

Planning Committee



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| Application Address | Hawkwood Road Main Car Park, car park rear of 629-633 Christchurch Road and 625 Christchurch Road, Boscombe |
| Proposal | Redevelopment of part of Hawkwood Road Main car park to provide a mixed-use scheme comprising 68 residential flats, a medical centre, public park and community pavilion, landscaping, and public realm improvements. Proposed community centre on northern side of Hawkwood Road to rear of 629-633 Christchurch Road and a new pedestrian link and retail kiosks between Hawkwood Road and Christchurch Road following demolition of no. 625 Christchurch Road (WH Smith) - Regulation 3 |
| Application Number | 7-2023-6706-D |
| Applicant | BCP Council |
| Agent | Snug Architects Ltd |
| Ward and Ward Member(s) | Boscombe West - Councillor Gillian Martin and Councillor Patrick Canavan |
| Report status | Public |
| Meeting Date | 18 March 2024 |
| Summary of Recommendation | Approve subject to condition and legal agreement(s) |
| Reason for referral to Planning Committee | BCP Council owned land and BCP Council is the applicant |
| Case Officer | Mark Wadsworth |

DESCRIPTION OF PROPOSAL

1. The proposals are a mixed-use development of the Hawkwood Road car park in Boscombe, Bournemouth, comprising the following:
 - 68 new flats
 - Medical centre
 - New pedestrian link
 - New public park (Hawkwood Gardens) and community pavilion
 - Community centre

- 4no. retail kiosks alongside the new pedestrian link
 - 49 retained public car parking spaces
2. The project forms an integral part of the Better Boscombe Regeneration initiative funded by the Department of Levelling Up's Towns Fund Programme. It is one of two flagship projects in the Bournemouth Town Investment Plan aimed at kickstarting the regeneration of Boscombe town centre as set out in the Phase 1 Master Plan for Boscombe.
 3. The new homes will be housed in three separate residential blocks to be built on the Hawkwood Road car park. With 28 flats in Block A, 18 flats in Block B and 22 in Block C. The proposed new housing of which at least 40% will be affordable will provide a mix of 1, 2 and 3-bedroom dwellings. See table 1 below

| Unit size | No. apartments | % of overall housing offer |
|-------------|----------------|----------------------------|
| 1 bed units | 22 | 32% |
| 2 bed units | 16 | 24% |
| 3 bed units | 30 | 44% |
| Total | 68 | 100% |

Table 1 – Proposed housing mix

4. The proposed development will deliver a new GP surgery at the ground floor level within Block A with the main entrance into the new surgery direct from Hawkwood Road. The new surgery would have a GIA of approximately 686 sqm and will provide 20 consulting rooms and associated administration, staff space and separate refuse storage. It is understood a local GP practice has expressed interest in taking on the new surgery and the NHS Integrated Care Board (ICB) has provided a letter of support for the scheme.
5. A new pedestrian link will be formed through the acquisition and demolition of the WH Smith building on the southern side of Christchurch Road. The new link will provide a new pedestrian and cycle linkage from Christchurch Road through to Hawkwood Road. The pedestrian link will be landscaped with trees and appropriate hard landscaping and will visually link the new park to the High Street.
6. A new park will be delivered as part of the scheme between block A and B and will terminate the view along the new link from Christchurch Road. The park has been designed as a series of landscape islands each with a different landscape character or function. The new park will also accommodate a modest single storey pavilion building for community use. It is anticipated that the gated access points to the gardens will be closed and secured at night and opened during the day.
7. The proposal will also deliver a new community centre located adjacent to the new pedestrian link. There will be a single drop-off /minibus car parking space. Four retail kiosks are proposed alongside the planned new pedestrian link. The kiosks

will be let for retail uses (Use Class E). A total of 51 public car parking spaces will be retained at the western end of the site.

8. On the main car park site three separate buildings will be constructed. Block A to be built towards the western end of the car park will comprise two 4-storeys elements constructed on top of a ground floor podium which will accommodate the GP Surgery. The first 4-storey element will overlook the proposed new park and Hawkwood Road, then steps down into a shared rooftop terrace at first floor level, and then steps back up to a second housing 4-storey block which will look out onto Hawkwood Road and the GP Surgery car park and retained public car park. Block A will contain 28 apartments comprising 8 x 1-bed, 10 x 2-beds and 10 x 3-bed apartments.
9. Block B is to be built on the other side of the park, will be 4-storeys in height and will deliver 18 residential apartments comprising 6 x 1-bed, 3 x 2-bed and 9 x 3-bed apartments. Bin storage is integral to the building with cycle storage provided in a single storey building to the rear of the site.
10. Block C, adjacent to Block B and opposite the Sainsburys car park is a handed version of Block B in terms of internal layout but will rise to a maximum of 5-storeys. This block will provide 22 apartments with integral bin storage and external bike storage comprising 8 x 1-bed, 3 x 2 bed, and 11 x 3-bed apartments.
11. Between Blocks B and C 6 x disabled parking spaces will be provided for the Part M(3) flats. All the new apartments will be managed by a Management Company who would be responsible for the maintenance of the internal and external spaces, as well as refuse and parking. Block A will comprise a medical centre (Class E commercial use) on the ground floor with 3 floors of residential accommodation above. There is also a basement beneath this block.

Design Amendments

12. Amended proposals were submitted on the 21st of February 2024. The main design change is an updated design for a two-storey community centre which will sit in the same location as previously proposed single storey building. There are also a series of minor design modifications to the scheme including the inclusion of disabled car parking spaces & car club spaces, the widening of width of pavements, layout of kiosks, reduction of hard surfaces across the park, modifications to cycle parking, etc.

DESCRIPTION OF SITE AND SURROUNDINGS

13. The site is split into two parcels (A & B) with one parcel to the north and the other on the south side of Hawkwood Road. The first parcel, henceforth referred to as 'Site A' currently forms the Hawkwood Road short stay car park on the northern side of Hawkwood Road and includes the WH Smiths' store fronting Christchurch Road (625 Christchurch Road), while the second parcel, henceforth referred to as 'Site B' forms the Hawkwood Road main public car park on the south side of

Hawkwood Road. Site A on the north side of Hawkwood Road, includes the WH Smiths and covers an area of 0.176ha while Site B covers an area of 1.001ha. The main Hawkwood Road car park contains 389 car parking spaces, while the smaller surface car park on the northern side of Hawkwood Road contains 39 parking spaces

14. There is an existing pedestrian route that runs through Site A, linking Christchurch Road to Hawkwood Road and the short stay car parking behind. Another pedestrian route also enters Site A from the opposite corner, which runs alongside the Sainsbury's store. The total combined site area is circa 1.184 hectares. Site B is bounded by mature trees and planting, especially along the car parks southern boundary and rear of existing properties fronting Westby Road.
15. To the south and rear of Site B are the existing large 3 storey residential villas fronting southwards onto Westby Road. Most of these villas have been converted into flats or HMOs. The eastern boundary of Site B is delineated by Heathcote Road, with 2 and 3-storey properties fronting onto Hawkwood Road. Site A is located on the northern side of Hawkwood Road which aside from the library building at the corner of Hawkwood and Heathcote Road is made up of at grade car parking and servicing areas for mixed commercial properties which front onto Christchurch Road.
16. The Hawkwood Road car park (Site B) previously housed approximately 20 residential properties which mirrored existing properties fronting the southern side of Westby Road. These properties were demolished and since then the site has been in use as a public car park.

RELEVANT PLANNING HISTORY

17. BCP Council secured almost £23 million as part of the government's 'Town Deal' to support regeneration plans for Boscombe and the surrounding area. This external funding supports a significant regeneration programme made up of a variety of projects, from job creation, skills and training to new homes, open spaces, transport links and world leading digital connectivity.
18. An initial high-level masterplan was prepared in 2020 covering the whole of Boscombe Town Centre and was subject to public consultation in Summer 2020. The Masterplan was submitted to the Government as part of the Town Investment Plan (TIP) bid in October 2020. The funding and delivery of the programme is being facilitated by BCP Council, with overall direction provided by the Strategic Towns Fund Board. The Towns Fund Grant for this project has been secured through the approval of a detailed Green Book business case by DLUHC in January 2023, which will enable this project to progress. A condition of the grant is that funds are spent by March 2026. The Masterplan for Boscombe Town Centre has not been formally adopted by BCP as part of the development plan.
19. The Boscombe Masterplan (Phase One) was subsequently published in 2022 and sets out plans for the Hawkwood Road Car Park site and proposals to revitalise the high street, providing green spaces and wider walkways, a new community centre,

five retail kiosks, a health facility and new housing. The Boscombe Masterplan (Phase One) has not been formally adopted by BCP as part of the development plan.

20. There have also been extensive negotiations between the applicant and BCP officers over the development of the Hawkwood Road site. The first pre-application enquiry was submitted in February 2022 under (BCP Ref.PRE-6706). The submitted scheme proposed in the region of 90 new homes, a new community space, a public park, retention of 75 public car parking spaces and a new doctor's surgery.
21. Two different design approaches were explored under this enquiry. In response, Officers advised that any future planning application submission would need to be submitted in detail, rather than in outline. Concerns were also set out in the response that the development would amount to overdevelopment and would have an adverse impact on residential amenity. There were also significant concerns regarding the impact on the existing trees on site particularly along the southern and eastern boundaries of the site.
22. A subsequent pre app enquiry was submitted May 2022 (BCP Ref.PRE-6706A) proposing 80 residential units, a new link from Christchurch Road to Hawkwood Road, a new public park; new doctor's surgery; community space; and a multi-storey car park. In its response, Officers again expressed concerns that the proposals for the site *"amounted to overdevelopment and would fail to integrate successfully having regards to the existing character and appearance of the area"*. Specific concerns were also raised in respect of residential amenity, trees and highway matters.
23. There are no other planning permissions granted on the application site which are relevant to the consideration of the current planning proposals.

PUBLIC SECTOR EQUALITIES DUTY

24. 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

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

26. For the purposes of this application, in accordance with section 2 Self-build and Custom Housebuilding Act 2015, regard has been had to the register that the Council maintains of individuals and associations of individuals who are seeking to acquire serviced plots in the Council's area for their own self-build and custom housebuilding.
27. 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.

CONSULTATIONS

BCP Urban Design

28. The BCP Urban Design officer - who has been involved in negotiations with the applicant's design team through the pre-app process - is broadly supportive of the scheme and highlighted the positive aspects of the scheme, notably.
- The proposed layout addresses Hawkwood Road, Heathcote Road, the new/enhanced route and the new park well and in my view provides sufficient spacing towards the properties on Westby Road at the rear of the site.
 - The enhanced link to Christchurch Road is a very positive aspect of the scheme and the community centre fronting the new link is another positive aspect of the scheme.
 - Positive to see that many trees would be retained, and new trees planted.
 - The impacts on existing residents in terms of outlook, daylight and privacy would be limited.
 - The flats would be of a good floor area with a mix of 1, 2 and 3 bed flats. Amenities for residents include balconies, a roof terrace and integral storage within the flats.
29. However, the Council's Urban Design Officer requested further clarifications and modifications to the scheme design. The matters relate to landscaping and material selection and has recommended that conditions are imposed on external materials and hard and soft landscaping.

Comments on amended scheme

30. In comments received on the 22 March 2024 the Council's Urban Design Officer has stated that the proposed design revisions are positive and welcomed and has suggested further minor design amendments including:

- The design of the community centre building should be modified to ensure there is some vertical articulation or distinction between parts of the building.
- The steps to the basement plant room on the western side of Block A still appear to be open to the street and need to be secured with a door at the top to prevent anti-social use.

BCP Highway Authority

31. In comments received 20th December 2023 the Highway Authority - who has been involved in negotiations with the applicant's design team through the pre-app process - did not wish to raise objections to the proposed development and has made the following comments.

- The proposed new Pedestrian/Cycle Link to Christchurch Road represents a betterment of the existing walking and cycling network, offering permeability between the site and local amenities. The new link should become adopted highway.
- A condition should be imposed requiring the submission and approval of a scheme of lighting for the new link
- The proposed new link should extend across Hawkwood Road in the form of a raised table and a formal crossing is required atop the raised table
- All footpaths to be widened should be clearly annotated on submitted plans to show land to be dedicated as highway land maintained at public expense
- The submitted Waste management Strategy confirms it is the intention for residential waste to be collected from Hawkwood Road using BCP's collection service and private collection for waste generated from the GP surgery and community centre which is acceptable subject to a condition being imposed which requires the submission and approval of a more detailed Comprehensive Waste Management Strategy.
- The use of the loading bay adjacent to the community centre must be monitored to ensure this does not get abused by surrounding businesses and a condition attached which requires the submission and approval of a management strategy for the loading bay in terms of signage and enforcement.
- The quantitative element of the Parking SPD has been satisfied
- All access paths to/from cycle stores measure a minimum of 1.5m in width and are considered acceptable
- The proposed cycle parking is substandard in design, however there is scope to rearrange the cycle parking to an acceptable design whilst still satisfying the

quantitative requirements detailed within the Parking SPD however, this must be demonstrated on submitted plans.

- A reduction in public car parking provision is acceptable in principle
- Adequate financial mitigation for the reprovision of the spaces lost by the proposed development is expected. Average cost of construction and maintenance of one surface car park space is £3,000.
- The Framework Travel Plan broadly comply with the LHA's expectations, and the aims, objectives and specific targets of the Travel Plan could be achieved although such details can be dealt with by an appropriately worded planning condition.

Comments on amended scheme

- In comments received 26th March 2024 the Highway Authority has commented that the "*submitted amended plans with key highway related revisions including alterations to the public and surgery car parks, an extended footway widening scheme, a revised cycle parking layout for all uses and the redesign of the community centre*". The Highway Authority has confirmed that the design revisions are acceptable but has requested further design amendments regarding the design of the pedestrian crossing and the design of cycle parking within the integral stores at ground floor level of Block A.

BCP Greenspace Development Team

32. The Greenspace Development Team has been involved in negotiations with the applicant's design team through the pre-app process providing comments received on 16th January 2024, and raise no objections to the proposed development whilst making the following comments.

- The pavilion, its decking and back of house area is still a dominant item in a small public gardens. With a less angled position the back of house could be reduced to the benefit of the shared space in the gardens.
- The pavilion, existing trees and apartments will shade the raised beds. For growing success, the beds should have an improved sunnier position.
- The circulation route for the maintenance vehicles is over dimensioned and could be slimmed down to the benefit of lawn space (with wider corners for turning without turf damage).
- For BCP Council to be able to take on play kit maintenance, details of the play equipment should be agreed with Green Space Development and a 10-year maintenance contribution made.

BCP Design & Heritage Team

33. In comments received 19th January 2024 the Heritage Officer advised that the impact of the proposed development upon the setting of the nearby Boscombe Spa

Conservation Area will be very marginal due to the spacing and intervening features. Recommends that the detail design, materials & landscaping are all conditioned.

BCP Arboriculturist

34. In comments received 7th December 2023 the Council's arboriculturist has confirmed that he raises no objections to the proposals subject to a condition for a detailed arboricultural method statement and detailed constructional arboricultural method statement and detailed tree protection plan, compliance with the submitted tree planting / soft landscaping schemes and a condition for a detailed long-term management and maintenance scheme for the tree planting and soft landscaping areas.

Comments on amended scheme

35. Confirmed that the proposed minor changes "*do not have any serious implications*" and consequentially does not wish to raise any objections, in comments received 27th February 2024

Police Liaison Officer

36. In comments received 8th November 2023 the Police Liaison Officer raised the following observations on the proposals as originally submitted
- The proposed new park will be locked in the evening and the proposed 1.1 metre railings has no security value.
 - Concerned that the proposed community pavilion will become an anti-social behaviour generator
 - With no immediate surveillance from active frontages the kiosks will be vulnerable to attack, so care will need to be taken over the security specifications of doors and windows.
 - Sensible to include the provision of CCTV
 - Encourage certification under the scope of the Police approved security initiative, Secured by Design

BCP Environmental Health (Air Quality)

37. In comments received 20th November 2023 EH officers commented that it is "*unlikely that there would be a significant cumulative impact on air quality as a result of the proposed*" and has requested that 3 conditions are attached to any permission including the following.
- Submission and implementation of an agreed Dust Management Plan (including dust monitoring proposals), or
 - Submission and implementation of an agreed Construction Environmental Management Plan
 - Implementation of any agreed Travel Plan submitted with the application.

BCP Environmental Health (Noise)

38. In comments received 13th December 2023, Officers confirmed that Environmental Health Officer does not wish to raise any objections to the scheme but has requested that a series of conditions are attached to any planning approval including:

- A scheme for the acoustic glazing and mechanical ventilation
- A scheme for protecting external amenity spaces balconies, roof gardens and terraces from external traffic noise
- A scheme of acoustic insulation and noise control (Residential)
- A scheme of acoustic insulation and noise control (Community Centre/ Pavilion)
- Target rating level for external plant and equipment
- Hours of operation for community centre and pavilion
- Closing of doors and windows in community centre and pavilion when live or recorded music is taking place
- Permitted construction working hours
- Construction Management Plan

BCP Environmental Health (EH) (Contaminated Land)

39. Mabbett Consultants acting on behalf of BCP EH clarified in comments received on 18th December 2023 that they do not wish to raise any objections to the Phase I Contaminated Land Desk Study and Contaminated Land and Geotechnical Investigation Report (Phase II) subject to the following.

- Clarification is required on whether a Detailed UXO Risk Assessment has been undertaken
- Update Phase II report to include a quantitative controlled waters risk assessment to establish the potential risk to underlying Secondary Aquifers. Update Phase II report to include for a ground gas assessment in line with BS 8476:2013 and CIRIA C665:2007.
- Clarification on appropriate measures to ensure receptors are not negatively impacted in areas of the Site not previously investigated

Local Lead Flood Authority (LLFA) – FCERM

40. The LLFA commented on the scheme on the 11 November 2023 that “*the application is showing that the site can be drained and complies with the current Bournemouth Policy CS4 with surface water being directed towards the foul sewerage system albeit at very reduced rates*”. The ground is suitable for infiltration and the submitted assessment suggests that at the detailed design stage the use of SuDS features should be explored further.

BCP Waste Management Team

41. The Waste Management Team in comments received 22nd December 2023 supports the proposals and commented that “*all bin stores are suitable size to*

contain the number of required containers and are within 10 metres of the public highway to facilitate collections”.

NHS

42. In comments received 14th November 2023 the NHS has advised that “68 units with an estimated population therefore rising in the region of 164 (based on current guidance of 2.4 persons per dwelling). This increase in population will impact on the local NHS resources in terms of the Primary and Community Care. The NHS has therefore requested a financial contribution towards the creation of an additional clinical room (plus increased ancillary space).

REPRESENTATIONS

43. Site notices were displayed on and around the application site and an advert was posted in the local newspaper. In response, a total of 6 letters of objection to the scheme have been received and 1 letter of support. The key concerns about the proposals are as follows:
- The Towns Fund money was meant to be spent on preserving and improving the high street for the betterment of local people. Instead, 60 new homes are to be built without any car parking spaces, a community hall and small green space.
 - Over 300 car parking spaces will be lost which will be detrimental to the High Street.
 - The proposals will increase the population density in an area which already has a ‘very high-density population.’
 - There is inadequate provision of car parking within the development when there are not great public transport links or sufficient alternative provision for parking elsewhere.
 - There is inadequate car parking provision already in the area and the scheme will exacerbate the situation.
 - The ‘car parking survey’ used to justify the loss of car parking spaces is flawed as the main comparison data used is from October 2021 rather than during the summer season.
 - The introduction of a parking permit scheme is the only way that local residents will be able to continue to park legally in the streets by their homes.
 - The proposals will result in the removal of 6 mature trees.
 - The development will result in additional noise and disturbance and may result in more anti-social behaviour.
44. One letter of support has also been received and which comments that the scheme will deliver a *“health/GP service (which) is paramount given that further homes are being built and GP waiting lists are at breaking point both in BCP and nationally”.*

KEY ISSUES

45. The key issues involved with this proposal are:

- Principle of development
- Proposed land uses
- Housing offer
- Design, form and layout
- Landscape and trees
- Transport and parking
- Residential amenity
- Surface water drainage
- Biodiversity and heathland
- Sustainable construction and energy
- Environmental impacts
- Legal agreement(s)
- Other matters

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

POLICY CONTEXT

46. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that planning applications must be determined in accordance with the development plan for an area, except where material considerations indicate otherwise. The development plan in this case comprises the Boscombe and Pokesdown Neighbourhood Plan (2019), the Bournemouth Core Strategy (2012) and saved policies of the Bournemouth District Wide Local Plan (2002).

Boscombe and Pokesdown Neighbourhood Plan (2019):

47. The following policies of the Boscombe and Pokesdown Neighbourhood Plan (2019) are relevant.

BAP1: The scale and density of development

BAP2: Good design for the 21st Century

BAP4: Open Spaces

BAP5: Safe Routes

BAP6: The number and type of new homes

BAP7: The quality of new homes

BAP10: Site allocations – (SA2)

48. More detailed information regarding the policies is available on the Council's website.

Bournemouth Core Strategy (2012)

49. The following policies of the Bournemouth Core Strategy (2012) are relevant:

CS1: Presumption in Favour of Sustainable Development

CS2: Sustainable Homes and Premises

CS3: Sustainable Energy and Heat

CS4: Surface Water Flooding

CS5: Promoting a Healthy Community

CS6: Delivering Sustainable Communities

- CS9: Enhancing District Centres
- CS14: Delivering Transport Infrastructure
- CS15: Green Travel Plan and Transport Assessments
- CS16: Parking Standards
- CS17: Encouraging Greener Vehicle Technologies
- CS18: Increasing Opportunities for Cycling and Walking
- CS20: Encouraging Small Family Dwellinghouses
- CS21: Housing Distribution Across Bournemouth
- CS23: Encouraging Lifetime Home Standards
- CS31: Recreation, Play and Sports
- CS33: Heathland
- CS38: Minimising Pollution
- CS39: Designated Heritage Assets
- CS40: Local Heritage Assets
- CS41: Quality Design

Bournemouth District Wide Local Plan (2002)

50. The following saved policies of the Bournemouth District Wide Local Plan (2002) are also relevant:

- 4.25: Landscaping
- 5.19: Core Shopping Areas
- 6.8: Infill Residential Development
- 6.9: Development of Underused Land
- 6.10: Flats
- 8.26: Core Shopping Areas - Parking

Supplementary Planning Guidance

51. The following supplementary planning guidance/ documents are also relevant to the proposal:

- Affordable Housing DPD (2009)
- Bournemouth Parking SPD
- Sustainable Urban Drainage Systems (SUDS)
- PGN Dorset Heathlands Planning Framework SPD (2015)
- Residential Development: A Design Guide – PGN (2008)
- National Design Guide
- Building for Life 12

Government Guidance

52. National Planning Policy Framework (“NPPF”/“Framework”)

Section 2 – Achieving Sustainable Development
Paragraph 11 –

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

For decision-taking this means:

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

Also, Sections:

- 4. Decision-making
- 5. Delivering a sufficient supply of homes
- 6. Building a strong, competitive economy
- 7. Ensuring the vitality of town centres
- 8. Promoting healthy and safe communities
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed and beautiful places
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

PLANNING ASSESSMENT

Principle of development

- 53. Core Strategy Policy CS21 identifies areas where urban intensification should take place subject to certain criteria (i.e. Within 400m of a district centre and a key transport route). This site complies with the above criteria and therefore is, in principle, a location where urban intensification is supported. The Hawkwood Road main car park is also subject to policy BAP10 (SA2) of the Boscombe and Pokesdown Neighbourhood Plan, which highlights that the car park has been identified as a community resource that provides good level access to the shops and high street. If there is demonstrated to be spare capacity within the car park, the site is allocated by this policy to provide a smaller car park, a Park and Ride facility and/ or bus stops and a small area of open space/ pocket park and public realm enhancements to Hawkwood Road.
- 54. BAP10 (SA9) of the neighbourhood plan also identifies the car park behind Sainsbury's at 617-623 Christchurch Road for 13 dwellings with redevelopment to

be in connection with public realm improvements and a new pedestrian link between Christchurch Road and Hawkwood Road. The current proposals show part of this area to be redeveloped for a community centre contrary to the preferred option shown by the Neighbourhood Plan.

55. The Neighbourhood Plan forms part of the development plan (the most up to date plan) and would be afforded weight in the assessment of any future planning application. However, other material planning considerations also carry weight and need to be considered, this would include the presumption in favour of sustainable development.
56. In Bournemouth, the Local Plan is considered as out of date as the local planning authority is unable to demonstrate a five-year supply of homes and delivery under the Housing Delivery Test falls below the threshold of 75%. This diminishes the weight of the Neighbourhood Plan policy and the NPPF states that where planning policies that are most important for determining the application are out of date, planning permission must be granted unless policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposals or any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.
57. Although little weight can be given to policies in the draft BCP Local Plan, which is currently out for public consultation, the draft plan has allocated the Hawkwood Road Car Park for in the region of 70 dwellings, a community centre, the formation of a pedestrian link, public park and play area, along with the retention of at least 50 public car park spaces. Strategic Policy P4 requires that development proposals must:
 - i. Provide active frontages that overlook Hawkwood Road and public spaces
 - ii. Be predominantly between 4 to 5 storeys (approximately 12 and 18 metres) in height
 - iii. Provide a direct, high-quality pedestrian and cycle connection to Christchurch Road
58. In considering the above, the benefits from the development in the provision of new homes, a new community centre, a new GP surgery and new public park should be afforded significant weight in the decision-making process. The principle of proposed development in this location is therefore considered acceptable and satisfies the policy aims of the Neighbourhood Plan, the Bournemouth Core Strategy, and the emerging BCP Local Plan.

Proposed land uses

59. The proposals will deliver the following land uses.
 - New flats
 - Medical centre
 - New pedestrian link

- New public park (Hawkwood Gardens) and community pavilion
- Community centre
- Retail kiosks
- Retained public car parking spaces

60. The proposed new flats are considered in detail in the Housing section of this report while proposals to form a new pedestrian link and retain car parking spaces are considered in the Transport and Parking section of this report. Aside from the proposed new homes and the retained parking spaces the proposals will deliver a new medical centre, pedestrian link, public park, community centre and retail kiosks. The merits of the different elements of the scheme are considered below.

Medical Centre

61. The medical centre will occupy most of the ground floor in Block A (686 sqm) and provide a total of 20 consulting rooms with associated administration, staff space and separate refuse storage. The medical centre would have a dedicated staff car park for 20 cars which would be accessed via the Hawkwood Road Main public car park, although there is potential to share this with the residential flats in the future depending on the lease agreement with the medical centre use. A local GP practice has expressed interest in locating in the premises and the Integrated Care Board (ICB) have provided a letter of support for the scheme.
62. Policy CS5 of the Bournemouth Core Strategy (2012) requires that *“the Council will seek to ensure that the health of the community is promoted through inclusive, accessible, safe and well-designed development and spaces”*. As stated in paragraph 3.2.5 of the Core Strategy, District centres, such as Boscombe Town Centre, *“will play an important role in addressing the health inequalities across the Borough (and) consolidating and enhancing the function of local centres will benefit all members of society. By ensuring a range of services and facilities are readily accessible, for example day to day shops, other services and health facilities, a sense of community can be reinforced across the town”*.
63. The following extracts from the Towns Fund Business Case document (2022) highlights the pressing need for improved health facilities in Boscombe with *“Boscombe’s residents suffering from extremely poor health outcomes and there is a serious need to improve public health provision to combat the situation. Data from the Office for Health Improvement & Disparities¹³ shows that life expectancy in Boscombe West, the ward where the Master Plan Phase 1 site is located, is 5.2 years lower for men and 4.3 years lower for women than the English average life expectancy. Furthermore, the proportion of deaths from causes which are considered preventable for those under the age of 75 is 88.8% higher in Boscombe West than seen across England as a whole, highlighting the extent of the issue”*.
64. The delivery of a large, new, GP Practice close to the centre of Boscombe Town Centre is welcomed and will make a significant contribution towards improving health outcomes in this area and accordingly satisfies the aims of Policy CS5 of the Bournemouth Core Strategy (2012) and the NPPF.

65. The GP Surgery use would fall under Use Class E(e). A condition will be attached which will restricts the use ground floor of Block A to Use Class E(e) only. To help ensure a new GP Surgery is delivered a further condition will be imposed which withdraws permitted change of use rights. With these safeguards in place the proposal to deliver a new GP Surgery is acceptable.

New public park (Hawkwood Gardens) and community pavilion

66. Boscombe has the highest population density of anywhere in the BCP area, with some areas reaching more than 10,000 people per square km¹. The Boscombe Town Centre also lacks green open spaces with the Crescent Park located approximately 400 metres to the west of the application site. Shelly Gardens is located a similar distance away to the south. The pedestrianised area on Christchurch Road (Boscombe High Street) is an *“important local amenity and vibrant thoroughfare during the daytime”*².

67. Policy BAP10 – SA2 of the Boscombe & Pokesdown Neighbourhood Plan (2019) identifies the opportunity to redevelop the car park to provide a small open space/pocket park. The new pocket park and the new pedestrian walkway linking Hawkwood Road to Christchurch Road also aligns with policies BAP 4 of the Neighbourhood Plan. The inclusion of the new public open space within the development will deliver significant community benefits, promote biodiversity, and enhance the character and appearance of the Town Centre.

68. The proposed new park which will be located towards the centre of the main car park site (Site B) between Blocks A and B and will be visible from Boscombe High Street. The new park which will cover an area of 1,418 sqm will accommodate a modest single storey pavilion building for community use. The Park has been designed as amenity open space rather than a destination park (such as Kings Park). The design approach to the new park has been to create a green oasis which will offer a range of different experiences for enjoyment by residents of the new development, staff of the medical centre and the wider public, with a series of landscape ‘islands’ proposed each offering a different landscape character or function with a meandering path network weaving between them and offering a range of different spaces including quiet spaces to sit and relax as well active areas and spaces associated with the new community pavilion building.

69. It is anticipated that the gated access points to the gardens will be closed and secured at night with the gardens open to all during the day. It is understood that BCP Greenspace Development Team will take on responsibility for the management of the new park, with the BCP Parks Maintenance Team carrying out all maintenance works.

70. The delivery of a new park in Boscombe Town centre is welcomed and will enhance the public realm to the benefit of the residents of Boscombe and visitors. Conditions

¹ Office for National Statistics (2021) Population Projections

² Page 25, Boscombe & Pokesdown Neighbourhood Plan (2019)

will be attached which requires the submission and approval of detailed soft and hard landscaping. A legal agreement will also be drawn up which require that the new park is open to the public during the day and throughout the year in perpetuity. With these conditions and legal agreements in place the proposed new park will satisfy the aims of Policies BAP4 and BAP10-SA2 of the Neighbourhood Plan and is therefore considered acceptable.

Community Centre

71. The Boscombe Masterplan (Phase One) proposes the construction of a new community centre. Policy CS6 of the Bournemouth Core Strategy (2012) seeks to enhance the “functions and viability of the local centres by promoting a range and variety of retail, health, cultural and community facilities and infrastructure that meet the day to day needs of the local community”. Policy CS9 of the Core Strategy requires that proposals “*should maintain and improve upon the function, vitality and viability of the centre in relation to its retail, cultural and community facilities*”.
72. The application proposes the construction of a new community centre in Site A next to the new pedestrian link from the High Street. The main façade of the new community centre will front onto the proposed new pedestrian link from the High Street. The application initially proposed the construction of a single-storey community centre building. Subsequently, amended proposals were submitted on the 21st of February 2024 for a two-storey community centre which will sit in the same location as previously proposed community centre. There will be a single drop-off /minibus car parking space.
73. The proposed new community centre which will have a total floorspace of 690 sqm over 2 floors will provide a meeting hall, a reception/café & kitchen and toilets at ground floor level and a further meeting hall, meeting room, workshop and office at first floor level. The brick-built structure will have active frontages onto the new link and Hawkwood Road, with the potential for the meeting and café to spill out onto the pedestrian link and the Hawkwood Road pavement.
74. The proposed new, two storey community centre is welcomed, and its siting and design will help to animate the proposed new pedestrian link from the High Street. The siting of the new centre across the road from the new park will encourage residents and community groups to make full use of the new park and pavilion. The proposed new community centre satisfies Policies CS6 and CS9 of the Bournemouth Core Strategy (2012) and is therefore considered acceptable.

Retail kiosks

75. The application proposes the demolition of the former WH Smith building to allow the formation of the new widened pedestrian link to encourage pedestrian flows and footfall between the southern side of Hawkwood Road and Christchurch Road/Boscombe Town Centre. The pedestrian link will be landscaped with trees and appropriate hard landscaping and will provide a visual link to the new park with four retail kiosks to be sited on the eastern side of the new pedestrian link. The existing WH Smith store has a Gross Internal Floor Area (GIA) of 587 sqm. The

total proposed GIA in the kiosks is 416 sqm. There will be net loss of 171 sqm of retail floorspace.

76. Policy CS9 of the Core Strategy requires that “*when considering proposals for development within the district centres the Local Planning Authority will have regard to enhancing the function, vitality and viability of the district centres*”, and that the proposals “*should maintain and improve upon the function, vitality and viability of the centre in relation to its retail, cultural and community facilities*”. The Policy also requires that proposals should not “*result in the loss of ground floor retail floorspace.*” Additionally, Policy BAP9 of the Neighbourhood Plan supports a mix of uses excluding residential at ground floor level along Christchurch Road/ Boscombe High Street.
77. The proposals will result in the loss of the WH Smith store to enable the formation of a new pedestrian link through to the Hawkwood Road site. The proposed new kiosks will deliver 416 sqm of retail floorspace (Use Class E). Taken together with the proposed new community centre, the kiosks will help animate the new link and extend the public realm from the pedestrianised High Street toward Hawkwood Road and will help ‘enhance the function, vitality and viability of Boscombe Town Centre’ and stimulate the regeneration of the wider area. The benefits that will accrue from the demolition of the WH Smith store and formation of a new pedestrian link and the siting of kiosks along the link outweigh the loss of a small amount of retail floorspace and therefore satisfies the aims of Policies CS9 of the Core Strategy and BAP9 of the neighbourhood Plan and is considered acceptable.
78. The applicant has advised that the community centre will be hired out to multiple users for activities which fall within Use Classes F and E, including, community hall, art gallery, health checks, fitness classes, education and training, creche/toddler group. There will also be an ancillary café at ground floor level. For clarity such uses are restricted to the following use classes.
- Class F1(a) Provision of education
 - Class F1(b) display of works of Art
 - Class F1(e) public hall
 - Class F2 (b) Halls or meeting places for the principal use of the local community
 - Class E(b) sale of food and drink for consumption (mostly) on the premises
 - E (d) Indoor sport, recreation or fitness
 - E (e) Provision of medical or health services
 - E (f) Creche, day nursery or day centre
79. A condition will be attached to any planning permission which restricts the use of the community centre to the activities listed above and which withdraws permitted development rights.

Proposed Housing

Density

80. Policy BAP 1 of the Neighbourhood Plan sets out density and height restrictions for developments to ensure quality living conditions and to preserve the historic character of the area. This scheme has sought to meet the NP's requirements of up to 100 dwellings per hectare (dph) to ensure that the scheme can provide more family homes, as prioritised by the Neighbourhood Plan. The overall residential density of the Hawkwood Road main car park, is 68d/ha which is well under the 100 dph policy density threshold. If calculated only on the area of the car park to be redeveloped, the density will be 103 dph which is only marginally higher than the threshold. In density terms therefore, the scheme is considered policy compliant.

Housing Mix

81. Boscombe West has a very unbalanced housing market with a severe shortage of family units. This is reflected in the housing unit mix set out in Neighbourhood Plan Policy BAP 6 which is for 50% 3-bed, 40% 2-bed and 10% 1-bed. These percentages were derived by extrapolating data from the census figures as a percentage of the Borough-wide figures and applying it to BCP's objectively assessed need (OAN) from the Eastern Dorset Strategic Housing Market Assessment (SHMA) (2015) to give an objectively assessed need figure for Boscombe West. This data was then further broken-down using data from the SHMA for different size homes and applying the same ratios to the Neighbourhood Plan area. The housing mix was therefore not informed by a local, Boscombe-specific need assessment and hence Policy BAP6 acknowledges the need for flexibility in applying the unit mix to application schemes.

| Unit size | NP Policy BAP6 target unit mix | Housing Needs Assessment 2021 suggested unit mix for social /affordable housing (rent) | Proposed Number apartments (%) |
|------------------|---------------------------------------|-----------------------------------------------------------------------------------------------|---------------------------------------|
| 1 bed units | 10% | 35% | 22 (32%) |
| 2 bed units | 40% | 35% | 16 (24%) |
| 3 bed units | 50% | 25% | 30 (44%) |
| 4 bed units | - | 5% | - |

Table 2 – Proposed housing mix

82. The proposed housing mix is that 44% of apartments will be three-bed units, 24% will be two-bed units, and 32% one-bed units. The numbers of one-bed units are higher than target housing mix set out in Policy BAP6 but nonetheless the scheme will still deliver a significant number of three-bed apartments for which there is a strong demand in Boscombe.

83. The suggested housing mix is also broken down by tenure (i.e. market housing, affordable home ownership and affordable rented accommodation). In essence, the SHMA requires a higher percentage of one-bed units (35% for affordable rent and 25% for affordable rent) than the 10% figure in Policy BAP6 but a lower percentage of family units (three-beds). For this development located close the Town Centre close to services and facilities and sustainable transport options, this type of location would be attractive to young people (single/couples) without children who are seeking to access the housing market.
84. The proposed housing mix will deliver a balanced and mixed community as required by the NPPF and satisfies the aims of Policy BAP6 of the Neighbourhood Plan.

Affordable Housing

85. There is an acute need for affordable housing across BCP's area generally, but also locally in Boscombe which is dominated by private rental flats, and bed-sits. The Borough-wide Dorset and BCP Local Housing Needs Assessment (2021) estimates a need for 1,653 affordable homes per annum across BCP for the period 2021-2038. It states in paragraph 12.37 "*overall, the analysis identifies a notable need for affordable housing, and it is clear that provision of new affordable housing is an important and pressing issue in the area... The evidence does [however] suggest that affordable housing delivery should be maximised where opportunities arise*".
86. Policy AH1 of the Affordable Housing DPD (2009) requires schemes of 10 units or more to provide 40% affordable housing. The aim of this scheme is to deliver at least 70% of the units as affordable housing, split between affordable rent and shared ownership. The table below shows 50 units out of the 68 units will be affordable (73%) with an indicative split between tenures of 28 for affordable rent (56%) and 22 for shared ownership (44%).
87. The proposed affordable, market housing split is however currently indicative as the applicant has requested flexibility. The proportion of affordable housing ultimately delivered on this site will depend on the financial viability of the scheme when it is being constructed. The applicant has indicated that the scheme will deliver at a minimum 40% affordable homes, and therefore satisfies the aims of Policy AH1 of the Affordable Housing DPD (2009) and will if the finances allow deliver a higher proportion of affordable housing.

| Unit size | Affordable Rent (Block A) | Shared Ownership (Block C) | Market Sale (Block B) |
|------------------|--------------------------------------|-------------------------------------------|----------------------------------|
| 1 bed units | 8 | 8 | 6 |
| 2 bed units | 10 | 8 | 3 |
| 3 bed units | 10 | 11 | 9 |

| | | | |
|-------|----------|----------|----------|
| Total | 28 (41%) | 22 (32%) | 18 (26%) |
|-------|----------|----------|----------|

Table 3 – Proposed tenure split

88. A clause will be included in the legal agreement which requires that the scheme will provide at least 40% affordable housing split between affordable rent and shared ownership and therefore satisfies the requirements of Policy AH1 of the Affordable Housing DPD (2009). An overage clause will also be included in the legal agreement which requires that the proportion of affordable housing will increase if the project finances allow when it is being built out.

Quality of Residential Accommodation

89. Every flat benefit from a balcony/patio and residents of Block A would also have access to a roof terrace. Additionally, each flat has an integral storage area. The windows of the ground floor flats would all have defensible space outside the windows which would also provide a level of privacy for residents. The submission indicates that the proposed new flats will exceed the Nationally Described Space Standards (NDSS). Furthermore, the scheme has been designed so that the majority are double aspect which will help with outlook, natural daylighting and ventilation and ensure an acceptable living environment.

Design, form and layout

90. Policy BAP2 of the Neighbourhood Plan and Policy CS41 Quality Design of the Core Strategy requires that development should be well designed and of a high quality. Specifically, Policy CS41 requires that new *“development should, through its scale, density, layout, siting, character and appearance be designed to respect the site and its surroundings, provide a high standard of amenity to meet the day-to-day requirements of future occupants”*.

91. The proposed layout uses the eastern part of Hawkwood Road car park for 3 blocks with associated car parking and cycle stores. Two of the blocks would be solely residential, and the largest block would have a GP surgery on the ground floor with residential use above. A new pedestrian connection would run between Hawkwood Road and Christchurch Road, facilitated by the demolition of the building currently occupied by WHSmith with a new community centre located along this route. There would be a small park between two of the blocks on the existing car park, and within the park there would be a small pavilion for community uses associated with the park.

92. During pre-application discussions, the footprints of the buildings were moved to reduce the impact on the existing boundary trees, including a large tree on the eastern boundary, adjacent to Heathcote Road. The BCP Urban Design Officer commented that *“the proposed layout addresses Hawkwood Road, Heathcote Road and the new park well and provides sufficient spacing towards the properties*

on Westby Road (and) the enhanced link to Christchurch Road is a very positive aspect of the scheme” and “the community centre fronting the new route is another positive aspect of the scheme”.

93. The applicant’s design team have engaged positively with officers through pre-app negotiations with the heights and footprints of the buildings adjusted in response to Officer comments. There were concerns with the scheme as originally proposed in terms of the separation distance between the two parts of Block A. In response, the applicant has redesigned the landscape features on the roof terrace to avoid direct overlooking and to ensure that units enjoy adequate levels of privacy. Reflective window coating will also be used on the upper floors on units overlooking the roof terrace which will be secured by condition.
94. In response to consultee comments a series of minor design modifications were sought to the scheme as originally submitted including the boundary treatment, the layout of kiosk, park layout, etc. These have all been captured in the amended plans received 19th February 2024. The submitted plans also included a new amended design for the community centre building which is considered below.

Revised Community Centre design

95. The applicant has amended the design of the community centre from a single storey building to a two-storey building. The building will use the same footprint as previously proposed but will appear very different. The previously proposed community centre building which was for a single storey building would have had large open areas of glazing with white ceramic brick finishes, while the latest design will have a more solid appearance with brick cladding and detailing to reflect the character and appearance of other prominent buildings in Boscombe Town Centre.
96. The BCP Urban Design Officer has reviewed the latest design and has commented as follows *“the proposed Community Centre is a distinctive design that responds to the locality and would have a strong civic presence. The building is well proportioned. The arches are positive features, and the asymmetrical design gives the building an individual, modern edge.”* The UD Officer goes on to comment that the brickwork should be recessed to better articulate the more distinctive elements of the design including the window arches and the roof. Further design modifications to the Community Centre building will therefore be sought.
97. After extensive discussions and negotiations with the applicant the design of the scheme has now reached a point where Officers are happy to support the proposals in design terms, subject to a small number of very minor design modifications which can be reported to members at the planning committee meeting. The proposed development has been well designed and will have a positive impact upon the character and appearance of Boscombe Town Centre and satisfies the aims of Policy BAP2 of the Neighbourhood Plan and Policy CS41 Quality Design of the Core Strategy.

Landscape and trees

98. Policy CS30 of the Core Strategy requires “*developers and other partners to work towards providing for a well-connected and distributed multi-functional green infrastructure network which:*

- *Assists in the mitigation of, and adaptation to, climate change*
- *Connects and enriches biodiversity and wildlife habitats*
- *Enhances the townscape, landscape, historical and cultural identity of the Borough”.*

99. There were extensive discussions with the applicant during the pre-app process, about the siting of development and the impact of development upon existing trees along the boundaries of the car park site, particularly along the southern boundary of properties fronting Westby Street and the eastern boundary with Heathcote Road. The applicant was asked to move the proposed buildings further north towards Hawkwood Road and further west away from the Heathcote Road boundaries outside the root protection zones of existing trees and to ensure there is sufficient separation distance from trees and the windows of flats.

100. The Council Tree Officer commented as follows on the scheme which “*provide(s) significantly improved tree retention and relationships between retained trees and the new development compared to previous schemes I have commented on. 9 trees will be lost and 2 of them are B grade trees and the rest are C grade trees. One tree is proposed for pruning which is considered to be acceptable. The tree losses are to be mitigated in suitable locations with suitable new trees and 34 new trees are to be planted which I agree is a significant and suitable mitigation for their losses”.*

101. The Council’s Tree Officer now supports the scheme subject to the imposition of conditions for a detailed arboricultural method statement and detailed constructional arboricultural method statement and detailed tree protection plan, and a detailed long-term management and maintenance scheme for the tree planting and soft landscaping areas. The proposals therefore now satisfy the aims of Policy CS30 of the Core Strategy.

Transport and Parking

102. Policy CS14 of the Core Strategy requires “*new development to be served by adequate transport infrastructure and ensure that impacts on the existing transport network are mitigated”.* Policy CS15 that “*development that may have significant impacts on the transport network shall be required to submit a Green Travel Plan and a Transport Assessment”* and Policy CS16 which “*Parking provision for new development shall be in accordance with the Council’s adopted parking standards”.*

103. The application site is located within the Local Town Centre of Boscombe which, in accordance with the BCP Parking Standards SPD (2021), sits within parking zone A.

New Pedestrian/Cycle Link to Christchurch Road

104. BCP Highways Officer has commented that the proposed New Pedestrian/Cycle Link “*represents a betterment of the existing walking and cycling network, offering permeability between the site and local amenities*” but has commented that the new link “*requires street lighting to be provided to the specification and satisfaction of the LHA*” which will be secured under a legal agreement. The Highways Officer has also advised that this new link should become adopted highway which the applicant has agreed to. The proposed link extends across Hawkwood Road in the form of a raised table which is appropriate at this location for pedestrian priority, driver awareness and as a traffic calming measure. A formal crossing is also required atop the raised table. The design and delivery of the crossing will be secured under a legal agreement.

Walking Network/Public Realm Improvements

105. At each of the new vehicular accesses, continuous footways using entrance kerb arrangements are required to prioritise pedestrian movements and safety. Furthermore, the applicant is expected to reinstate to full kerb height any existing vehicular accesses made redundant by this proposal. The LHA also expect the widening of the footway to 2m where fronting the site and all proposed widening should be clearly annotated on submitted plans to show land to be dedicated as highway land maintained at public expense, details of which will be secured by an appropriate legal mechanism. The Highway Authority when commenting on the amended plans has requested further design amendments to pedestrian crossing across Hawkwood Road.

Servicing

106. The submitted Waste management Strategy confirms it is the applicant’s intention for residential waste to be collected from Hawkwood Road using BCP’s collection service. A more comprehensive waste management plan can be conditioned to detail expected frequency of collection etc however, the LHA would not object to the principle of on-street collection. The principle of private collection for waste generated from the GP surgery and community centre is also acceptable however, additional details should also be provided on this.

Cycle Parking

107. The quantitative element of the Parking SPD has been satisfied in principle given that the number of cycle spaces within the development site exceeds the standards detailed within section 4.2. Additionally, all access paths to/from cycle stores measure a minimum of 1.5m in width and are considered acceptable.

108. Notwithstanding, all the proposed cycle parking is substandard in design, failing to meet the minimum spatial parameters detailed within section 3.3 of the Parking SPD. The depth of the proposed cycle stores is sufficient given the multiple door design negating the need for an access aisle per se however, a minimum separation distance of 1m is required between stands. Given the size of the site, there is likely scope to rearrange the cycle parking to an acceptable design whilst still satisfying the quantitative requirements detailed within the Parking SPD however, this must be demonstrated on submitted plans.
109. The Highway Authority in its comments on the amended plans has reiterated its request for further design changes to the integral cycle store located in Block A. A condition will be imposed requiring the submission of detail design for the layout of the cycle store.

Car Parking

110. No residential car parking spaces are required in Zone A. However, 6 residential car parking spaces are proposed between Blocks B and C which the LHA does not object to subject to:
- The car parking spaces should not be allocated
 - 2 car parking spaces should be car club bays
 - 1 car parking bay should be for residents for loading and unloading purposes
111. The proposed Community Hall requires no onsite car parking. However, the provision of a disabled parking bay fronting the centre is beneficial. Submitted plans propose 20 parking spaces for the staff of the surgery use. This level of provision for staff is considered adequate by the LHA whilst visitors can utilise the adjacent public car park. Further, access is to be gained via the public car park which negates the need for a new access directly off Hawkwood Road, a betterment of previous designs. Appropriate signage and parking enforcement will be required to manage its operation. The provision of 6 'active' EV charge points for the retained car park accords with SPD requirements detailed within section 3.6 of the Parking SPD. Additionally, the Parking SPD requires 6% of the total parking capacity for medical facilities to be provided as disabled bays.
112. In response to the LHAs consultation comments on the original planning application submission the applicant amended the plans and drawings to address the detailed issues raised by the LHA

Retained Public Car Park

113. The proposals seek to redevelop both the existing Hawkwood Road (Main) and Hawkwood Road (2) car parks, resulting in a net loss of public car parking of 377 car parking spaces in Boscombe local centre. 51 spaces will be retained within the

western section of the existing Hawkwood Road Car Park. An analysis of previous and current car park occupancy in Boscombe local centre has been undertaken through the Boscombe Town Centre Car Parking Study which includes public car parks located on Hawkwood Road and a large private car park within the Sovereign Shopping Centre. At present there are 1,086 car parking spaces in Boscombe local centre that are available for public, off-road parking.

114. Car park ticket sales data was collected in 2021 to inform the Boscombe Town Centre Parking Analysis Report published in April 2022. The study concluded that the two public car parks to be lost as a result of these proposals, namely Hawkwood Road Main and Hawkwood Road 2, have average maximum occupancy levels of 31% (120 spaces) and 46% (18 spaces) respectively, 138 spaces in total. The arrivals data supplied by BCP for the Hawkwood Roads car park has been interrogated for the comparable October 2022 week and compared to the previous October 2021 data. This study concluded that the same two car parks have an average maximum occupancy level of 30% (116 spaces) and 67% (26 spaces) respectively, 142 spaces in total.
115. Consequently, the provision of a 51-space car park as part of this proposal, would not cover the demand generated by the existing maximum occupancy levels of said car parks thus resulting in a shortfall of circa 91 spaces, at peak recorded use. Notwithstanding, the same studies interrogated parking data from the Sovereign Shopping Centre across a 2-year period (October 2019 to October 2021) to demonstrate significant levels of available parking capacity within Boscombe Town Centre. A peak occupancy level of 54% was recorded in 2021 compared with 78% in 2019. Considering worst case scenario, capacity of 22% (137 spaces) is available even at peak recorded times.
116. The parking studies demonstrate that the spare capacity at the Sovereign centre (137 spaces) coupled with the retention of 49 public spaces within the development site, 188 spaces in total, exceeds parking demand within Boscombe Town Centre even at the busiest of times. Additionally, an analysis of Kings Park car parks located outside of the Town Centre found that they are severely underutilised, with a maximum occupancy of 5% recorded. These car parks can accommodate overflow in parking demand arising in Boscombe as a result of tourism during the summer months, given that such use is not attributed to short-stay parking associated with local shops. In conclusion, a number of measures can be considered, should parking need to be encouraged to use the Kings Park Car Park including:
 - Providing of information about the Kings Park Car Parks to potential visitors
 - Cheaper parking to be provided at Kings Park to encourage drivers to use the car parks
 - The provision of bike share and scooter hire options to support journeys between the Town Centre and Kings Park Car Parks

- The potential to accommodate park and ride services between the car park and Boscombe Town Centre at peak times in parking demand.

117. A reduction in public car parking provision within the local town centre of Boscombe is acceptable given it supports the strategic aims of the Parking SPD which, seeks to reduce the provision of car parking within the most accessible locations of the conurbation to encourage a modal shift towards more sustainable transport modes to reduce traffic congestion, achieve environmental benefits and to improve health and wellbeing of the community. Notwithstanding the LHA notes the following:

- To facilitate the efficient operation of the local highway network and provide forewarning of real time parking conditions, the LHA consider that a Variable Message Sign (VMS) should be installed in proximity to the entrance of the replacement car park.
- The removal of ticket machines and any redundant signage is also required. The applicant is expected to identify this and include on submitted documentation.
- The loss of all disabled parking bays from the public car park is unacceptable. A minimum of 3 bays, circa 6% of total capacity, is required.
- Any loss of existing EVC infrastructure is also expected to be replaced.

118. The LHA were consulted on the amended details and does not wish to raise any objections which will deliver:

- 6 disabled bays located between resident blocks B and C
- 1 disabled parking space in the GP surgery car park
- 4 disabled parking space within the retained car park

Travel Plan

119. The LHA welcomes the submission of Framework Travel Plans for both the residential and workplace elements of the proposed development. The Travel Plans broadly comply with the LHA's expectations and can be used to take forward the opportunities identified in the submitted Transport Assessment regarding promotion and delivery of sustainable transport initiatives. However, some refinement on the aims, objectives and specific targets of the Travel Plan will need to be achieved by an appropriately worded planning condition.

120. It is therefore concluded that the Transport and Parking matters can be addressed, and subject to the submission of acceptable details to satisfy conditions, the proposals satisfy the aims of Policies CS14, CS15 and CS16 of the Core Strategy.

Residential amenity

121. Policy CS9 of the Core Strategy advises that *“development within district centres will be considered acceptable in principle providing that it does not unreasonably harm the amenities of local residents”*. Policy CS41 goes on further to require that *“Development which by virtue of its design would be detrimental to the built environment, amenity or character of any part of the Borough will not be permitted”*.
122. The separation distances between the southern flank walls of the development to the rear of properties fronting Wesby Road is between 20 to 25 metres. The strategy taken by the applicant has been to orientate the flats east-west, rather than north-south to avoid their main outlooks being directed southwards towards the rear of properties on Westby Road. To this end, windows on the southern elevation of Blocks A, B and C closest to the boundary with properties on Westby Road comprise secondary “side windows” (kitchen and secondary living room windows). The small south-facing windows closest to the boundary will have obscure-glazing.
123. The separation distance between the proposed new development and existing properties, the retention of mature trees along this southern boundary of the site, additional planting along this boundary, the orientation of flats and use of obscure glazing will ensure that the amenities of nearby local residents will not be harmed unacceptably. The proposals therefore satisfy the aims of Policies CS9 and CS41 of the Core Strategy.

Surface water drainage

124. Policy CS4 of the Core Strategy requires that *“the design and layout of all new buildings, and the development of car parking and hard standing, will incorporate appropriate Sustainable Drainage Systems (SUDS) capable of ensuring that the level of surface water leaving the site is no greater than that prior to the development, and ensuring the quality of local water. The use of SUDS is a requirement other than in exceptional circumstances where no technical solution is available” and that “details of the proposed SUDS and suitable provision for maintenance will be submitted as part of any planning application.”*
125. The application is supported by a flood risk assessment and surface water drainage strategy. This report concludes that the site is located within Flood Zone 1 with the overall risk of fluvial and tidal flooding to the site considered to be low. The current drainage strategy is based on utilising four geo-cellular storage tanks. The first will be located beneath the pedestrian link in the northern area of the site. This will store surface water before discharging at controlled rates into the public combined sewer network on Hawkwood Road. The second geo-cellular tank will be located in the parking area between blocks B&C to serve the eastern part of the site and will again discharge into the Hawkwood Road public combined sewer network. The third geo-cellular tank will be located beneath the new park to serve the central area of the site, again restricting run-off from the site into the Hawkwood Road public combined sewer network. The fourth geo-cellular tank will be located beneath

part of the medical centre car park and will utilise infiltration as the method of surface water disposal. The report recommends further SuDS are considered at detailed design stage, such as bio-retention tree pits, filter drains and rainwater harvesting. The applicant has advised that it was not possible to provide details of the SuDS strategy as detailed site investigations had not been undertaken yet.

126. The FCERM – Local Lead Flood Authority, in commenting on the proposals has confirmed that the proposal complies with Policy CS4, and that the site is suitable for infiltration. A condition will be imposed which requires the submission and approval of a sustainable urban design strategy (SuDS), for the development. With the condition in place, the scheme now satisfies the aims of policy CS4 of the Core Strategy.

Biodiversity and Heathland

Biodiversity Enhancements/ BNG

127. Policy CS30 of the Core Strategy and Paragraph 182 of the NPPF states “*the presumption in favour of sustainable development does not apply where the plan or project is likely to have a significant effect on a habitats site (either alone or in combination with other plans or projects), unless an appropriate assessment has concluded that the plan or project will not adversely affect the integrity of the habitats site*”. The site includes a range of urban habitats including buildings, road and car parks with trees around the main car park, interspersed with scrub vegetation, it had the potential to support a number of species. Furthermore, the site lies within 10km of a designated statutory/ European site.
128. A Preliminary Ecological Assessment (WSP, July 2022) was carried out at pre-application stage and concluded that a Preliminary Bat Roost Assessment (PBRA) for no. 625 Christchurch Road (WH Smith) to assess whether this building had the potential to support bat roosts. PBRA concluded that the WH building has negligible potential to support roosting bats, due to a lack of suitable roosting features and that no further surveys were necessary.
129. The BNG Assessment submitted with this application (WSP, September 2023) concludes that there will be a healthy net gain of biodiversity on the site. It should be noted that BNG is not mandatory until the Environment Act officially came into force in February 2024. As the application was submitted before that date it is not required to provide the statutory 10% BNG. However, the applicant has completed an assessment using Defra Metric 4.0. The existing baseline for the site comprises habitats of very low, low and medium distinctiveness, including areas of hard standing, introduced shrub, scrub and urban trees. Under the post-development scenario, created habitats include wildflower lawns and additional planted trees. Using the provided landscaping arrangements for the scheme, a significant net gain above the 10% target has been achieved for both habitat-based and linear-based units. This ensures full compliance with Core Strategy Policy CS30 as well as

biodiversity policies set out in the NPPF and therefore constitutes a significant benefit of the scheme.

Heathlands

130. The application site lies within 5km but beyond 400m of Dorset Heathland which is designated as a Site of Special Scientific Interest and as a European wildlife site. The proposal for a net increase in residential units is, in combination with other plans and projects and in the absence of avoidance and mitigation measures, likely to have a significant effect on the site. It has therefore been necessary for the Council, as the appropriate authority, to undertake an appropriate assessment of the implications for the protected site, in view of the site's conservation objectives. The appropriate assessment has concluded that the mitigation measures set out in the Dorset Heathlands 2020-2025 SPD can prevent adverse impacts on the integrity of the site. The SPD strategy includes Heathland Infrastructure Projects (HIPs) and Strategic Access Management and Monitoring (SAMM).
131. This application will be subject to the Community Infrastructure Levy (CIL) and as such part of the heathland mitigation will be provided through this mechanism. However, the applicant will still be required to enter into a legal agreement to secure the SAMM contribution. The applicant has stated that "a Unilateral Undertaking will be submitted to secure the requisite contribution towards the Dorset Heathlands mitigation". With a legal agreement in place to secure the SAMM contribution, the proposal satisfies the aims of Policy ME2 and the SPD.

Sustainable construction and energy

132. Policies CS2 and CS3 of the Core Strategy refers to sustainable standards for new development and renewable energy provision. Developments will be required to incorporate carbon emissions reduction, water and energy efficiency measures and to demonstrate they have explored a range of sustainable and low carbon options. The provision of renewable, decentralised, and low carbon energy will be encouraged in residential development of 10 or more dwellings.
133. The scheme is based on a "fabric-first" approach (also known as "Passivhaus") utilising building form, massing and glazing ratios to help reduce energy demand. This has then been combined with a selection of energy-efficiency measures and renewable technologies, including heating and hot water generation for the residential units by Ground Source Heat Pumps (GSHPs) within each dwelling (known as GSHP shoeboxes) which will draw heat from a shared ground loop array.
134. Heating and cooling for the community centre and medical centre will use a variable refrigerant flow (VRF) air conditioning system. Fresh air and extract ventilation shall be provided by mechanical ventilation with heat recovery units when windows are shut to help minimise the risk of overheating and reduce the heating demand. Low flow sanitary ware and appliances will also be used to reduce

water consumption. All spaces will be provided with energy-efficient light fittings including LEDs. The residential elements of the scheme will have solar arrays.

135. The Energy Statement sets out that development is expected to achieve the following:

- An Energy Performance Certificate (EPC) rating of B for each of the proposed uses:
- 61.7% reduction in carbon emissions across the site, when compared to the Part L 2021 notional building (i.e. without measures)
- By incorporating GSHP, ASHP and PV panels, the residential units, medical hub, and community centre will greatly surpass the BCP policy, ensuring that more than 10% of their energy consumption originates from low carbon and renewable sources. Each building type will exceed 25% of their energy consumption derived from low carbon and renewable sources.

136. The development demonstrates compliance with both Policies CS2 and CS3 in terms of carbon reduction targets and the provision of decentralised renewable/low carbon energy generation and heat technology, as well as national policy regarding climate change and sustainability in Paragraph 14 of the NPPF.

Environmental impacts

137. Policy CS38 of the Core Strategy requires that “*development will be required to minimise potential pollution by way of noise, odour, light, effluent, vibration or any other waste materials. Mitigation measures will be required where pollution is unavoidable*”. The following paragraphs consider noise, air quality, lighting and contaminated land.

Noise

138. All flats will utilise Mechanical Ventilation with Heat Recovery (MVHR), to ensure adequate ventilation can be achieved at the same time as meeting the recommended internal noise levels within habitable rooms. The noise assessment concludes that appropriate acoustic conditions can be achieved within proposed shared outdoor living areas and habitable rooms, with the implementation of relatively standard acoustic mitigation measures. The assessment also shows that the plant noise emissions associated with the medical centre can be satisfactorily mitigated. Noise emissions associated with the community centre will be within the proposed noise emission limits during daytime and no additional mitigation is therefore required.

139. The Environmental Health Officers do not raise any objections to the scheme but has requested that a series of conditions are attached to any planning approval including.

- i. A scheme for the acoustic glazing and mechanical ventilation

- ii. A scheme for protecting external amenity spaces balconies, roof gardens and terraces from external traffic noise
- iii. A scheme of acoustic insulation and noise control (Residential)
- iv. A scheme of acoustic insulation and noise control (Community Centre/ Pavilion)
- v. Target rating level for external plant and equipment
- vi. Hours of operation for community centre and pavilion
- vii. Closing of doors and windows in community centre and pavilion when live or recorded music is taking place
- viii. Permitted construction working hours
- ix. Construction Management Plan

140. With the above conditions in place the proposals satisfy the requirements of Core Strategy policy CS38, as well as NPPF paragraph 174.

Air quality

141. Environmental Health officers commented that for this proposal it is: “*unlikely that there would be a significant cumulative impact on air quality*” and subject to the imposition of the following 3 conditions the scheme is acceptable.

- Dust Management Plan (including dust monitoring proposals)
- Construction Environmental Management Plan (CEMP)
- Implementation of Travel Plan

Contaminated land

142. BCP Environmental Health officers have confirmed that they do not wish to raise any objections to the Phase I Contaminated Land Desk Study and Contaminated Land and Geotechnical Investigation Report (Phase II) submitted with the application, subject to clarifications from the applicant.

143. With the various conditions in place the proposals will satisfy the requirements of Policy CS38 of the Core Strategy.

Legal Agreement

144. The applicant is expected to enter into a legal agreement(s) for the following:

- Delivery of Affordable Housing (AH)
- Affordable Housing Review Mechanism
- Adoption as public highway
- Installation of a Variable Message Sign (VMS)
- Implementation of Travel Plan
- Contribution towards Heathland Mitigation (SAMM).
- Confirmation of status of proposed new park as Public Open Space in perpetuity

- Considerate Contractors /Training
- Education contribution

Other matters

145. Paragraph 12 of this report refers to Self-build and Custom Housebuilding. Given the high proportion of flats as part of this proposal with the communal bins, parking and cycle storage, it is not considered that this scheme would be suitable for self-build units.

Planning Balance/Conclusion

146. The Boscombe Masterplan (Phase One) published in 2022 sets out plans for the Hawkwood Road Car Park site and proposals to revitalise the High Street and sets out plans to create green spaces and wider walkways, a new community centre, five retail kiosks, a health facility and new housing. Over the last two years there have been extensive negotiations between the applicant and BCP Officers over the development of the Hawkwood Road site culminating in the scheme proposed under the current planning application. In response to comments and concerns raised by neighbour representations and the consultees, the applicant has made further design modifications to the scheme.

147. The benefits from the development in the provision of new homes, a new community centre, a new GP surgery, the formation of a pedestrian link, and new public park should be afforded significant weight in the decision-making process. The principle of proposed development in this location is therefore considered acceptable and satisfies the policy aims of the Neighbourhood Plan, the Bournemouth Core Strategy, and the emerging BCP Local Plan. Furthermore, the proposal will deliver an acceptable mix of new homes with a significant number of three-bed apartments for which there is a strong demand in Boscombe, as well as a minimum 40% affordable homes. The new homes will all exceed the Nationally Described Space Standards (NDSS), and the majority of units will be double aspect which will help with outlook, natural daylighting and ventilation and ensure an acceptable living environment.

148. The design of the scheme has now reached a point where officers are happy to support the scheme which will have a positive impact upon the character and appearance of Boscombe Town Centre and for neighbouring residents. The scheme thereby satisfies the aims of Policy BAP2 of the Neighbourhood Plan, Policy CS41 Quality Design of the Core Strategy and the NPPF. All other matters will be effectively controlled by condition or legal agreement and so the proposal can be approved.

149. Further minor design amendments have been sought from the applicant and it is anticipated that these will have been received before the planning committee meeting.

Recommendation

Approve, subject to the following conditions and subject to a Section 106 agreement:

1) Commencement

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of this permission.

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

2) Development to be carried out in accordance with plans

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

- Location Plan - P1101-SNUG-XX-00-A-DR-0001
- Proposed Block Plan - P1101-SNUG-XX-00-A-DR-0002-Rev A
- Site Plan - Development Summary - P1101-SNUG-XX-00-A-DR-1550-Rev A
- Proposed Site Plan - P1101-SNUG-XX-00-A-DR-1555-Rev B
- Proposed Roof Plan - P1101-SNUG-XX-04-A-DR-1556-Rev A
- Block Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1600-Rev A
- Block A Basement Plan - P1101-SNUG-XX-F1-A-DR-1610
- Block A Ground Floor Plan - P1101-SNUG-XX-XX-A-DR-1600-Rev A
- Block A First Floor Plan - P1101-SNUG-XX-XX-A-DR-1601-Rev A
- Block A Roof Plan - P1101-SNUG-XX-04-A-DR-1605-Rev A
- Bike Storage Plans and Elevations Block A - P1101-SNUG-XX-XX-A-DR-1700-Rev A
- Block A - Elevations 1 of 2 - P1101-SNUG-XX-XX-A-DR-2100-Rev A
- Block A - Elevations 2 of 2 - P1101-SNUG-XX-XX-A-DR-2101-Rev A
- Block A Views - P1101-SNUG-XX-XX-A-DR-6001
- Block B Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1620
- Block B First & Second Floor Plans - P1101-SNUG-XX-01-A-DR-1621
- Block B Third & Roof Plans - P1101-SNUG-XX-03-A-DR-1622
- Block B Elevations - P1101-SNUG-XX-XX-A-DR-2120
- Block B Long Elevations 2 of 2 - P1101-SNUG-XX-XX-A-DR-6005
- Bike Storage Plans and Elevations Block B - P1101-SNUG-XX-XX-A-DR-1701-Rev A
- Block C Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1640
- Block C First & Second Floor Plans - P1101-SNUG-XX-01-A-DR-1641
- Block C Third & Fourth Floor Plans - P1101-SNUG-XX-03-A-DR-1642
- Block C Roof Plan - P1101-SNUG-XX-05-A-DR-1643
- Block C Elevations - P1101-SNUG-XX-XX-A-DR-2140
- Bike Storage Plans and Elevations Block C - P1101-SNUG-XX-XX-A-DR-1702-Rev A
- Community Centre Ground Floor Plan - P1101-SNUG-XX-00-A-DR-1660-Rev A
- Community Centre First Floor & Roof Plan - P1101-SNUG-XX-01-A-DR-1661-Rev A
- Community Centre East & West Elevations - P1101-SNUG-XX-XX-A-DR-2160-Rev A
- Community Centre North & South Elevations - P1101-SNUG-XX-XX-A-DR-2161-Rev A
- Block B & C Views - P1101-SNUG-XX-XX-A-DR-6002
- Hawkwood Pavilion - P1101-SNUG-XX-00-A-DR-1680
- Ariel Views - P1101-SNUG-XX-XX-A-DR-6000
- Long Elevations 1 of 2 - P1101-SNUG-XX-XX-A-DR-6004
- Long Elevations 2 of 2 - P1101-SNUG-XX-XX-A-DR-6005

- Kiosk Plan & Elevations - P1101-SNUG-XX-00-A-DR-1720
- WHSMITH Plan - P1101-SNUG-XX-XX-A-DR-0101
- WHSMITH Elevations - P1101-SNUG-XX-XX-A-DR-0102
- Site Topography Survey - P1101-SNUG-XX-00-A-DR-0103
- Landscaping Plan Site Wide - 4008-UBU-XX-XX-DR-1000-E
- Landscaping Plan 1 of 3 - 4008-UBU-XX-XX-DR-1001-E
- Landscaping Plan 2 of 3 - 4008-UBU-XX-XX-DR-1002-E
- Landscaping Plan 3 of 3 - 4008-UBU-XX-XX-DR-1003-E
- Planting Plan 1 of 3 - 4008-UBU-XX-XX-DR-3000-B
- Planting Plan 2 of 3 - 4008-UBU-XX-XX-DR-3001-B
- Planting Plan 3 of 3 - 4008-UBU-XX-XX-DR-3002-B
- Planting Schedule - 4008-UBU-XX-XX-DR-3003-A

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

3) Phasing of development

No development shall take place until a scheme for the phasing of the development to be carried out in successive stages, has been submitted to and approved in writing by the Local Planning Authority, and each stage shall be externally completed before the next stage of the development is commenced.

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

4) External materials

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

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

5) Design Details for Community Centre

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

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

6) Soft landscaping

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of soft landscape works shall be submitted to and approved in writing by the Local Planning Authority. Soft landscaping details shall include: (a) planting plans; (b) existing trees, hedges and shrubs to be retained; (c) written specifications (including

cultivation and other operations associated with plant and grass establishment); (d) schedules of plants noting species, plant sizes and proposed numbers/densities; and (e) programme of implementation. The approved soft landscape scheme shall be implemented in full prior to the occupation use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

7) Hard landscaping

Within 3 months of the date of commencement of the development, unless otherwise agreed in writing by the Local Planning Authority, full details of hard landscape works shall be submitted to and approved in writing by the Local Planning Authority. Hard landscape details shall include:

- (a) Lighting
- (b) Bollards
- (c) Seating
- (d) Tree grills
- (e) other street furniture
- (f) construction and services details in proximity to trees
- (g) proposed finished levels and contours
- (h) a timetable for implementation

The approved hard landscape scheme shall be implemented in full prior to the occupation or use of the development commencing and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

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

8) Detailed Arboricultural Method Statement

Prior to the commencement of development on the site an arboricultural method statement shall be submitted for approval with;

- (a) a plan showing the location of, and allocating a reference number to, each existing tree on the site which has a stem with a diameter, measured over the bark at a point 1.5 metres above ground level, exceeding 75mm, showing which trees are to be retained and the crown spread of each retained tree
- (b) details of the species, diameter (measured in accordance with paragraph (a) above), and the approximate height, and assessment of the general state of health and stability, of each retained tree and of each tree which is on land adjacent to the site and to which paragraphs (c) and (d) below apply
- (c) details of any proposed topping or lopping of any retained tree or of any tree on land adjacent to the site
- (d) details of any proposed alterations in existing ground levels and the position of any proposed excavation, [within the crown spread of any retained tree or of

any tree on land adjacent to the site] [within a distance from any retained tree, or any tree on land adjacent to the site, equivalent to half the height of that tree] (e) details of the specification and position of fencing [and of any other measures to be taken] for the protection of any retained tree from damage or during the course of development. In this condition 'retained tree' means an existing tree which is to be retained in accordance with the plan referred to in paragraph (a) above.

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

9) Tree protection

No site clearance or development work shall commence until there have been submitted to and approved in writing by the Local Planning Authority an arboricultural method statement and detailed drawings showing:

(a) the specification and position of fencing and other measures such as temporary surfacing, for the protection of the roots and crown spread of trees, groups of trees and other vegetation to be retained on and adjoining the site. Protective fencing should accord with the recommendations of BS 5837:2012

b) the programme for the erection and maintenance of protective fencing and the installation of any other protective measures; such programme will include details of supervision by an arboriculturist

(c) details of any proposed alterations in existing ground levels and of the position of any proposed excavation and constructional details of any drainage, hard surfacing, foundations, walls, and similar works within the protected area

(d) details of contractors' compounds and areas for storage

(e) schedule of proposed tree works.

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

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

10) Tree planting plan

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

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

11) Landscape management

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

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

12) Dust Management Plan

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

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

13) Scheme of acoustic glazing and mechanical ventilation

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

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

14) Scheme protecting external amenity spaces

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

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

15) Scheme of acoustic insulation and noise control (Residential)

A scheme of acoustic insulation and noise control shall be submitted to and approved in writing by the Local Planning Authority. The scheme should specify the acoustic insulation and other measures to be put in place to prevent and control the emission of noise from the development including noise from all internal and external plant including kitchen ventilation and extraction equipment, refrigeration,

air conditioning condensers and Air Source Heat Pumps. The approved scheme shall be implemented in full before use commences and maintained at all times thereafter. The system shall be designed to prevent an acoustic impact on the external environment and harm to amenity. The noise control system shall control noise at source and consider acoustics within the duct, grille and termination design of the extraction system.

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

16) Scheme of acoustic insulation and noise control (Community Centre/ Pavilion)

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

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

17) Target rating level for external plant and equipment

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

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

18) Hours of operation for community centre and pavilion

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

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

19) Closing of doors and windows in community centre and pavilion

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

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

20) Permitted construction working hours

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

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

21) Construction Management Plan

No development shall commence on site until a construction management plan has been submitted to and approved in writing by the local planning authority. The plan shall include details of the measures that will be taken to reduce and manage the emission of noise, vibration and dust during the demolition and construction phase of the development. It shall include details of the following:

- i. The movement of construction vehicles
- ii. The cutting or other processing of building materials on site
- iii. The transportation and storage of waste and building material
- iv. The recycling of waste materials (if any)
- v. The loading and unloading of equipment and materials
- vi. The location and use of generators and temporary site accommodation
- vii. Where piling is required this must be Continuous flight auger piling wherever practicable to minimise impacts
- viii. Details of the hours of works and other measures to mitigate the impact of construction on the amenity of the area and safety of the highway network; and
- ix. Communication procedures with the Local Authority and local community regarding key construction issues.

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

22) Surface Water Drainage (SUDS)

Before the commencement of development, unless otherwise agreed in writing by the Local Planning Authority, a scheme for the whole site providing for the disposal of surface water run-off and incorporating sustainable urban drainage systems (SUDS), shall be submitted to and approved in writing by the Local Planning Authority. The drainage works shall be completed in accordance with the approved details prior to occupation of the development or in accordance with a timetable to be agreed in writing by the Local Planning Authority. The scheme shall include the following as appropriate:

- a) A scaled plan indicating the extent, position, and type of all proposed hard surfacing (e.g. drives, parking areas, paths, patios) and roofed areas.

- b) Details of the method of disposal for all areas including means of treatment or interception for potentially polluted run-off.
- c) Scaled drawings including cross section, to illustrate the construction method and materials to be used for the hard surfacing (sample materials and literature demonstrating permeability may be required).

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

23) Management Strategy for loading bay

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

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

24) Lighting Scheme

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

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

25) Waste Management Strategy

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

The refuse management plan shall be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

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

26) Restrictions on use of Doctors Surgery

The use of the ground floor of Block A shall be restricted to Use Class E(e) only. Additionally, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking

and re-enacting that Order with or without modification), no change of use other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

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

27) Restrictions on uses of Community Centre

The Community Centre shall be restricted to the following Use Classes

- Class F1(a) Provision of education
- Class F1(b) display of works of Art
- Class F1(e) public hall
- Class F2 (b) Halls or meeting places for the principal use of the local community
- Class E(b) ale of food and drink for consumption (mostly) on the premises
- Class E (d) Indoor sport, recreation or fitness
- Class E (e) Provision of medical or health services
- Class E(f) Creche, day nursery or day centre

Additionally, notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and re-enacting that Order with or without modification), no change of use other than that expressly authorised by this permission shall be carried out without planning permission first obtained from the Local Planning Authority.

Reason: To ensure a new Community Centre is delivered as part of this development and accords with Policies CS6 and CS9 of the Bournemouth Core Strategy (2012)

28) Reflective window coating

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

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

29) Scheme for external pipework

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

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

30) Electric Charging Points

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

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

31) Design of Cycle Store in Block A

Prior to the commencement of the development of Block A detailed design of the layout of the integrated cycle store in Block A shall be submitted to the Local Planning Authority for approval. The cycle store shall be installed in accordance with the approved details and permanently retained and maintained for the residents/ occupants of the development hereby permitted at all times.

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

Informative Notes

INFORMATIVE NOTE NO.1 - In accordance with the provisions of paragraphs 38 of the NPPF the Local Planning Authority (LPA) takes a positive and creative approach to development proposals focused on solutions. The LPA work with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- advising applicants of any issues that may arise during the consideration of their application and, where possible finding solutions.

INFORMATIVE NOTE NO.2 - This application and planning permission is subject to a S106 legal agreement, with clauses relating to financial contributions towards:

- i. Affordable Housing Review Mechanism
- ii. Adoption as public highway
- iii. Installation of a Variable Message Sign (VMS)
- iv. Implementation of Travel Plan
- v. Contribution towards Heathland Mitigation (SAMM).
- vi. Confirmation of status of proposed new park as Public Open Space in perpetuity
- vii. Considerate Contractors /Training
- viii. Education contribution

INFORMATIVE NOTE NO. 3 - As a consequence of vehicle access closure, the applicant is advised that it will be necessary for the kerb to be raised and the footway (and verge if appropriate) restored. Normally the Highway Authority will undertake this work at the expense of the applicant although on occasion there might be instances where the applicant under supervision can undertake this work. The applicant must contact the Service Director, Technical Services, Town Hall Annexe, St. Stephen's Road, Bournemouth BH2 6EA to initiate the procedure.

INFORMATIVE NOTE NO. 4 - The granting of consent for tree works does not override the provisions of the Wildlife and Countryside Act 1981 (as amended) and the Conservation (Natural Habitats, &c.) Regulations 1994. In particular you are advised that it is your responsibility and that of any contractor employed by you to ensure that no harm is caused to protected wildlife through the implementation of the tree works. Tree works may have a particular impact on bats (protected under European & UK law) and nesting birds (protected under UK law). Failure to take account of protected species may result in a fine of £5000 per offence and/or six months imprisonment. Your attention is drawn to the enclosed information sheet on bats and nesting birds.

INFORMATIVE NOTE No. 5 - This permission is subject to the Community Infrastructure Levy (CIL) introduced by the Town and Country Planning Act 2008. A CIL Liability Notice has been issued with this planning permission that requires a financial payment on commencement of development. Full details are explained in the notice.

Case Officer Report Completed:

Officer: Mark Wadsworth

Date:05/04/2024

Agreed by Team Leader: Clare McCarthy

Date: 08/04/2024

