furniture Details – Gates; drg. no. A/205 Rev A, dated April 2022
- Fencing Details – Stockproof and Post & Rail; drg. no. A/208 Rev A, dated May 2022
- Fencing and Furniture Plan 1 – Careys Road; drg. no. L/105 Rev A, dated April 2022
- Fencing, Furniture & Hardworks Plan 2 Car Park Link; drg. no. L/106 Rev A, dated April 2022
- Fencing, Furniture & Hardworks Plan 3 Car Park; drg. no. L/107 Rev A, dated April 2022
- Fencing, Furniture & Hardworks Plan 4 Main Area; drg. no. L/108 Rev A, dated April 2022
- Fencing, Furniture & Hardworks Plan 5 South East Ara; drg. no. L/109 Rev A, dated April 2022

These details shall be implemented in full prior to the first opening of the SANG and shall permanently retained and maintained as agreed.

Reason: To ensure a satisfactory design, to safeguard the rural character of the area and to safeguard the Throop and Muccleshell Village Conservation Area all to accord with Planning Policy 4.4 of the Bournemouth District Wide Local Plan (February 2002) and Planning Policies CS39 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

7. Long-term landscape management plan and maintenance scheme

The Landscape and Ecological Management Plan by BCP Council (Parks) Version V1.2 dated April 2022 shall be implemented as approved prior to the first opening of the SANG and thereafter adhered to in accordance with these approved details.

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).

8. Access/turning/parking

Prior to first use of the car park, the access, parking and turning areas shall be provided strictly in accordance with the following details:

- General Arrangement – Sheet 1; drg. no. 100-1 Rev A, dated 27.04.2022
- General Arrangement – Sheet 2; drg. no. 100-2 Rev A, dated 27.04.2022
- General Arrangement – Sheet 3; drg. no. 100-3 Rev A, dated 27.04.2022
- Cross Sections; drg. no. 0110 Rev A, dated 05.05.2022
- Kerbing and Surfacing Plan – Sheet 1; drg. no. 120-1 Rev A, dated 05.05.2022
- Kerbing and Surfacing Plan – Sheet 2; drg. no. 120-2 Rev A, dated 05.05.2022
- Kerbing and Surfacing Plan – Sheet 3; drg. no. 120-3 Rev A, dated 05.05.2022
- Levels Plan – Sheet 1; drg. no. 130-1 Rev A dated 05.05.2022
- Levels Plan – Sheet 2; drg. no. 130-2 Rev A dated 05.05.2022
- Levels Plan – Sheet 3; drg. no. 130-2 Rev A dated 05.05.2022
- Standards Details; drg. no. -150 Rev A dated 05.05.2022
- Road Marking Plan; drg. no. 160 Rev A dated 05.05.2022

These areas shall be permanently retained as approved and kept available for visitors at all times.

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

9. Visibility Splays

Before the development hereby permitted is brought into use and notwithstanding the provisions of the Town and Country (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modifications) the visibility splays shall be provided on both sides of the vehicular and pedestrian accesses onto Taylor Drive in accordance with approved plans and shall be cleared of all obstructions over 0.6m above the level of the adjoining highway. Nothing over 0.6m in height shall be permitted to be erected within the splayed areas at any time.

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

10. Design of Cycle Parking

Before the development hereby permitted is brought into use, cycle parking for 14 cycles and associated 3m wide access paths shall installed and laid out in accordance with the agreed details and thereafter be retained, maintained and kept available at all times for visitors to the development site.

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

11. Electric Vehicle Charging Points

The Electric Vehicle Charging Points shall be installed strictly in accordance with the following details:

- L/124 entitled 'EV Charging', drawing V2 entitled 'Hicks Farm Sang- New Car Park'
 - Drawing V2 entitled 'Hicks Farm SANG – New Car Park'
 - Drawing V1 entitled VR6(a) 'Feeder Pillar Three Phase on Street Private Supply'
- The Electric Charging Points shall be brought into operation in accordance with a timetable of works to be submitted to and approved in writing by the Local Planning Authority within three months of the date of this decision. Thereafter the Electric Vehicle Charging Points shall be permanently retained, maintained in full working order and available for use during the car park opening hours.

Reason: In the interests of promoting sustainable development including sustainable forms of transport in accordance with Policy CS17 of the Bournemouth Local Plan Core Strategy (October 2012).

12. Construction Management Plan

The development hereby approved shall be implemented strictly in accordance with The Construction Management Plan prepared by BCP Council (Parks) Version V1.1.

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 and to comply with Policies CS38 and CS41 of the Bournemouth Local Plan Core Strategy (October 2012).

13. Lighting

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no lighting shall be installed on the application site.

Reason: To safeguard the rural character of the area and to safeguard the Throop and Muccleshell Village Conservation Area all to accord with Planning Policy 4.4 of the Bournemouth District Wide Local Plan (February 2002) and Planning Policies CS38, CS39 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

14. Vegetation Clearance

Any vegetation clearance on this site shall only be carried out outside the bird breeding season of 1st March to 31st August inclusive unless the area affected has been checked by a qualified ecologist to show that nesting birds are not present, and these findings are made available to the Council together with a timetable for undertaking the vegetation clearance, the prior approval of the Local Planning Authority is obtained, and the works are only carried out within the approved timetable.

Reason: To protect against the prevention of disturbance to birds' nests as protected under Wildlife and Countryside Act 1981 (as amended) and to accord with Policy CS35 of the Bournemouth Local Plan: Core Strategy (October 2012).

15. Ecological Monitoring

Site monitoring of birds on the River Stour shall be to be carried out to monitor for any evidence that numbers of species and breeding has not been adversely affected by an increase in public and dog use. This monitoring shall be undertaken in full accordance with the details contained with the following documents:

- Wintering Bird Survey Report prepared by Tetra Tech ref 784-B032855 dated May 2022
- Hicks Farm SANG Breeding Bird Survey Report prepared by Tetra Tech ref 784-B032855 dated October 2022
- Site Monitoring for Birds report prepared by BCP Council Version 1.0 dated June 2022

If any decline in breeding is detected, then suitable mitigation measures shall be proposed which shall be submitted to and agreed in writing by the Local Planning Authority. These mitigation measures shall thereafter be implemented in full in accordance with the agreed details.

Reason: In the interests of species protection and to accord with the NPPF and Policy CS35 of the Bournemouth Local Plan: Core Strategy (October 2012).

16. Landscape and Ecological Management Plan

The development hereby approved shall be implemented and maintained strictly in accordance with Landscape and Ecological Management Plan prepared by BCP Council (Parks) Version V1.3 dated November 2022.

Reason: To safeguard the ecological interests of the River Stour and to accord with Policies CS35 and CS36 of the Bournemouth Local Plan Core Strategy (Adopted 2012).

17. Preliminary Ecological Appraisal

The development hereby approved shall be implemented and thereafter operated in accordance with the recommendations as given in 'Preliminary Ecological Appraisal Proposed Suitable Alternative Natural Greenspace at Hick's Farm, Throop', by Abbas Ecology, August 2019 revised January 2021.

Reason: To ensure that the proposal contributes to and enhances the natural and local environment by minimising impacts on and providing net gains for biodiversity and to accord with the provisions of the NPPF and planning policies CS30 of the Bournemouth Local Plan: Core Strategy (October 2012).

18. Highway works (if application 7-2023-7824-E is approved)

The uncontrolled pedestrian crossing at Taylor Drive shall be constructed and laid out in accordance with the following details prior to the first opening of the SANG and thereafter maintained as such:

- General Arrangement – Sheet 1; drg. no. 100-1 Rev A
- General Arrangement – Sheet 3; drg. no. 100-3 Rev A
- Kerbing and Surfacing Plan – Sheet 1; drg. no. 120-1 Rev A
- Kerbing and Surfacing Plan – Sheet 3; drg. no. 120-3 Rev A
- Levels Plan – Sheet 1; drg. no. 130-1 Rev A
- Levels Plan – Sheet 3; drg. no. 130-2 Rev A
- Standards Details; drg. no. -150 Rev A

Notwithstanding these and any further approved details, the 15m carriageway marking opposite the carpark entrance need not be provided.

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

18. Highway works (if application 7-2023-7824-E is not approved approved)

The uncontrolled pedestrian crossing at Taylor Drive and the installation of carriageway markings opposite the car park entrance shall be constructed and laid out in accordance with the following details prior to the first opening of the SANG and thereafter maintained as such:

- General Arrangement – Sheet 1; drg. no. 100-1 Rev A
- General Arrangement – Sheet 3; drg. no. 100-3 Rev A
- Kerbing and Surfacing Plan – Sheet 1; drg. no. 120-1 Rev A
- Kerbing and Surfacing Plan – Sheet 3; drg. no. 120-3 Rev A
- Levels Plan – Sheet 1; drg. no. 130-1 Rev A

- Levels Plan – Sheet 3; drg. no. 130-2 Rev A
- Standards Details; drg. no. -150 Rev A

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

19. Opening Hours

The car park hereby permitted shall be closed and locked shut with a vehicle barrier to prevent vehicle access outside of the hours of 7am to 9pm May- September and 7am to 6pm October- April each year.

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

20. Surface Water Drainage (SUDS Implementation)

The drainage methods/ provision for the site shall accord with the following details:

- Drainage Response – Throop Nature Reserve, by BCP Council (Environment), Version V1.0, dated August 2022
- Standards Details; drg. no. -150 Rev B dated 05.05.2022
- General Arrangement – Sheet 1; drg. no. 100-1 Rev B, dated 27.04.2022
- Drainage Plan – Ful Site; drg. no. 140-3 Rev A
- Fencing, Furniture & Hardworks Plan 4 – Main Area; drg. no. L/108 Rev B, dated April 2022
- Main Riverside Area – Path Details; drg. no. A/213 Rev B (dated June 2022)

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.

21. Management Plan

The development hereby approved shall be implemented and thereafter operated in accordance with the SANG Management Plan (Phase 1) document Version dated 29th April 2021.

Reason: To ensure the suitable long-term management and security of the site in the interests of nature conservation and amenity, all to accord with Planning Policies CS35 and CS41 of the Bournemouth Local Plan: Core Strategy (October 2012).

22. Informative Note: 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 this includes verges and/or shrub borders or beneath the crown spread of Council owned trees.

23. Informative Note: Highway and Surface Water/Loose Material

INFORMATIVE NOTE: The applicant is advised that in order to avoid contravention of highways legislation, provision shall be made in the design of the access/drive to ensure that no surface water or loose material drains/spills directly from the site onto the highway.

24. Informative Note: Potential contamination

INFORMATIVE NOTE: If during site works unforeseen contamination is found to be present then no further development shall be carried out until the developer has consulted the Local

Planning Authority. The contamination will need to be assessed and if necessary an appropriate remediation scheme agreed with the Local Planning Authority.

25. Informative Note: Environment Agency

INFORMATIVE NOTE: The Environmental Permitting (England and Wales) Regulations 2016 require a permit or exemption to be obtained for any activities which will take place:

- on or within 8 metres of a main river (16 metres if tidal)
- on or within 8 metres of a flood defence structure or culverted main river (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission

For further information and to check whether a permit is required please visit: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

26. 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 was provided with the opportunity to address issues identified by the case officer and permission was granted.

Background Documents:

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

Notes.

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

Reference to published works is not included.