



Planning Committee

Application Address	Vitality Stadium Kings Park Drive Bournemouth BH7 7AF
Proposal	Erection of new perimeter fence line including turnstiles, extension of West Stand (not general admission seating), foundations for new South Stand, creation of enlarged outside broadcasting area and away team coach parking, realignment of combined pedestrian / cycle path, landscaping and associated works. Includes demolition and relocation of existing buildings and structures.
Application Number	P/25/03733/FUL
Applicant	AFC Bournemouth
Agent	Savills
Ward and Ward Member(s)	<p>Littledown and Iford ward,</p> <p>Cllr Bobbie Dove</p> <p>Cllr Lawrence Williams</p>
Report Status	Public
Meeting Date	22 January 2026
Summary of Recommendation	<p>To GRANT permission for the reasons as set out in this report subject to:</p> <p>a) the conditions (as listed under 'Conditions') with power delegated to the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to alter and/or add to any such conditions provided any alteration/addition in the opinion of the Head of Planning (or other relevant nominated</p>

	<p>officer) does not go to the core of the decision; together with</p> <p>b) The satisfactory agreement of and completion of a deed pursuant to section 106 Town and Country Planning Act 1990 (as amended) securing the terms below with power delegated to the Head of Planning (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to agree specific wording provided such wording in the opinion of the Head of Planning (or other relevant officer) does not result in a reduction in the terms identified:</p> <p>And to;</p> <p>c) Authorise the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to refuse planning permission in the event of a S106 legal agreement not being completed within six months of the date of the committee resolution (unless a longer period is agreed by officers on behalf of the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) and confirmed in writing by the Local Planning Authority.</p>
Reason for Referral to Planning Committee	As per paragraph 2.3.4 of the Council's Scheme of Delegation, applications where the council is the applicant or landowner and with 10 or more representations that meet the criteria under paragraph 2.3.8 and are not an application listed under 2.3.7 need to go to committee.

	<p>The Council is the landowner on parts of this site.</p> <p>25 representations were received and they fulfil the criteria under paragraph 2.3.8 in that they are from addresses within one mile of the site, was received within the site notices period, identifies one or more issues that are material considerations, where more than one rep from the same address is counted if they raise different material considerations, have not been withdrawn prior to deciding whether the application needs to go to planning committee and 19 representations are contrary to the case officer recommendation.</p> <p>The application is not listed under 2.3.8 in that it is not a Permission in Principle, a Lawful development certificate, Prior Approval or Prior Notification, or a non material amendment. It is a major planning application.</p>
Case Officer	Frances Summers BA Hons, MSc, MRTPI
Is the proposal EIA Development?	No

Description of Proposal

1. The proposal comprises a package of enabling works, forming the initial phase of a wider programme of stadium development. These works are specifically intended to facilitate the subsequent application which seeks to deliver an increase in spectator capacity (from c. 11,000 spectators to c.20,500 spectators) through the expansion and construction of stands.
2. The applicant has separated the submissions to reflect operational requirements associated with the football calendar. The enabling works are programmed to be undertaken during the football season (August–May), as these preparatory measures can be implemented without prejudicing matchday operations. In contrast, the capacity enhancement works, involving the erection of new spectator stands, are scheduled for the closed season (June–August), when the stadium is not in use.
3. By securing approval for the enabling works in advance, the applicant gets more certainty that the works can be delivered efficiently before the closed season, freeing up the closed season for additional capacity work.

4. Notwithstanding the applicant's wider intentions, the current proposal must be assessed on its own merits and without presumption that the subsequent capacity enhancement application will be granted consent or brought forward for implementation.
5. The wider redevelopment project is split into 3 phases as shown below, this proposal forms phases 1 and 2:
 - Phase 1 – Enabling Works: This will include relocation of boundary fencing, diversion of the cycle and pedestrian path, reconfiguration and loss of 161 car parking spaces, and provision of ancillary infrastructure, coach parking, and an outside broadcasting area. This phase does not propose any increase in stadium capacity.
 - Phase 2 – South Stand Foundations: groundwork and install footings for the future south stand. This phase does not propose any increase in stadium capacity.
 - Phase 3 (separate planning application) – Capacity Expansion: The final application will address the proposed increase in spectator capacity, achieved through demolition and reconstruction of the south stand, alongside extensions to the north and east stands, and the creation of a ticket office and fan zone.
6. This application includes the following:
 - **Foundations for south stand** covering 1757sqm, positioned directly behind the current temporary south stand. The existing South Stand currently provides 2,237 general admission seats. This existing structure is of a temporary nature and operates under a time-limited planning permission that ends in 2028. The present application seeks consent for the installation of piling foundations, pile caps, and ground beams in anticipation of a future expansion proposal for the redevelopment of the South Stand into a permanent facility. The rationale for undertaking these works at this stage is to enable the club to commence development during the active football season without adversely affecting the spectator experience, thereby reserving the closed season for the redevelopment of the remaining stands.

- **Creation of outside broadcasting compound** measuring 1,564 sqm, including glass reinforced plastic (GRP) (units that house the cabling and wiring connections required by broadcasters and other media channels in order to broadcast the games), facilities, a toilet block, and Hawk-Eye systems (goal line technology). The area is where TV broadcasters vehicles will park and obtain access to drainage, waste disposal, recycling, male and female toilets with hot running water, working lights and an unobstructed view of the southern horizon as is required for the Premier League. It also requires 20 parking spaces within close proximity which is achieved at the south or west car park. On non match days the area will be empty with a fence around it, on match days there will be vehicles parked within the area.
- **Diversion of combined cycle and pedestrian path** between Harewood Avenue and Kings Park Drive to allow for the extension of the south stand and the creation of the OB compound. The path is not a right of way, it will be diverted and surfacing, size will be similar to the current standards.
- **Coach parking area** of 125.4 sqm located within the stadium fence line.
- **BNG planting** on council owned land.
- **Beryl Bike station and three sets of Sheffield stands for cycle parking** in various locations.
- **New stadium perimeter fence line** with 44 turnstiles (the existing fence line will be extended further out from the stadium to incorporate the turnstiles and provide additional space).
- **Extension of the west grandstand** through infill structures to accommodate hospitality facilities and TV broadcasting areas. The terraces at the top floor restaurant and Bubbles Lounge would be enclosed to create an additional 184sqm of hospitality space. The gaps between the back of the West Stand seating and the main west stand would be enclosed to create 144sqm of additional floor space to allow for additional TV broadcasting space – a requirement of the Premier League. Two new lifts would also be created to access ground, first and second floors.

- **Loss of 161 car parking spaces** to accommodate new fence line and path next to fence line. Net loss of 155 once enabling works is complete.

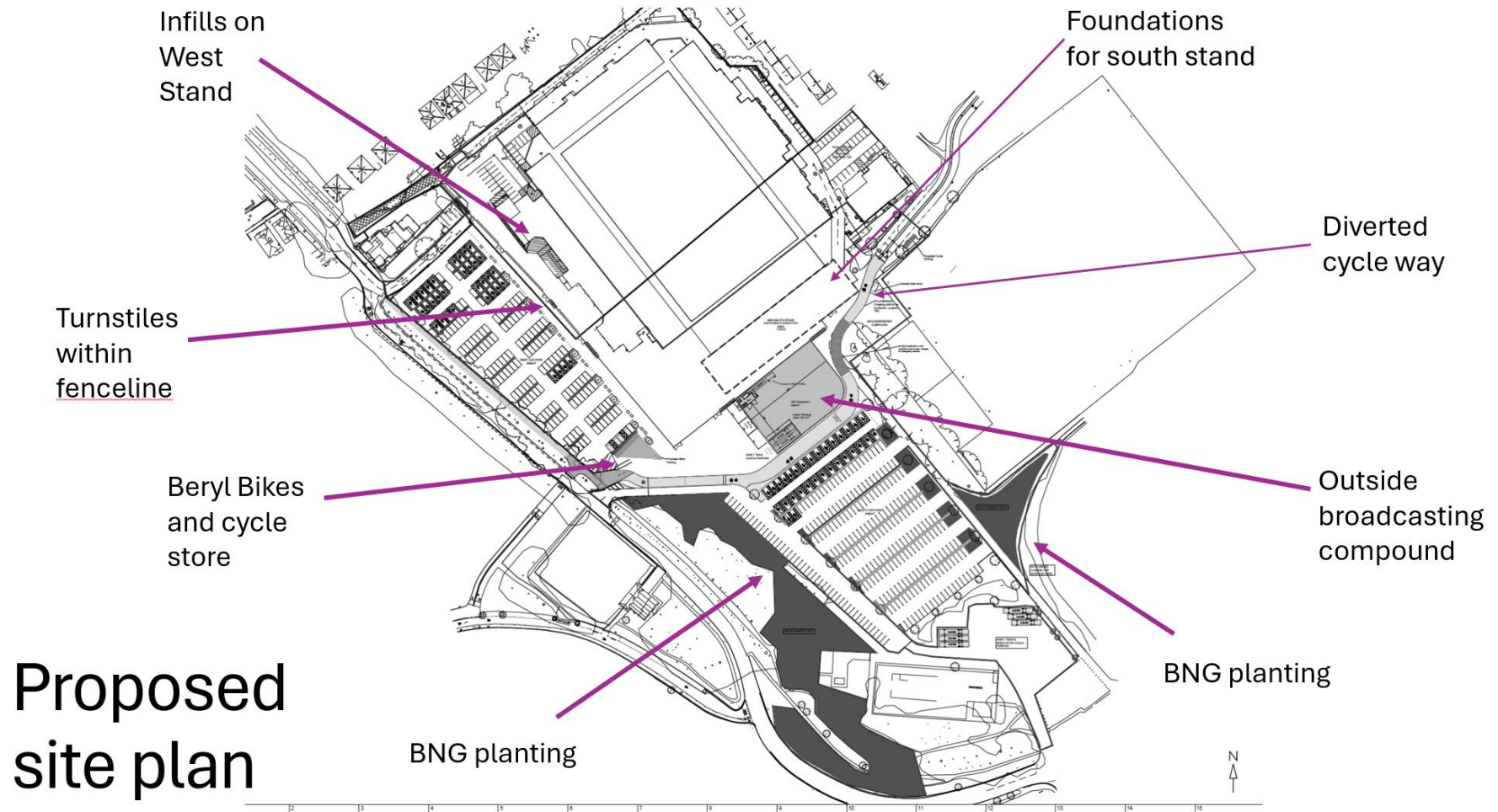


Figure 1: Site plan

Description of Site and Surroundings

7. Vitality Stadium is situated within Littledown and Iford Ward, in Kings Park, which sits between the residential areas of Littledown, Boscombe, Pokesdown and Springbourne. The Park functions as a vital natural space and a “green lung” for the urban community, and it is safeguarded under the Five Parks Act and Local Plan. The stadium has a long-established and widely recognised role as a professional football ground. To the immediate north and west, the site borders residential neighbourhoods.
8. The stadium is close to transport links, with Pokesdown Railway Station nearby, well-established bus routes, and a combined cycle and pedestrian path running along its southern boundary. This path is heavily used by both local residents and commuters, with daily usage exceeding 900 people. In addition, council-owned car parks are located to the west and south of the site, further supporting accessibility.
9. The grounds are characterised by landscaping and mature trees, including notable specimens of the Cherries, a nickname for AFC Bournemouth. This vegetation enhances the verdant quality of the setting, contributing to the leafy character of the wider park and reinforcing its integral role within the natural environment.

Relevant Planning History

10. There is an extensive planning history for the stadium, applications listed below are selective and highly relevant to this proposal.

Reference	Address	Proposal	Decision	Decision date
P/25/01457/PAP	AFC Bournemouth Football Club Vitality Stadium Bournemouth BH7 7AF	Expansion Project	Written response given	05/09/25

P/25/02400/SCRN	AFC Bournemouth Football Club Vitality Stadium Bournemouth BH7 7AF	EIA Screening Request for expansion of Vitality Stadium	Written response given	18/08/25
7-2023-4667-BJ	A F C Bournemouth Vitality Stadium Kings Park Drive Bournemouth BH7 7AF	Erection of a temporary food and beverage outlet, associated covered area and associated works (part retrospective)	Granted	23/02/24
7-2016-4667-BC	AFC Bournemouth Dean Court Kings Park	EIA Screening Opinion in respect of replacement of the South stand	EIA not required	04/04/16
7-2015-4667-AY	AFC Bournemouth Kings Park	Variation of condition no. 2 of application 7- 2012-4667-AV and condition no. 8 of application 7-2013-4667-AX to relocate cycle stands	Granted	11/03/15
7-2013-4667-AX	Goldsands Stadium AFC Bournemouth Kings Park	Erection of a temporary South stand	Granted	08/07/13
7-2012-4667-AU	AFC Bournemouth	Construction of car park adjacent to the east stand	Granted	13/11/12

	Dean Court Kings Park	(Existing unauthorised)		
7-2010-4667-AM	AFC Bournemouth Dean Court Kings Park	EIA screening opinion for South Stand Development and Masterplan	Written response given	10/11/10
7-2006-4667-AK	AFC Bournemouth Dean Court Kings Park	Environmental Impact Assessment screening for residential development on land to the east of the stadium and outline submission for hotel, stadium stand and leisure complex	Written response given	12/10/06
7-2005-4667-AH	Kings Park Drive Dean Court Fitness First Stadium	Use of land adjacent to stadium and concourse beneath stands for the holding of a weekly Sunday Market	Refused after being recommended for approval due to noise impacts on neighbours – EHO had concerns	10/01/06
7-1996-03625-O	Kings Park Athletics Centre	Erection of ten 18m high floodlights - Regulation 3.	Granted	10/06/96
7-1995-04667-X	Kings Park Drive Dean Court Football Ground.	Erection of stadium with ancillary facilities and incorporating public house. Formation of car parking areas	Granted	18/03/96

		and part-repositioning of model railway track.		
7-1992-04667-V	Kings Park Drive Dean Court	Alterations and single storey extensions to football stadium to form physio/treatment room, first aid room and police briefing room.	Granted	09/11/92
7-1992-04667-T	Kings Park Drive Dean Court Football Ground	Use of car park area of Football Ground as open air market	Refused	16/03/92

Constraints

11. The site has following constraints:

- BCP Car Park
- Surface water flood risk (1 in 1000 shown below from EA website)

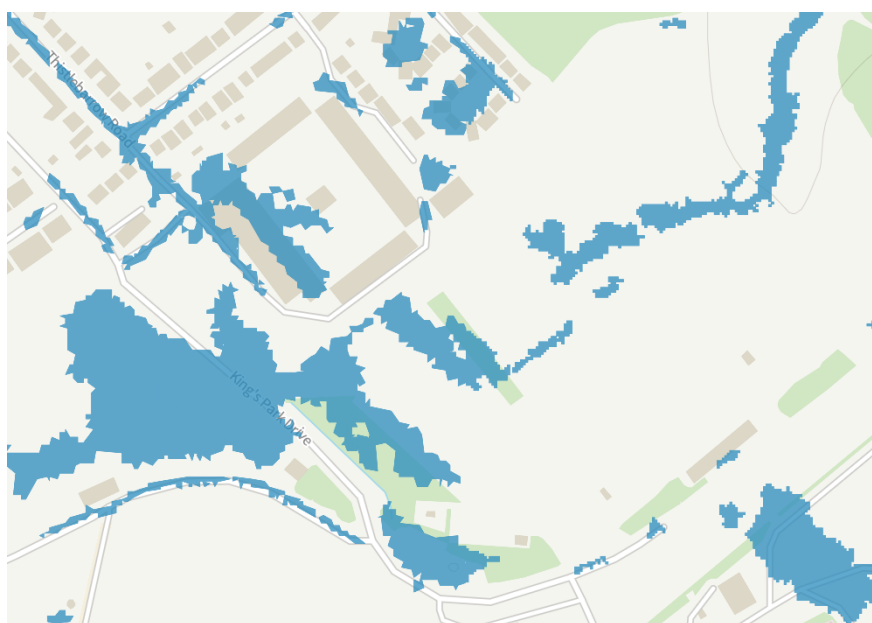


Figure 2: Surface water flood risk

- Open space designation in Local Plan
- Five Parks Act
- Cemetery to the south of the site
- Site is within recreational and natural setting of Kings Park
- Combined cycle/pedestrian route to immediate south of stadium
- Site was previously land fill
- Protected trees along northern and eastern boundaries.

Public Sector Equalities Duty

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

Other relevant duties

13. In considering whether to grant planning permission or permission in principle for development which affects a listed building, special regard shall be had to the desirability of preserving the building or its setting or any features of special architectural or historic interest - section 66 - Planning (Listed Buildings and Conservation Areas) Act 1990.
14. For the purposes of section 40 Natural Environment and Rural Communities Act 2006, in assessing this application, consideration has been given as to any appropriate action to further the “general biodiversity objective”.
15. 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.

16. The Town and Country planning (Environmental Impact Assessment) Regulations 2017 (as amended) specifies that certain types of developments should be subject of an Environmental Impact Assessment.
17. In accordance with regulation 9(3) of the Conservation of Habitats and Species Regulations 2017 (as amended) ("the Habitat Regulations), for the purposes of this application, appropriate regard has been had to the relevant Directives (as defined in the Habitats Regulations) in so far as they may be affected by the determination.
18. With regard to sections 28G and 28I (where relevant) of the Wildlife and Countryside Act 1981, to the extent consistent with the proper exercise of the function of determining this application and that this application is likely to affect the flora, fauna or geological or physiographical features by reason of which a site is of special scientific interest, the duty to take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest.
19. For the purposes of this report regard has been had to the Human Rights Act 1998, the Human Rights Convention and relevant related issues of proportionality.

Consultations

- BCP Ecology – no objection subject to condition
- BCP Economic Development – no comment relevant to this proposal
- BCP Environmental Health – no objection subject to conditions
- BCP Greenspaces – no objection subject to condition / obligation
- BCP Highways – objection due to diversion of combined cycle/pedestrian path though acknowledges proposal is next best solution. Conditions and S106 required for loss of car parking construction of cycle path.

- BCP Lead Flood Authority/ Drainage – no objection subject to condition - comments provided verbally
- BCP Planning Policy – advice given – no objection
- BCP Waste & Recycling – no objection - comments provided
- Dorset & Wilts Fire & Rescue – no objection - comments provided
- Dorset Police Crime Prevention Design Advisor – no objection subject to adherence to advice provided
- Dorset Wildlife Trust – no comments received
- NHS Dorset (DCCG – Dorset Clinical Commissioning Group) – no comments received
- Public Health Dorset - no comments received
- Wessex Water – no comments received
- Sport England – no objection
- BCP BNG – no objection subject to condition - comments provided
- BCP Urban Design – concerns regarding security, visual clutter and the lack of soft landscaping
- Natural England - no comments received
- BCP Conservation (Heritage) - no heritage considerations required
- BCP Trees & Landscaping - objection to loss of cherry trees.
- Go South Coast – support.

Representations

20. A site notice was posted outside the site with an expiry date of 29 October 2025. 19 letters of objection, 4 letters of support and 2 comments were received.
21. Many comments relate to the upcoming expansion proposal which AFCB have been consulting on through public consultation, though not relevant to this proposal, there will be a separate opportunity for public consultation on the expansion proposal during the determination of that planning application.

This application relates solely to landscaping, diversion of the cycle and pedestrian path, loss of car parking and other works necessary to facilitate the large redevelopment of the stadium.

22. The comments of support raised the following points:

- Would put the town on a map
- People moved into the area knowing that there was a stadium nearby
- AFCB went through a thorough and transparent consultation process
- Support the notion of stadium expansion in principle
- Support the plans for the south stand that will not impact neighbours
- The works are necessary to facilitate the future expansion of the stadium
- Will bring huge economic benefits to the area
- The works are designed to ensure the stadium expansion can be done faster and in a manner sensitive towards local residents
- Has been carefully planned to ensure the main stadium works are practical and deliverable
- Support corner infills for less noise leakage
- Support for enlargements to the south stand which will increase capacity by 50% and not interfere with local residents.

23. The general comments raised the following points:

- Query regarding what parking will be like on local roads
- Query regarding why the plans are not to extend the admission seating on the West Stand as the club has recently acquired the land here where the car park is, and this would not impact local residents.

24. The comments of objection raised the following points which have been categorised into topics.

Amenity:

- There is no upside for local residents

- Club's assessment of a 20-30% loss of light is concerning which would be towards the front of the dwellings where the living rooms lie along Middleton Gardens
- Increased footfall will result in disturbance to residents
- Concerns regarding litter on match days
- Loss of light and overshadowing from current structure being made larger into neighbouring properties
- Noise pollution will increase not only for matches but other events that the club is hired out for which have been unacceptable in noise impacts previously where they have not complied with permits
- Many objectors are club fans and want them to succeed however the plans are too intrusive to neighbours
- Inappropriate scale of development adjacent to a residential area
- Middleton Gardens will be severely impacted with a loss of light to the front of their dwellings.

Transport and parking:

- There is no parking on match days for residents and many visitors park illegally
- No parking increase to match the seating increase so will have negative impacts on the surroundings
- There needs to be more park and ride provision, the club does not have a clear strategy to encourage people not to drive at present
- Will worsen congestion, and pose highway safety risks
- Needs a clear parking strategy
- Residents permits need consideration and the club should pay for these

Design:

- Out of keeping with the residential environment

- Proposed design of the east stand is vastly overdeveloped and a complete step change in comparison to the current context of the stand
- The plan to expand the East and North Stands is too aggressive for the space available and not in keeping with the current quiet residential character of the area.
- There are other stands within the stadium complex that do not border residential areas and could be expanded more appropriately without causing such disruption
- Consideration of a West Stand expansion and smaller east stand expansion would be better as it would have no amenity impacts but still meet the needs of the club.
- Design and height of new stand will create overlooking into private gardens and windows.

Environment:

- This is a former landfill so concerns regarding release of hazardous gases during construction.
 - Disturbance to residents during construction
 - Impacts from air pollution and dust during construction would be harmful
 - Concerns over construction traffic causing congestion
25. Within the objections section, some comments were also received that are not material planning considerations, namely the negative impacts on property prices.
26. Cllr Armstrong raised concerns from her residents regarding the following:
- Respecting the 5 Parks Act
 - Use and future ownership and custodian ship of the land
 - Protection of trees and biodiversity
 - Parking concerns due to huge increase in numbers of cars coming to the area
 - Congestion and traffic fumes

- Impact on lighting and privacy in people's gardens and homes
 - Germination sheets and lighting that goes on for weeks impacts on residents sleep as well as birds and animals.
 - What are AFCB doing to invest in communities effected? Any play equipment being provided?
 - Is CIL being paid and will it be divided by the 3 ward areas
 - What are AFCB doing to compensate communities bearing such big impacts?
27. Please note that again a lot of the comments relate to the main works application and not the enabling works, or land ownership which is not for consideration in this report.

Key Issues

28. The key issues involved with this proposal are:
- Consultation with the public
 - EIA screening
 - Principle of development
 - Impact on the Character of the Area and design
 - Movement and transport
 - Flood risk
 - Contaminated land, construction and noise
 - Biodiversity considerations
29. These issues will be considered along with other matters relevant to this proposal below.

Policy context

30. 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 following:

Bournemouth Core Strategy 2012

- CS1 – presumption in favour
- CS3 – Sustainable energy and heat
- CS4 – Surface water flooding
- CS5 – Promoting a healthy community
- CS6 - Delivering Sustainable Communities
- CS12 – Retaining community uses
- CS13 - Key Transport Routes
- CS14 - Delivering transport infrastructure
- CS15 – Green Travel Plan and Transport Assessments
- CS16 – Parking standards
- CS17 - Encouraging Greener Vehicle Technologies
- CS18 - Increasing Opportunities for Cycling and Walking
- CS30 - Promoting Green Infrastructure
- CS31 - Recreation, Play and Sports
- CS35 - Nature and Geological Conservation Interests
- CS38 - Minimising Pollution
- CS41 - Quality Design

Bournemouth District Wide Local Plan 2002 (saved policies)

- Policy 3.20: Contamination
- Policy 3.28: Flooding
- Policy 4.20: Access for disabled people
- Policy 4.24: Public Art
- Policy 4.25: Landscaping
- Policy 5.1: Job creation
- Policy 5.2: Development of small business premises
- Policy 5.9: Minor business uses

- Policy 7.10: Sport and recreation facilities
- Policy 7.11: Retention of Sports Facilities at West Hants Tennis Club and Dean Court
- Policy 8.3: Highway improvement schemes
- Policy 8.11: Prejudicing highway improvements
- Policy 8.12: Distributor roads
- Policy 8.20: Rail network
- Policy 8.22: Public car parking spaces
- Policy 8.33: Taxi stands
- Policy 8.39: Accessibility within highway improvement and traffic management schemes
- Policy 8.40: Disabled car parking
- Policy 8.41: Disabled access ramps

Supplementary Planning Documents

- BCP Parking Standards SPD (adopted January 2021)
- The Dorset Heathlands Interim Air Quality Strategy SPD (2020-2025)

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

31. Including in particular the following:

Section 2 – Achieving Sustainable Development

Paragraph 11 –

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

For decision-taking this means:

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

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

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong 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 in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.”

Section 4 - Decision making

Section 6 - Building a strong competitive economy

Section 7 - Ensuring the vitality of town centres

Section 8 - Promoting healthy and safe communities

Section 9 - Promoting sustainable transport

Section 12 - Achieving well designed places

Section 14 - Meeting the challenge of climate change, flooding and coastal change

Section 15 - Conserving the natural environment

Section 16 - Conserving the historic environment

Planning Assessment

Consultation with public

32. Paragraph 41 of the NPPF reaffirms the importance of engaging with the local community. The LPA welcomes the range of consultation activities undertaken to date that include engagement with local stakeholders, BCP Councillors and the general public consisting of the following:

- Councillor Briefing sessions held on 30 May at Vitality Stadium and 20 June 2025 on MS Teams.
- A local Residents' Briefing held on Tuesday 15 July 2025, 6pm-8pm at Vitality Stadium. Invites were sent to residents' living around Kings Park.
- A full public consultation event held at the stadium on Monday 21 July 2025, 2pm-8pm at Vitality Stadium. Fans, local residents and all those interested in the proposals were welcomed.

33. The feedback communicated to the council by the club suggests a high level of support for the stadium expansion and comments specifically relating to the enabling works to which this application relates were as follows:
- The combined pedestrian-cycle route should be kept open and any diversion minimised;
 - Access arrangements to the stadium via the new perimeter fence line and turnstiles on matchday and non-matchdays should be clarified;
 - The Bournemouth Park Run route involves a section of the combined pedestrian-cycle route to the south of the stadium. The ability to use this should be maintained;
 - Welcome the perimeter fence for improved socialising at the Stadium and turnstiles to improve access and movement, but the fence shouldn't restrict access to the club shop or take away from the community feel.
34. The proposal therefore accords with Paragraph 41 of the NPPF in that the applicant has fulfilled the duty to consult with the public prior to submitting the scheme for determination.

EIA screening

35. The proposal was screened for Environmental Impact assessment (P/25/02400/SCRN). It was concluded that an Environmental Statement was not required in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). The overall conclusions of the EIA screening were that some adverse effects were potential, but none could not be overcome by way of conditions.

Principle of development

Economic benefit

36. The NPPF Sections 6 (building a strong, competitive economy) and 8 (promoting healthy and safe community) encourage the retention and development of existing sporting venues to support the economy and healthy lifestyles.
37. Paragraph 85 of the NPPF states "...decisions should help create the conditions in which businesses can invest, expand and adapt. Significant

weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”. The scheme submitted consists of enabling works to support the wider redevelopment of the stadium, in this sense the works help support productivity and would take account of the business needs.

38. The enabling works would create 15 jobs through construction, c.10 stewards (on the day before a match and on the day of a match) and c.5 security (24/7). Additionally, it is estimated to have construction GVA directly and indirectly associated with construction employment of approximately 2.5 million.
39. The scheme meets the objectives of section 6 of the NPPF and paragraph 85 of the NPPF with respect to its economic benefits and supporting of an existing business.

Open space, recreation and impact on Kings Park

40. The site is within the setting of Kings Park that has long been identified as a common or important recreational area. It is of strategic importance to the surrounding area as a green space for health but also for social benefits. The Five Parks Act 1985 was introduced to ensure the land was retained for recreational use.
41. Bournemouth District Wide Local Plan states that “*Recreation facilities in Bournemouth include stadiums for sporting and athletic events*” (paragraph 7.41). Paragraph 7.42 recognises the valuable assets that new and improved recreational facilities can provide for local residents but also for the promotion of tourism, and paragraph 7.43 recognises AFC Bournemouth as an existing private recreational facility. The plan gives the same weight to public and private recreational facilities.
42. Saved policy 7.10 of the same plan states that “The development or extensions of public or private indoor and outdoor sport and recreation facilities and local community facilities will be permitted throughout the local plan area providing that the benefits arising from the development outweigh:
 - i) Any adverse effect on the amenities of nearby residents by way of noise, traffic generation or visual intrusion,

- ii) any adverse effects on the natural environment”.
43. The benefits of the proposal is that the new fence creates a secure environment for fans, the outside broadcasting area creates a premier league compliant space for media, the infills to the west stand create new hospitality space and premier league compliant TV broadcasting space. As such the proposals will contribute to improving the existing facilities at the Vitality Stadium.
44. The grounds also suffer from congestion when entering or exiting the stadium often resulting in fans struggling to get to their seat before kick-off. This is because there are only 20 turnstiles which sit within the structure of the building at present, the proposal introduces turnstiles into the fence line and creates 44; an uplift of 24 turnstiles. This change will improve the fan experience.
45. It can be concluded that the proposals provide an improvement to the current recreational facility.
46. Turning to criterion i) of saved policy 7.10, there would be an impact on neighbouring residents by way of traffic generation as the improvements result in the net loss of 155 car parking spaces. This will likely lead to more illegal parking on surrounding streets. This is discussed in more detail in the movement and transport section of the report, to summarise here though, contributions are required to allow for another enforcement officer to assuage illegal parking, once this is secured, by way of a contribution in a legal agreement, the result in neighbouring residents would be alleviated. There would be no visual intrusion given the nature of the works are limited in height with the exception of the infills to the west stand which will not present negative consequences to neighbours along Thistlebarrow Road due to the significant separation distance and orientation of the changes, and there would be no adverse impacts from noise as a result of the development on neighbouring receptors since the number of users of the stadium would not be impacted and the current fan zone would be moved slightly further away from the residential developments towards the area where the new fan zone will eventually be created subject to the subsequent application being approved.

Detailed assessment of these elements can be found in the Neighbouring Amenity section of this report.

47. Turning to criterion ii) of saved policy 7.10, the scheme would provide a net gain of biodiversity and species enhancements by way of providing statutory Biodiversity Net Gain, though some of the gain will be provided by way of purchasing units - this is explained in the biodiversity section of this report. It is concluded that the overall scheme would not have preventable negative impacts on the natural environment.
48. Therefore, the scheme is compliant with saved policy 7.10 of the BDWLP.
49. Policy CS31 of the Bournemouth Local Plan also applies. Policy CS31 states permission should be refused for any loss of public and private open spaces including sports grounds and playgrounds which contribute to the recreational, visual, ecological or environmental value of an area, or contribute to a network of green infrastructure unless the benefits arising from the development outweigh the loss of space.
50. The use of the stadium contributes to the recreational value of the area along with the Leisure Centre, Cricket Pavillion and Athletics Stadium. No loss of recreational space is proposed and in this sense the scheme complies with Policy CS31. Sport England have been consulted and consider the proposals accord with Paragraph 104 of the NPPF and exception 2 of Sport England's Playing Fields Policy.
51. However, the car parks are designated as open space in the Bournemouth Local Plan as shown in green in figure 3.



Figure 3: Open space designation in local plan

52. While the car parks are designated as open space under policy, these are established parking spaces and their primary function remains vehicle parking.
53. The value of the open space in this area, namely the car parks, lies principally in their visual, ecological, and environmental contribution, consistent with the policy tests of CS31 and their role within the wider green infrastructure network.
54. Existing hedging and planting across the car parks, including Cherry trees, would be affected, with the removal of the trees and some hardstanding required to accommodate the proposal. Notwithstanding this, the land is predominantly hardstanding used for parking. Replacement planting is proposed, with biodiversity net gain (BNG) delivering an overall ecological and environmental enhancement, albeit in different areas. While the visual impact of removing the Cherry trees is acknowledged as adverse, mitigation measures including new planting and the re-provision of Cherry trees elsewhere within the car park, away from the boundary, can be sought by condition. The ecological and environmental value of the site would be

improved through BNG, with enhancements delivered primarily at the site's edges but remaining within the defined red line boundary.

55. The car parks also facilitate access to Kings Park by providing parking for visitors but they are significantly underutilised outside of match days.
56. On balance, the proposed changes would not materially alter the recreational function of the site, nor diminish its contribution to the visual, ecological, or environmental value of the area or the wider green infrastructure network, as assessed against the policy tests of CS31. The harm identified is considered negligible, and the planning balance demonstrates that such harm is outweighed by the overall benefits of the scheme.
57. Accordingly, the proposal is deemed to accord with Policy CS31 and its overarching objectives.

Five Parks Act

58. In relation to the Five Parks Act, the only part of the proposal that falls within this boundary is the BNG planting.
59. The club will implement the BNG, manage and maintain it. An agreement for works on this land is secured by S106.
60. No part of the development restricts access to and/or is non-compliant with the Five Parks Act land.

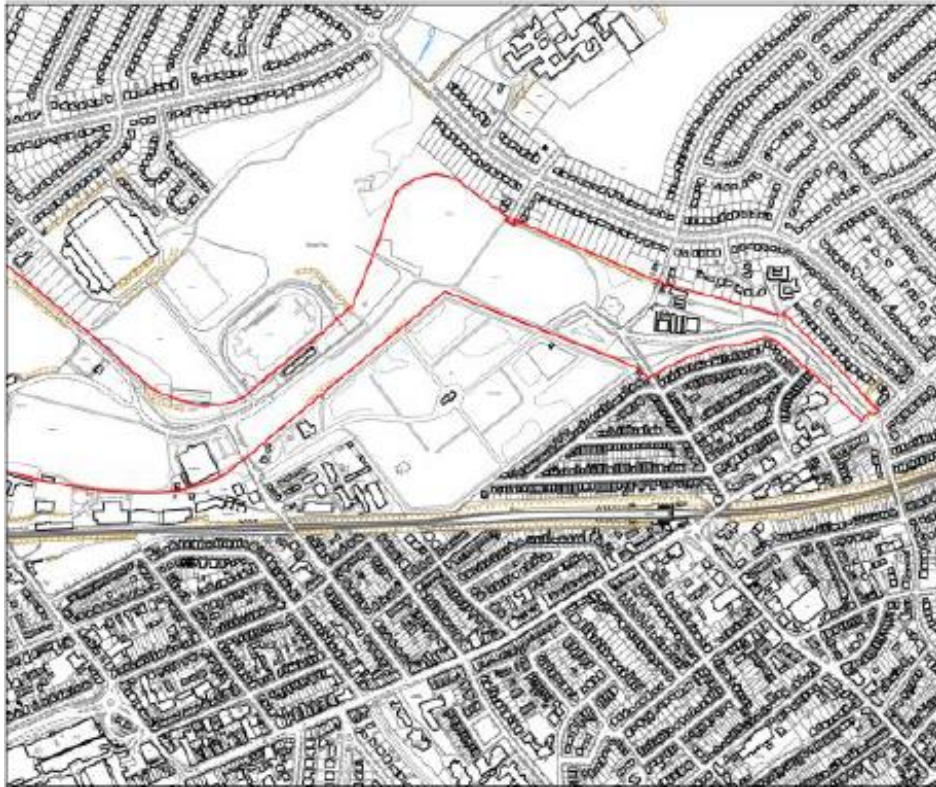


Figure 4: Five Parks Act boundary

61. The site plan shows the red line boundary. There is an overlap with the Five Parks Act land at the southern end. This includes planting only.



Figure 5: Red line site boundary

62. As shown on the images, there is no conflict with the Five Parks Act.

Combined cycle/pedestrian path diversion

63. Policy CS31 states that the Council, “through its own strategies and work programmes, and working with developers and other partners will seek to ensure that the quality, quantity, type and location of open space, sports grounds and play-grounds meet demand for recreation and sporting activities.” The current proposal is consistent with this policy objective, as it supports the demand for sporting and recreational activities through the football club. It does not materially compromise parking provision at Kings Park, except on match days, which reflects the existing operational circumstances.
64. Paragraph 117 of the NPPF requires, inter alia, priority to be given to pedestrian and cycle movements, a requirement to address the needs of people with disabilities and reduced mobility, create places that minimise the

scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and allow for emergency vehicles. Bournemouth Core Strategy Policy CS18 and CS14 seek to increase walking and cycling.

65. Policy CS18 states that all new developments shall be well integrated with, and not compromise, any existing or proposed cycling and walking network. Policy CS14 requires new development to ensure that impacts on the existing transport network are mitigated including contributing towards improvements to the existing transport infrastructure.
66. The existing combined cycle and pedestrian route, established by BCP Council, accommodates approximately 900 users per day. The proposed footings for the south stand and the Outside Broadcast (OB) compound would be constructed over the current alignment of this route. Consequently, a diversion is required. The route currently utilises the desire line and the deviation from this has been minimised through discussions with the Council, resulting in a realignment that is as direct as practicable, albeit not consistent with the existing desire line. The Highway Authority has raised objection on the basis that the revised route does not replicate the current desire line, as such it compromises the existing cycling and walking route. However, Highways also acknowledges that, should the proposal be approved, the realignment represents the most appropriate solution available. A planning obligation will secure the quality of this route when diverted. For more information, see the movement and transport section of this report.

South stand footings

67. The principle of this approach is considered acceptable, subject to the imposition of a condition requiring full restoration of the site in the event that the expansion proposal is not approved or is not implemented.

Conclusion

68. Overall, the proposed enabling works will contribute to the economy by way of providing a small number of jobs, with a construction GVA of 2.5 million, it accords with saved policy 7.10, CS14, CS18, CS31 of the Bournemouth Core Strategy, The Five Parks Act and Chapter 6 and paragraphs 85 and 117 of

the NPPF and is acceptable in principle subject to other material considerations, as discussed below.

Impact on the Character of the Area and design

69. Paragraph 135 of the NPPF guides design of development as does policy CS41 of the Bournemouth Core Strategy 2012.
70. Policy CS41 consists of several tests:
- all development and spaces need to be well designed and of high quality.
 - the scale, density, layout, siting, character and appearance should respect the site and its surroundings
 - development should provide a high standard of amenity to meet the day to day requirements of future occupants
 - the development should contribute positively to the appearance and safety of the public realm.
 - the policy also seeks to ensure enhancements to the character, local distinctiveness, cultural identity, amenities of future occupants and neighbouring residents and to conserve and improve landscape and townscape, biodiversity and habitats.
71. Policy CS40 is also applicable and seeks to provide a “well connected and distributed multi-functional green infrastructure network.
72. Policy CS31 is also applicable and states planning permission for the loss of public and private open spaces should be refused if these spaces “including sports grounds and play grounds...contribute to the recreational, visual, ecological or environmental value of an area or contribute to a network of green infrastructure, except where it is demonstrated to be underused and surplus to requirements and the benefits arising from development outweigh the loss of the space”.

Character of the area

73. The character of the immediate area is that of a stadium. However, the stadium as it exists now is well greened due to the hedging, trees and planting

amongst the fencelines and car parks. This helps the stadium assimilate with its further surroundings, that of Kings Park.

74. The proposal seeks to remove the greenery of hedging and trees along the fenceline and increase the height of the fence, as such the space would look more utilitarian in nature than at present.
75. The next application includes soft landscaping throughout the car parks which will act to reduce the impact of the built environment. However, should this application not be approved, or it not come to fruition, a condition will require soft landscaping to be secured. The condition will seek to achieve a layering effect throughout the car park that softens the impact of the built form and helps the scheme assimilate into and acknowledge the natural environment of the park. This would also help the scheme achieve compliance with green infrastructure policies.
76. With this condition, the scheme would be compliant with policy CS31, CS41 and CS40 of the Bournemouth Core Strategy.

Layout

77. At present there is approximately 53m between the edge of the current south stand and the southern car parking spaces.
78. The footings for the south stand will be positioned directly behind the existing south stand, and a proposed OB compound will be constructed a meter or so from the footings. In addition the car parking will be brought closer to the stadium. This will result in an 11m gap between the OB compound and the south car park on which access for emergency vehicles and the combined cycle/pedestrian path will be constructed.
79. The OB compound will include the GRP, welfare facilities and hawkeye equipment. The welfare facilities include toilets which can accommodate more than 450 people and will look like temporary toilets, and the hawkeye equipment will look similar to an iso container from the outside. This is for use by the media, not the general public.
80. The location of the OB compound is the only place on the site that can accommodate the requirements needed for the Premier League. It cannot

extend to the east because it would disrupt the mature trees. And it cannot extend to the west as it would impinge on the fan zone that will be created and create an illogical layout detracting from the focal point that the fan zone and ticketing office will create, and there is not enough space to the east of the stadium to locate the compound.

81. The OB compound would create some visual intrusion and clutter due to the incorporation of the GRP compound, hawkeye unit and toilet block and more fencing. Nonetheless, it's the type of paraphernalia expected to be seen in environments such as a stadium and given its small scale and comparing it to the current visual amenity that already includes a marquee and various iso container structures around, it wouldn't present significant harm. This would be lessened with the introduction of greenery and planting that is to be secured by condition as aforementioned.
82. There are currently many ancillary structures and enclosures on the site. The layout would minimise clutter and consolidate the built form to improve legibility and the setting of the stadium.
83. Owing to its scale, the visual influence of the proposed development will be largely confined to Kings Park, with some limited views extending westward. The Zone of Theoretical Visibility (ZTV) analysis indicates that there will be no intervisibility with designated heritage assets, including Listed Buildings, Conservation Areas, Registered Parks and Gardens, or Scheduled Monuments. Therefore there is no impact on any heritage assets.

Materials

84. In terms of materials, the fence is proposed to be powder coated green with integrated turnstiles which is satisfactory.
85. The West Stand infills are proposed to be re-clad with details secured by condition to ensure they complement the new south stand, east and north stand extensions that will be considered later in the year.
86. Materials for the cycle path will be agreed by condition by Highways to ensure they are suitable for emergency vehicles, cycles and pedestrians.

Scale and mass

87. The height of the fence is 2.4m, significantly higher than at present but this height is required by Dorset Police and the Counter Terrorism team.
88. At present, only 20 turnstiles are in operation, contributing to delays in accessing the venue. The revised arrangement introduces 44 turnstiles within the new fence line, which is expected to significantly improve crowd flow and reduce entry bottlenecks.
89. The provision of a 2.4m fence would not look at odds next to a football stadium. The fence must be certified to one of the following minimum-security standards, or above:
 - LPS 1175 Issue 8 Security Rating B3, or
 - STS 202 Issue 12 Burglar Resistance BR2, or
 - Sold Secure SS323 Silver, or
 - LPS 1673 Issue 1 Attack Rating AR.A180
90. And the turnstiles should meet the LPS 1175 issue 8 B3 Security standards. The security standards provided for perimeter fencing and turnstiles, will provide a secure perimeter for the site, ensuring the public are safe when visiting on match days.
91. These security standards will be conditioned.
92. At present the fence is heavily screened by vegetation as shown in the picture below



Figure 6: Image showing current fan zone and southern boundary fence with screening

93. As already discussed, soft landscaping that also accords with the Dorset Police and Counter Terrorism team can be provided by way of condition to mimic such vegetation and to allow assimilation between the Park and the Stadium.
94. Infills to the west stand are proposed to allow for additional hospitality and TV Broadcasting/media studio space.
95. The infills to the west stand would not exceed the existing height of the stadium and as such is satisfactory in terms of height.

Neighbouring amenity

96. The extant permission (2023) for the existing fan zone included a condition that restricted the use of the zone to protect the environmental amenities of the immediate locality and restricted the location to the South stand. No issues have been raised as a result of the existing fan zone.

97. This fan zone is proposed to be temporarily moved to the corner of west and south stand until the next application comes forward where a new fan zone would be created. Due to the fan zone moving further from residential receptors it is considered this move is satisfactory.
98. The area within the fenceline to be created could become a natural congregation area for fans. As such, noise from this area needs consideration but given fans likely congregate outside of the stadium currently it is not considered the change would create any negative impacts. Nevertheless, a condition will be imposed controlling the hours of use to ensure noise is minimised during unsociable hours.
99. There will be no impacts to neighbours from the OB compound proposal.
100. The introduction of the OB compound results in the need for the cycle and pedestrian path to be diverted. The diversion is not on the desire line as the current combination cycle/pedestrian path is, however it is the next best option given the requirements of the OB compound and does not present material harm to those who use it. Read the Movement and Transport section for more information.
101. The infills to the west stand would not have any impact on neighbouring amenity, they would not present as overbearing, they would not impact on access to natural light and they would not provide any overlooking.
102. As such the proposal is satisfactory with conditions with regards to neighbouring amenity and paragraph 135 of the NPPF and policy CS41 of the Bournemouth Core Strategy.

Trees

103. There are no trees within or adjacent to the application site that are subject to a Tree Preservation Order, nor is the site located within a designated Conservation Area. Furthermore, there are no proposals to remove the mature trees situated along the western and southern boundaries of the car parks.
104. 19 trees are proposed for removal. The main reason for removal is to accommodate the fence without trees next to it, which could act as a climbing

aid to enter the grounds unlawfully. The Council's Arboricultural Officer has raised an objection to the scheme on the basis that Cherry trees currently located along the stadium fence are proposed for removal. These trees are visually prominent specimens which contribute positively to the character and appearance of the locality. In addition, they hold cultural significance for the club, whose nickname derives from the cherry orchards historically associated with the area.

- 105. This loss is not compliant with cultural benefits as such a condition can be appended requiring new Cherry Trees to be planted elsewhere away from the fenceline to be provided within the soft landscaping proposals.
- 106. The overall loss of trees is also contrary to policy but given the replanting of many more trees that accords with BNG legislation this loss is considered acceptable.
- 107. Consequently, the scheme can be made compliant with Policy CS41.

Landscaping

- 108. In relation to landscaping considerations, Policy CS41 is engaged.
- 109. Landscaping is proposed as part of the expansion application and not part of this application, with the exception of the BNG planting. With regards to BNG planting, the tree officer, open spaces team and ecologist are content with the amended density of the proposed planting to allow for more successful growth and to ensure planting scheme is capable of reinforcing the established character of the locality.
- 110. In addition, the tree officer, ecologist and open spaces team are content with the amended tree species to include more native species aligned with the prevailing arboreal context of Pine and Holm Oak and Lime (though some Scots Pine and Sweet Cherry remain which are non native).
- 111. Protection should be provided in the form of for example, rabbit grates and stakes to stop small trees from being trampled or mowed. The size of trees should be large to give them the best opportunity for success.
- 112. There are areas that are compacted and we would also need detail on how that could be alleviated to again, allow for planting success.

113. From a policy perspective, the proposals would conserve and enhance the landscape character. As such the scheme does not conflict with the requirements of Policy CS41. Accordingly, the landscaping proposals are considered acceptable in policy terms.
114. Owing to its scale, the visual influence of the proposed development will be largely confined to Kings Park, with some limited views extending westward. The ZTV analysis indicates that there will be no intervisibility with designated heritage assets, including Listed Buildings, Conservation Areas, Registered Parks and Gardens, or Scheduled Monuments.
115. Therefore there is no conflict with chapter 16 of the NPPF or Policy CS39 or CS40 of the Bournemouth Core Strategy.

Safety

116. The NPPF Paragraph 135 requires development to create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
117. Dorset Police and the Counter Terrorism officers have responded to the proposal and provide some suggestions to further design out crime that is discussed below.

Public realm

118. A public realm is being created along the west elevation and corner of the west and south stand both inside and outside of the fence line.
119. The area outside of the fenceline is likely to be where people meet and congregate before moving into the fenceline. The away team coaches' egress is via Kings Park Drive, to facilitate this, there will need to be an extended gap to allow access/egress, between the HVM seating bordering this public realm. Removable bollards allow for this movement whilst retaining defence against vehicle borne attacks.
120. In terms of the fence, though it is anti-climb, the fence is not effective as a hostile vehicle mitigation. A line of PAS 68 or ISO 22343 rated bollards or

barriers around the perimeter would give assurances around the impact a barrier could withstand, as well as the distance that any major debris could travel beyond the barrier, creating a safe walkway at the edge of the car park and protecting the sites perimeter from vehicular attack. This will be secured by condition.

121. Creating horizontal deflection in the car park by building up kerbs would force vehicles into compliance and limit the maximum speed they could realistically achieve through the car park, reducing the possible impact of a penetrative vehicle as a weapon attack on the ticketing and accreditation area, or on the fence line. However, transport consultants claim this is not possible to achieve without creating more vehicle congestion. Instead, removable bollards are proposed to stop a fast run up.
122. Dorset Police advise that any public seating or other ways to extend periods of gathering in this area should be discouraged. Fans should be encouraged to enter the site as soon as possible and not to linger outside the fence line. However, in practice fans will linger in this location as its likely this will become a meeting place. Again, relying on the introduction of bollards or alternative heavy vehicle mitigation (HVM) is necessary. The soft landscaping condition can consider whether some of the HVM can become features that can incorporate planting to ensure the number of bollards required do not result in a more utilitarian environment. Any bollards to manage parking would be rated and are proposed to be rated in accordance with the National Protective Security Authority and provide a gap between structural elements of security barriers of 1.2m to allow cyclists to pass and details of such will be secured by condition.

Perimeter fence

123. This perimeter should always remain secure to ensure that individuals cannot gain unauthorised access before a match. An access control system should be installed on the external gates. Staff and players should have a fob key access that keeps a digital footprint of user access and a timeline of usage, with the ability to restrict certain areas for some users. These measures are proposed.

124. The site is used for other events such as conferences and the superstore must remain accessible to the public during the store opening hours. At present the gates are open on non-match days as are the areas around the stadium and presence of staff assists in ensuring no crime takes place in these areas. To ensure that the site remains secure, Dorset Police advice that two further fences with gates would be useful to restrict further access within the fenceline to the south/east and north stands. However, given the numbers of people attending the stadium would not change as a result of this proposal the fences cannot be robustly defended as necessary to make the development acceptable in planning terms. Instead, the club are advised to consider Dorset Police's advice especially in terms of the additional capacity application that is forthcoming.

Furniture

125. External furniture such as planters should be of a robust vandal and graffiti resistant design. Planters should be designed to ensure there is no space underneath or within, for the storage of drugs or weapons. Details of such paraphernalia will be secured by condition.
126. External furniture is not located at or close to a building line or a boundary to ensure they cannot be used as a climbing aid.
127. Any planters should also be a point for routine daily security checks when checking the perimeter of the site, to ensure that nothing is hidden within them. Operational plans confirm these checks are routine.

CCTV

128. Video Surveillance Systems (VSS) are an integral part of security in a venue such as this. Section 35 of the Secured By Design, Non-residential guide 2025 covers all the points for consideration when looking to implement or extend the VSS on site. NON RESIDENTIAL GUIDE 2025 3425.pdf. A CCTV layout plan and explanation of compliance with the non-residential guide will be sought by condition.

Cycle parking

129. Dorset Police support the location of the Beryl Bike parking bay as it has good natural surveillance from the road, car parking and from within the stadium.
130. As for cycling parking, Sheffield stands are proposed. Dorset Police support the location at the far end of the west car park and those within the west car park as they have natural surveillance, good lighting and activity within the area (CCTV is also advised).
131. Another cycle parking area is located on the opposite side of the cycle path, surrounded by trees and natural vegetation with little in the way of activity. Due to high levels of cycle theft, especially in areas such as this, with limited natural surveillance, this location is not supported and will be discussed more in the movement and transport section.

Highway safety

132. Dorset Police are concerned about the conflict between vehicular and pedestrian traffic at times when there will be an abundance of both, namely when entering or exiting the OB Compound which would result in vehicles crossing the public realm outside of the fan zone and ticket office, and the cycle/ped path. This will be discussed in detail in the movement and transport section of this report.

Reducing hiding points

133. It was recommended that hedgerows are thinned and gaps are created at various points to allow for natural surveillance and reduce opportunities for hiding sinister items. This work was undertaken and balanced with the BNG requirements. Operational plans should incorporate regular checks of these areas.

Litter

134. Any bins around the stadium should either have a suitable blast proof rating or be a metal hoop with clear plastic bag. Plastic bags make it very difficult to conceal an IED and drastically reduces the secondary fragmentation should a device detonate in the bin. Blast proof bins can withstand the outwards force of the blast load, funnelling the blast wave upwards and away from

pedestrians. The added benefit of this solution is the potential for sponsorship/advertising or corporate branding on the bins.

135. Conditions 5 and 12 will require details of litter bins to ensure antisocial behaviour by way of litter does not lead to negative consequences to residents in the vicinity of the stadium or in the Park itself and that the bins can funnel a blast wave upwards away from pedestrians.

General

136. Laminated windows would increase the chances of the glass being retained in the frame or minimise secondary fragmentation. The West infills propose laminated glass so is compliant.

Conclusion

137. The proposal can be made compliant with conditions, with paragraph 135 of the NPPF and Policy CS41 of the Bournemouth Local Plan regarding safety.
138. The proposals do not respect the character and appearance of the site and its surroundings, as the fence will be utilitarian, and no planting is proposed to help soften this and blend better with the park's environment. As such a condition is required to provide soft landscaping within the car parks and fence line.
139. The layout, scale, mass and materials of the proposal do not negatively impact on neighbouring amenity.
140. Concerns arise regarding safety and security, specifically, the adjacent car parks create extended approach routes which could render the area vulnerable to hostile vehicle access. These risks can be mitigated through the installation of removable bollards, and the incorporation of heavy vehicle deterrents.
141. Tree removal results in harm to the character of the area but also the cultural identity of the club. This can be mitigated by way of a condition requiring soft landscaping and a condition to plant cherry trees back into the car park to retain the cultural identity of the club and its local distinctiveness.
142. The proposal allows for a high standard of amenity to meet the fans needs and provide a smoother entrance into the grounds than at present.

143. Overall, the scheme accords with policy CS41 in that it provides development and spaces that are well designed and of high quality if supported by condition.

Movement and transport

144. This proposal does not increase the capacity of the stadium or change its access. The highways section relates to the diversion of the cycle path, loss of car parking and movement of pedestrians, cyclists and existing match traffic.
145. The Core Strategy establishes a strategic objective to facilitate and increase levels of walking and cycling across the Borough.
146. Policy CS14 requires that all new development is supported by adequate transport infrastructure and that impacts upon the existing transport network are appropriately addressed. The policy sets out the following requirements:
- To contribute towards improvements to existing transport infrastructure where such measures are directly related to and mitigate the impacts of new development;
 - To fund the necessary transport infrastructure and mitigation measures required to serve the development site, including the provision of high-quality, attractive links to walking, cycling, and public transport networks; and
 - To make financial contributions towards existing transport contribution schemes, or towards a Community Infrastructure Levy when introduced, where appropriate, to deliver transport infrastructure identified as necessary to support planned growth and to mitigate the proportionate cumulative impact of additional trips generated by the development on the wider transport network.
147. Policy CS18 seeks to reduce reliance on private cars and promote sustainable modes of travel, particularly walking and cycling. It requires the provision of adequate cycle storage, the integration of development with existing and proposed walking and cycling networks, and the incorporation of green infrastructure within these linkages.

Access and movement

148. Away team coach parking would be accessed via Thistlebarrow Road, with vehicles routed along the inside of the fence line, out into the public realm,

and into the OB Compound. Television broadcasting vehicles will access the site via Kings Park Drive, entering the OB compound at the northern end of the South Car Park, the general area is circled in red in figure 7.

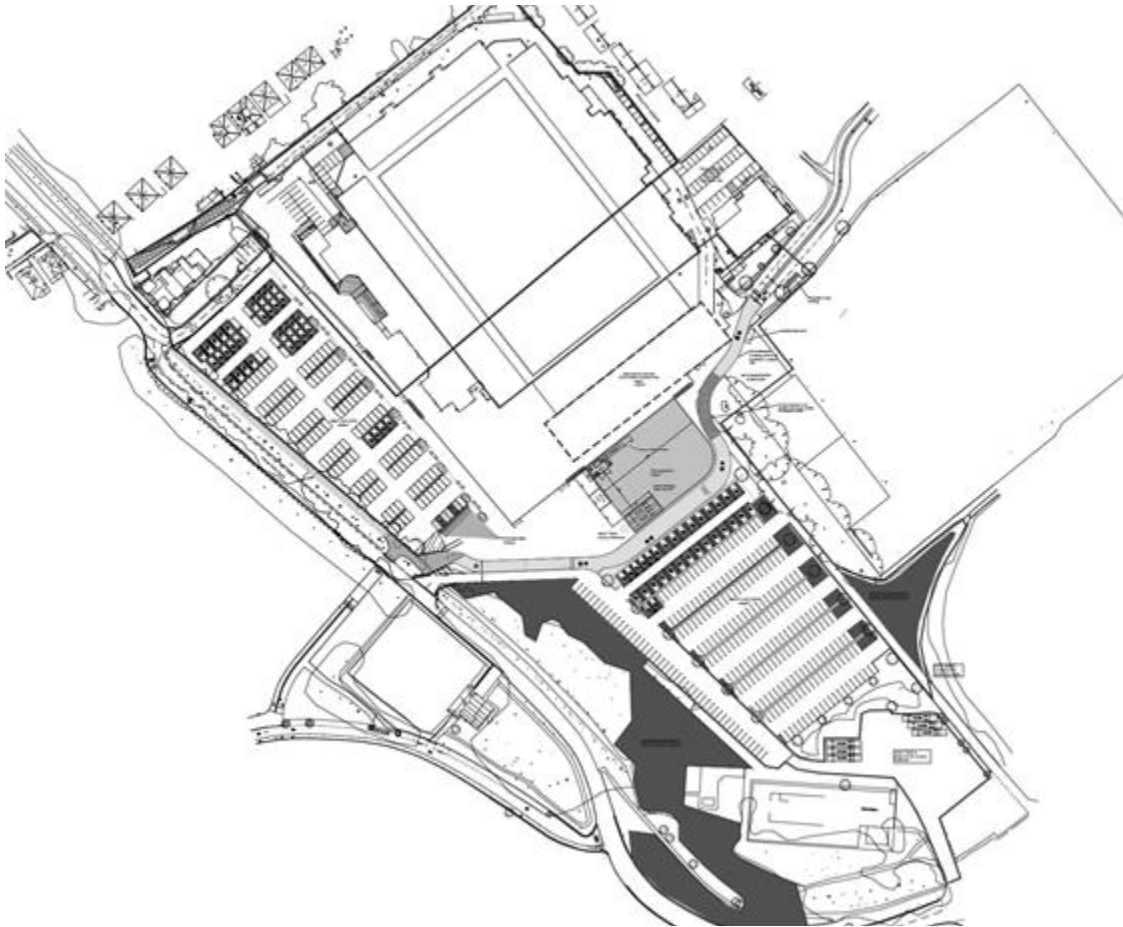


Figure 7: Highlighted area of potential conflict between vehicles, pedestrians and cyclists

149. This arrangement introduces potential conflicts between pedestrian and vehicular movements, particularly at times when spectators are congregating at the turnstiles, away buses are manoeuvring around, and the cycle/pedestrian path is in use.
150. In practice, the timing of vehicle arrivals and departures reduces the likelihood of significant conflict. Away coaches are expected to arrive approximately two hours prior to kick-off, when crowd numbers are limited and supporters are more likely to congregate at the stadium entrance to view players rather than at the coach parking area. Similarly, departures are anticipated around one hour after the match, at which point fans again will tend to gather at the front entrance where the players will be rather than within the fan zone. Away coaches could enter the designated parking area in forward gear to avoid

manoeuvring while the public is accessing the ticket office, and then, during the match when the public realm is clear, manoeuvre again and reverse into the bays to facilitate an exit in forward gear at the end of the event.

151. OB vehicles are typically scheduled to arrive around 72-48 hours before the match and depart around two hours afterwards, further minimising overlap with peak pedestrian activity. In addition, stewarding arrangements will oversee vehicle access and egress, including the controlled opening and closing of gates, thereby providing an additional layer of management and safety assurance.
152. Given the proximity of coach parking to the public realm, there is a risk of damage to coaches however this will largely be mitigated by natural surveillance and the number of stewards around. To further mitigate this, the area will require CCTV coverage to provide protection.

Combined cycle/pedestrian path

153. Paragraph 117 of the National Planning Policy Framework (NPPF) requires, inter alia, that priority be afforded to pedestrian and cycle movements, that the needs of people with disabilities and reduced mobility are addressed, that places are designed to minimise potential conflicts between pedestrians, cyclists and vehicles, that unnecessary street clutter is avoided, and that provision is made for emergency vehicle access. Bournemouth Core Strategy Policies CS18 and CS14 reinforce these objectives by seeking to increase levels of walking and cycling.
154. The existing combined cycle/pedestrian route, created by BCP Council, accommodates approximately 900 users per day. The footings for the proposed South Stand and OB Compound would be constructed over this route, necessitating its diversion. The deviation has been minimised through consultation with the Council, and while the realigned route is as direct as practicable, it does not replicate the existing desire line. Consequently, the Highway Authority has objected to the proposal on the basis that the diverted route fails to follow the current desire line but acknowledges that the realignment represents the most appropriate solution should the development be approved. The diverted route must comply with the requirements of Local

Transport Note (LTN) 1/20, ensuring that it is coherent, direct, safe, comfortable, and attractive.

155. The construction of the path will be undertaken by the club, and once implemented, the Council will assume responsibility for its ongoing maintenance, consistent with current arrangements.
156. The construction of the diverted route will be undertaken in phases as follows:
 - **Phase A** – establishment of the site compound and realignment of the combined pedestrian-cycle route (approximately 8 weeks);
 - **Phase B** – relocation of site hoarding, opening of the new pedestrian-cycle route, completion of service diversions, installation of CFA piles, and construction of pile caps and ground beams for the new South Stand (approximately 12 weeks);
 - **Phase C** – clearance of trees and hedges adjacent to the West Stand, construction of new service trenches, installation of fences and turnstiles along the West Car Park and North Entrance, and laying of asphalt around the new fence line (approximately 8 weeks).
157. Compliance with LTN 1/20 and the overall quality of the new route will be secured through the Planning Obligation. The combined width of the pedestrian-cycle route will exceed 5.0 metres and will be widened to between 7 and 9 metres to also accommodate emergency vehicles on the eastern side of the south stand if this access is quickest in the event of an emergency. Consequently, the pedestrian/cycle diversion will be constructed to a standard suitable for heavy vehicles. The inclusion of the quality, construction and size within the planning obligation ensures alignment with Policy CS14 by mitigating impacts on the transport network and funding the necessary infrastructure and mitigation measures.
158. The proposed scheme does not materially impede the walking and cycling network, aside from a temporary disruption of around seven days during construction and the introduction of a slightly less favourable route, which highways officers consider acceptable.

159. The Highway Authority requires that cyclists can access the area safely. It is recognised that, as with the current situation, match days bring significantly higher congestion and may require cyclists to travel more slowly. To support safety, corners have been rounded rather than set at 90 degrees, reducing difficulty particularly for cyclists. The outcome will be a high quality, attractive connection to existing walking and cycling networks.

Cycle parking

160. Cycle parking in the form of Sheffield Stands are provided at key points around the fence line and retain the number of cycle parking spaces that currently exist. The location of the stands are largely supported with the exception of the cycle parking to the east of the stadium which is objected to by the Highways authority, Urban Design and Dorset Police as they believe this area is not well overlooked and given the high level of bike thefts, this would present safety issues.
161. There are existing cycle stands at the side of the existing grounds keepers compound facing towards the southern car park which are arguably less safe than the proposals. From site visits it is clear the proposed location is well overlooked as it is next to the entrance of the grounds keepers compound which is frequently in use and the pavilion offices look directly onto this area.
162. It is therefore accepted that the stands will be a useful solution for those entering the site from the east and that the proposed is a better solution to that which currently exists, so given there is no uplift in users of the stadium through this application, the proposed stands are considered acceptable.
163. Sheffield stands are contrary to the consultation response from Dorset Police, which requires Cycle Stores to be designed to be fully lockable to ensure appropriate security standards are achieved. Nonetheless, as there's no uplift in fans using these parking spaces and because they are merely providing a reprovision, it is disproportionate to require locked stores.
164. The Beryl Bike compound will be temporarily relocated to the South Car Park during construction and subsequently moved to the West Car Park. The provision within the West Car Park is considered a positive improvement;

however, the LHA advises that fans should be informed about any changes to parking bay arrangements.

Car parking

165. The West car park proposes 144 car parking spaces, 34 disabled parking spaces and 4 EV charging spaces. The South car park proposes 347 car parking spaces, as well as 40 disabled parking spaces.
166. The proposed alterations to the stadium layout would result in the net loss of 155 parking spaces at the end of the enabling works construction phase - 161 during construction.
167. The existing disabled car parking provision within the South Car Park, which would be displaced by the formation of the OB Compound, is proposed to be re-provided to the south of its current location. In addition, 34 disabled spaces would continue to be accommodated within the West Car Park, albeit reconfigured to suit the revised layout.
168. On non-match days, the availability of surplus parking across the site means that the loss of 155 spaces would not give rise to operational difficulties and is therefore considered acceptable.
169. On match days, however, the reduction in parking provision would have a negative impact, albeit on a temporary basis. To mitigate for this a Traffic Regulation Order (TRO) is required to include double yellow lines and restricted parking in surrounding streets, a barrier is required for the leisure centre car park and an additional enforcement officer is required due to the risk of unlawful parking in areas such as Kings Park and the adjoining roads.
170. In addition, marshalling of bottlenecks and problematic areas within the car parks for example is proposed though the detail has not been provided. As such this detail will be conditioned.
171. A Transport Working Group is proposed as an ongoing body to monitor and address transport-related issues as they arise. Changes in travel patterns are expected, particularly due to the reduction in car parking and, more significantly, if additional stadium capacity is introduced. It is therefore essential to have a dedicated group to identify and resolve issues over the

coming years. The establishment and operation of this group will be secured through a planning condition, with its purpose and obligations formalized via a Section 106 agreement.

172. The detailed measures outlined above, along with the necessary financial contributions, will be secured through pre-commencement conditions and, where appropriate, legal obligations. For example, the Traffic Regulation Order (TRO) must be implemented prior to any development commencing to mitigate impacts on local residents.
173. In addition, to assist in mitigating these impacts, the club should update its website and other communication channels to provide clear guidance on sustainable travel options available to supporters. This will also be conditioned.

Lighting

174. Provision of lighting is required for both the OB Compound and the cycle/pedestrian route. All installations must comply with the guidance set out in Bats and Artificial Lighting in the UK (BCT, 2023), ensuring that illumination is directed away from linear features to avoid ecological disturbance. Luminaires will be mounted in a horizontal orientation, achieving a negligible Upward Light Ratio. Full technical specifications are contained within the submitted Lighting Report, which will be secured and controlled by condition.

Conclusion

175. In relation to Policy CS18 and CS14, the proposed scheme does not materially hinder the walking and cycling network, except for a temporary disruption of approximately seven days during construction and the provision of a marginally less favourable cycling/pedestrian route. This impact is considered limited. While the reduction in car parking provision would assist in discouraging car use in the immediate vicinity, it is likely to result in increased congestion elsewhere in the network, including potential illegal parking around Kings Park and adjoining roads, unless accompanied by measures to actively discourage illegal parking and promote sustainable travel measures are provided. Accordingly, the club would be required to provide such measures as outlined.

176. It is acknowledged that funding for improvements to walking, cycling, and public transport networks is not required in this instance, as such measures would be disproportionate to the scale of the proposal.

Flood risk

177. The NPPF also requires that flood risk is not increased elsewhere as a result of the proposal and that any application that could affect drainage on or around the site, incorporates sustainable drainage systems to control flow rates and reduce volumes of runoff, and which are proportionate to the nature and scale of the proposal.
178. Policy CS4 requires the design and layout of all new buildings, and the development of car parking and hard standing, to 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 to be provided.
179. There is an elevated risk of flooding from surface water on parts of the Stadium site and adjacent car parking areas. Drainage information has been submitted and is accepted by the Lead Local Flood Authority. The information submitted will be conditioned to ensure the scheme complies with the approved details.

Contamination, construction and noise

180. Policy CS38 seeks to minimise potential pollution by way of noise, odour light, effluent, vibration and other waste minerals.

Land contamination

181. The site is built on an ex-land fill site and there are land contamination issues to consider.
182. Reports submitted have been independently reviewed and are satisfactory subject to conditions. Therefore, in terms of waste minerals, the scheme is compliant with CS38.

Noise

183. There is a fan zone already in existence in the marquee that will be demolished to make way for the OB compound and south stand. This requires

the fan zone to be relocated but this will not take place until the wider redevelopment of the stadium occurs. However, if this were not to occur, it is likely the inside of the fence would end up being a place where fans congregate regardless. There is no uplift in people as a result of this proposal and as such the noise emanating from people would not increase, and it is considered that conditions restricting hours of use of a PA system or amplified music in this area is appropriate.

184. In addition, some plant machinery is being proposed for the OB Compound (the GRP and Hawkeye), and a boiler room will be positioned in the grounds keepers compound. This machinery is likely to have an operating noise, whirring and such, and therefore the council's environmental health officer was asked for comments. The officer believes there will be no adverse impacts as a result of this machinery and those in the OB Compound would only be used during matches, further reducing their impact.

185. As such the proposal is compliant with CS38.

Construction

186. A construction management plan has been submitted and compliance with this is conditioned.

187. As such the proposal is compliant with CS38.

Biodiversity considerations

188. Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021) established a legal requirement for Biodiversity Net Gain (BNG) in England, mandating that all new developments, except for a few exemptions, must deliver at least a 10% net gain in biodiversity. This requirement applies to all major planning applications received from 12 February 2024 and all small sites from 2 April 2024.

189. The proposal is on land that largely has no biodiversity value but there are areas of ornamental shrubs, lines of trees and hedgerows that need considered.

190. The metric submitted demonstrates a net gain of -8.69% habitat units and -13.07% hedgerow units, the remainder is expected to be made up via purchasing of units.
191. BNG is achieved by planting in existing areas of vegetation to bolster the ecology. More will be achieved by way of the soft landscaping will is secured by condition but planting within the car parks needs to be fairly thin as maintaining a line of sight around the area is crucial to deterring crime, alleviating anti-social behaviour by removing hiding places for people and bags that may contain explosive devices.
192. Original submissions for BNG resulted in many more habitats being provided onsite, with a +47% of hedgerow units for example. However, though more BNG could be achieved on site, it cannot be achieved in a manner that retains the character of the area. For instance, originally the planting proposed was denser and at odds with the character of the area, the tree officer asked for this to be made less dense, but as a result, less biodiversity gain can be achieved on site. It also cannot be achieved in compliance with advice from Dorset Police.
193. Given the nature of the proposal being an event venue, responses from Dorset Police are of utmost importance to deter crime and act against terrorism. In this sense then, the lack of 10% BNG on site is acceptable as it achieves as much on site as is possible whilst complying with Dorset Police's and trees responses. As such the scheme complies with the hierarchy as it explored retention of habitats, then explored creation of as many habitats as possible, before turning to units.
194. A draft HMMP has been submitted which is satisfactory but will need to reflect the post development habitats including the soft landscaping when submitted to discharge the statutory BNG condition.
195. The club will implement, manage and maintain the habitats which are located on Five Parks Act land. As the biodiversity does not hinder access to users of the park, it is considered that this proposal complies with the Act.
196. A monitoring fee will be collected in the legal obligation and this will cover the period of monitoring for 30 years.

197. The proposal is compliant with Schedule 7a of the town and Country Planning Act and the Environment Act 2021.
198. In terms of species enhancements, Paragraph 193 of the NPPF requires significant harm to biodiversity as a result of development to be avoided. Where it can't be avoided it should be adequately mitigated or as a last resort, compensated for. In addition, improvements to biodiversity in and around the site should be integrated into the design to secure measurable net gains for biodiversity.
199. A Preliminary Roost Assessment and Ground Level Tree Assessment of the buildings and trees within the site was made, identifying that the stadium facility and trees do not possess any bat roost potential as they do not contain any Potential Roost Features.
200. The Ecology report suggests ecological enhancements such as nest boxes for birds and bats which are acceptable and secured by condition.
201. As such the proposal is in accordance with paragraph 193 of the NPPF.

Planning balance

202. The proposal is for enabling works to the Vitality Stadium and grounds to facilitate the wider redevelopment of the stadium. The stadium is protected by way of Saved Policy 7.10.
203. Paragraph 8 of the NPPF defines the three dimensions of sustainable development as performing economic, social and environmental objectives.
204. In terms of economic benefits, the proposal would provide a boost to local employment opportunities at construction and operation stage for the local workforce as well as contributing GVA through the construction phase. This limited benefit is given limited weight.
205. In relation to environmental benefits, the proposal will contribute towards a net gain in biodiversity through BNG first via onsite provision and then by purchasing units. The loss of 19 trees without the introduction of more planting would be a significant disbenefit but given there is a large uplift in trees proposed to be planted, this is moderated down to a limited benefit. A hard and soft landscaping condition will secure further environmental benefits. This

is afforded limited weight given it would result in a marginal increase in biodiversity.

206. In terms of social benefits of the scheme, the proposals will allow for an improved fan experience by way of entering and exiting the grounds easier. This is afforded limited weight as it is confined to fan experience only and not the wider public.
207. Though the proposal would lead to a loss of designated open space, the scheme can be made policy compliant which would allow this loss. This is afforded negligible weight.
208. The scheme will not negatively impact on the character of the area or neighbouring amenity as conditions will require at least a retention of the verdant nature of the area through more planting in the car parks, and the cultural value of the loss of the cherry trees can be offset by a condition requiring planting of cherry trees elsewhere in the car parks. As such this is given negligible weight in the planning balance.
209. The scheme would comply with safety requirements set out by Dorset Police and counter terrorism, this is given significant weight.
210. The scheme presents no conflict between pedestrians, buses, media vehicles and cyclists if managed correctly. In reality the segregation of these vehicles from pedestrians and cyclists would be easily achievable by way of marshalling on the cycle/pedestrian path to allow media vehicles into the OB compound approximately 72 hours before a match and 2 hours after a match, and via escorting away buses into their designated spaces in forward gear, waiting until the public realm outside of the ticketing office is clear during the match itself, manoeuvring to reverse into the designated spaces, in order to exit this in forward gear at the end of the match. Added to this is the reality that fans will congregate where the players are and not around the coach parking meaning there is little conflict at play. This is given limited weight as a result.
211. The scheme also results in the loss of 155 car parking spaces which would cause harm to neighbouring amenity if planning obligations requiring payment

for an enforcement officer, a TRO and communication measures were not secured. This is afforded limited weight.

212. The diversion of the combined cycle/pedestrian path provides the next best solution, the weight given to this is negligible provided the quality of the path is secured by legal obligation.
213. The proposal will have no negative impacts that cannot be made policy compliant by way of condition. It is considered that the proposal is in accordance with the development plan, when taken as a whole.
214. Taking all these in account, it is considered that the benefits of the proposal will outweigh the harm regarding the movement of the combined cycle/pedestrian path. Accordingly, the proposal is recommended for approval.

Recommendation: To GRANT permission for the reasons as set out in this report subject to:

- a) the following conditions (as listed under 'Conditions') with power delegated to the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to alter and/or add to any such conditions provided any alteration/addition in the opinion of the Head of Planning (or other relevant nominated officer) does not go to the core of the decision; together with
215. The satisfactory agreement of and completion of a deed pursuant to section 106 Town and Country Planning Act 1990 (as amended) securing the terms below with power delegated to the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) to agree specific wording provided such wording in the opinion of the Head of Planning (Operations) (or other relevant officer) does not result in a reduction in the terms identified:

And to;

216. Authorise the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer

nominated by them for such a purpose) to refuse planning permission in the event of a S106 legal agreement not being completed within six months of the date of the committee resolution (unless a longer period is agreed by officers on behalf of the Head of Planning (Operations) (including any officer exercising their powers if absent and/or the post is vacant and any other officer nominated by them for such a purpose) and confirmed in writing by the Local Planning Authority.

S106 Legal Agreement Heads of Terms

217. Paragraph 56 of the NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.
218. Paragraph 58 continues by stating that planning obligations must only be sought where they meet all of the following tests:
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.

Transport

- TRO, signage and lining (yellow lines)
- TRO, signage and lining (residents parking)
- Definition of emergency to be made clear so that there is no misunderstanding when the shared path can and cannot be used by emergency vehicles
- Cycle/pedestrian path creation, completion and quality; and
- Contribution towards enforcement of illegal parking; and

Biodiversity

- Contribution for monitoring of BNG; and

- Payment for maintenance of BNG provision outside the Applicant's control on Council land and/or a scheme for such maintenance at the applicant's expense; and
- acquisition of BNG units to make up shortfall in 10% requirement.

Conditions

1. Timing condition

The development hereby permitted shall begin not later than the expiration of three years beginning with the date this permission is granted.

Reason: As required by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. Plans list

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

- 250175 - STA - XX - XX - DR - A - 3000 P08 Site Location Plan, received 18 November 2025
- 250175 - STA - XX - XX - DR - A - 3001 P11 Site Plan, received 18 December 2025
- 250175 - STA - XX - XX - DR - A - 3002 P05 Construction Hoarding Plan - Phase A, received 18 December 2025.
- 250175 - STA - XX - XX - DR - A - 3003 P07 Construction Hoarding Plan - Phase B, received 18 December 2025.
- 250175-STA-XX-XX-DR-A-3004 P07 Construction Hoarding Plan - Phase C, received 18 December 2025
- 250175 - STA - XX - XX - DR - A - 3006 P01 Fencing Specification, received 22 September 2025
- 250175 - STA - XX - XX - DR - A - 3007 P01 Demolition & Removals Plan, received 22 September 2025
- 251075 - WHE - XX - XX DR - C - SK001 P01 4 Turnstile Structure Foundation, received 22 September 2025

- 251075 - WHE - XX - XX DR - C - SK001 P01 2 Turnstile Structure Foundation, received 22 September 2025
- 250175 - STA - W - XX - DR - A - 1000 P03 Proposed West Grandstand Elevations, received 29 September 2025
- 250175 - STA - W - 01 - DR - A - 0102 P02 Proposed West Stand - First Floor 1/2, received 22 September 2025
- 250175 - STA - W - 01 - DR - A - 0103 P02 Proposed West Stand - First Floor 2/2, received 22 September 2025
- 250175 - STA - W - 02 - DR - A - 0202 P02 Proposed West Stand Second Floor 1/2, received 22 September 2025
- 250175 - STA - W - 02 - DR - A - 0203 P02 Proposed West Stand Second Floor 2/2, received 22 September 2025
- 250175 - STA - W - 00 - DR - A - 0032 P02 Proposed West Stand Ground Floor 1/2, received 22 September 2025
- 250175 - STA - W - 00 - DR - A - 0033 P02 Proposed West Stand Ground Floor 2/2, received 22 September 2025
- 250175 - STA - W - XX - DR - A - 1051 Proposed West Stand Section 1, received 22 September 2025
- 250175 - STA - W - XX - DR - A - 1052 Proposed & Existing West Stand Section 2, received 22 September 2025
- 250175 - STA - W - XX - DR - A - 1053 P01 Proposed & Existing West Stand Section 3, received 29 September 2025
- 250175 - STA - W - XX - DR - A - 1054 Proposed & Existing West Stand Section 4, received 22 September 2025
- 250175 - STA - W - XX - DR - A - 1055 Proposed & Existing West Stand Section 5, received 22 September 2025
- 250175-STA-W-03-DR-A-0302 Proposed West Stand Roof 1/2, received 1 October 2025

- 250175-STA-W-03-DR-A-0303 Proposed West Stand Roof 2/2, received 1 October 2025
- AFCB-WHE-SS-FN-DR-S-21401 P01 South Stand Foundation Details Pile Caps, received 22 September 2025
- AFCB-WHE-SS-PL-DR-S-21101 P01 South Stand Piling Layout, received 22 September 2025
- AFCB-WHE-SS-PL-SH-S-21001 P01 South Stand Piling Schedule, received 22 September 2025
- AFCB-WHE-SS-FN-DR-S-21111 P01 South Stand Foundation Layout, received 22 September 2025
- 15035C PL- 302 A GRP Compound, received 1 October 2025
- 708720 LA300 G Enabling Works Planting Proposals 1/3, received 18 December 2025
- 708720 LA301 G Enabling Works Planting Proposals 2/3, received 18 December 2025
- 708720 LA302 G Enabling Works Planting Proposals 3/3, received 18 December 2025
- 708720 LA303 D Enabling Works Site Boundary received 29 September 2025
- 15035C PL- 306 Boiler House Elevations, received 1 October 2025
- AFCB1 - FFBS - Z2 - XX - DR - 9000 P03 M & E Services, Gas, Pitch Heating, Mains Water & Electrical Layout, received 18 December 2025
- Cabin layout 3 Cabin Layout – 030725, received 18 November 2025
- Cabin layout 3 EPL Cabin Drawing – 030725, received 18 November 2025
- AFCB-WHE-XX-XX-DR-C-00001 2 Cycle ped path realignment, received 18 December 2025
- 250175 - WHE - XX - XX DR - C - 001 P04 Proposed Pedestrian/Cycle Routes, received 18 December 2025

- AFCB-WHE-XX-XX-DR-CE-01130 PO2 Kerbing & Surfacing Details, received 18 December 2025
- AFCB-WHE-XX-XX-DR-C-00001 PO5 Proposed Shared Footway sections (Sheet 1 of 2), received 18 December 2025
- AFCB-WHE-XX-XX-DR-C-00002 PO4 Proposed Shared Footway sections (Sheet 2 of 2), received 18 December 2025
- AFCB-WHE-XX-XX-DR-CE-00620 PO3 Enabling Works Levels, received 18 December 2025
- AFCB-WHE-XX-XX-DR-CE-01110 PO3 Enabling Works Surfacing Plan, received 18 December 2025
- AFCB-WHE-XX-XX-DR-CE-01120 PO3 Enabling Works Kerb Layout, received 18 December 2025
- 24903301-STR-HGN-100-DR-D-1301 PO0 Cycle/ped path details, received 18 December 2025
- 250175-STA-W-XX-DR-A-1000 West stand showing materials
- S25017-CEMP-001, Rev 02, Construction environmental management plan, received 18 November 2025
- Construction phase plan, Phase 1, Rev 0, received 22 September 2025
- Ecological impact assessment, September 2025, received 22 September 2025
- Biodiversity net gain assessment, September 2025 updated January 2026, received 09 January 2026
- Transport Statement, received 22 September 2025
- 115047-CAL-XX-XX-RE-D-0005 Outline Drainage Strategy Technical Note part 1, 2 and 3, dated 18 September 2025, received 22 September 2025
- 115047-CAL-XX-XX-RE-D-0001, rev 1.1, Outline Flood Risk Assessment and Drainage Strategy parts 1-5, received 22 September 2025
- Highways technical note dated 16 December 2025, received 18 December 2025

- Drainage technical note received 7 January 2026
- 4+2 Event Toilet Unit – JB Event Facilities, received 18 November 2025
- Figure 2: Listed Buildings and Conservation Areas map, received 18 November 2025
- Heritage Statement dated September 2025, received 22 September 2025
- Hawk-Eye Cabin presentation, received 18 November 2025
- Planning, Design and Access Statement, dated September 2025, received 26 September 2025
- Arboricultural Method Statement, dated 18 September 2025, received 22 September 2025
- Arboricultural Impact Assessment and Tree Protection Plan, dated 18 September 2025, received 22 September 2025

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

3. Safety

Prior to the use of the path commencing, a movement plan and strategy must be submitted to the Local Planning Authority and agreed in writing. The strategy and plan must include full details regarding how pedestrians and cyclists using the shared path will be managed and kept safe in the event of an emergency. In addition, how stewards will manage emergency vehicle movements. The management of the path must be carried out with the details as agreed in writing thereafter.

Reason: to ensure safe use of the highway and avoid conflict between pedestrians, cyclists and emergency vehicles.

4. TRO

A Traffic Regulation Order (TRO) is required for enhanced parking restrictions. A review to clearly demonstrate the exact locations of where the parking restrictions are required (such as at junctions) shall be submitted to and agreed in writing. The TRO shall be implemented prior to the loss of the car parking commencing. In addition, the cost of the TRO, signage and lining should be secured as part of the legal agreement.

A Traffic Regulation Order (TRO) is required for residents parking scheme. A review to clearly demonstrate the exact locations of where the parking restrictions are required shall be submitted to and agreed in writing. The TRO shall be implemented

prior to the loss of the car parking commencing. The cost of the TRO, signing and lining should be secured as part of the legal agreement.

Reason: To ensure safe use of the highway and avoid conflict between pedestrians, cyclists and vehicles in accordance with Policy CS18 and reduce impacts on neighbouring amenity in accordance with CS41 of the Bournemouth Core Strategy 2012.

5. Prebooking systems, communications and website updates

Implementation of south and west car park pre booking system, communication and website update regarding the reduction in parking prior to the loss of the car parking commencing.

Reason: To ensure safe use of the highway and avoid conflict between pedestrians, cyclists and vehicles in accordance with Policy CS18 and reduce impacts on neighbouring amenity in accordance with CS41 of the Bournemouth Core Strategy 2012.

6. Transport Working Group

Full details of the Transport working Group purpose, how it will be set up, who should form part of the working group and what powers the Transport Working Group has in influencing change shall be submitted to and agreed in writing with the LPA. Once the details have been agreed in writing, the Transport Working Group must be set up and operational prior to the reduction in car parking commencing.

Reason: To ensure safe use of the highway and avoid conflict between pedestrians, cyclists and vehicles in accordance with Policy CS18 and reduce impacts on neighbouring amenity in accordance with CS41 of the Bournemouth Core Strategy 2012.

7. Marshalling and management of car parks

Prior to the loss of the stadium car parking commencing, full details of the parking management, which includes the marshalling of the lorry park and how on street parking will be monitored and managed shall be submitted to and approved in writing with the Local Planning Authority.

Reason: To ensure safe use of the highway and avoid conflict between pedestrians, cyclists and vehicles in accordance with Policy CS18 of the Bournemouth Core Strategy 2012.

8. Cycle/ped path

Prior to commencement of any works to the path and highway, full construction details shall be submitted to the Local Planning Authority including a timetable of implementation and completion. Development shall be carried out in accordance with the timetable and details agreed in writing with the Local Planning Authority.

Within 12 months of the date of this decision, in the event that the stadium expansion project is not forthcoming or has not been granted planning permission, the shared path shall still be constructed in full as shown on drawing number 24903301-STR-BCP HGN-100-DR-D-10901 rev PO.

Reason: To ensure the shared path is completed in full and in accordance with Policy CS 18 of the Bournemouth Core Strategy 2012.

9. Security counter-terrorism measures

Prior to the first use of the development, details of counter terrorism measures for the proposals hereby approved shall be submitted to the Local Planning Authority and approved in writing (this will be supported in consultation with Dorset Police). Approved measures shall thereafter be implemented prior to the first use of the stadium and maintained permanently thereafter.

The counter terrorism measures must include:

- Hostile Vehicle Mitigation (HVM) Measures, locations and specification;
- Specification/design and location of street furniture such as waste bins, seats, or HVM;
- Specification and location of bollards with gap of 1.2m in between each one rated PAS 68 or ISO 22343; and
- A litter strategy providing details of blast proof bins that can withstand the outwards force of the blast load, funnelling the blast wave upwards and away from pedestrians.

10. Demolition and Construction Management Plan

Demolition and construction work shall not begin until a scheme for protecting the nearest noise sensitive receptors from noise from demolition and construction operation has been submitted to and approved by the local planning authority.

This should include the background noise survey carried out, prescribed maximum noise limits for plant and equipment to be used on site during the demolition and construction stages and noise monitoring plan.

No site machinery or plant shall be operated, no process shall be carried out and no demolition or construction related deliveries received or dispatched from the site except between the hours of 08.00 – 18.00 Monday to Friday, 08.00 to 13.00hrs on Saturday and at no time on Sundays, Bank or Public Holidays.

To protect nearby properties from unacceptable noise pollution and vibration and to comply with local policy and guidance contained with the National Planning Policy

11. Land contamination

a) Site Investigation

If a Phase I has established potentially unacceptable risks to sensitive receptors from the site condition, then a detailed intrusive investigation (Phase II) in accordance with 'Land Contamination Risk Management' published by the Environment Agency shall be undertaken. The Phase II shall be undertaken in accordance with the conclusions and recommendations of the approved Preliminary Contamination Risk Assessment (Phase I) (ACS Contaminated Land Desk Study Report, Vitality Stadium, King's Park – AFC Bournemouth, (ref. 25-52809, issue 01), dated 20/05/2025), and subsequent updates. The Phase II report will be submitted and approved in writing by the Planning Authority prior to development works commencing. The Phase II report will comprise an assessment of the risks from contamination to all receptors such as human health, controlled waters, the built environment and sensitive ecology from the site condition in the context of the proposed development. The report shall be prepared by a suitably qualified and competent person and shall include:

- A detailed site investigation comprising an assessment of soil, groundwater and ground gases / vapours to establish the extent, scale and nature of contamination on the Site (irrespective of whether this contamination originates on the Site).
- An updated Conceptual Site Model (CSM) shall be included showing all potential pollutant linkages and an assessment of the potential risks to human health (Site end-users and construction workers), the built environment, controlled waters and sensitive ecology.

If the Phase II report identifies any unacceptable risks, a remediation strategy will be required

b) Remediation Scheme

Remediation will be required if the Phase II establishes the presence of a significant pollutant linkage. If required, a remediation strategy / plan will be submitted to and approved in writing by the Planning Authority prior to development works commencing. The report shall be prepared by a suitably qualified and competent person and the works thereafter will be carried out in full accordance with the remediation strategy / plan. No development works (other than investigative works) shall commence on-Site until such a time as a detailed remediation scheme for the

development site has been submitted to and approved in writing by the Planning Authority.

If required, the approved remediation scheme shall be carried out in accordance with its terms prior to the commencement of any development other than that required to carry out remediation, unless otherwise agreed in writing by the Planning Authority. The Planning Authority shall be notified in writing of the intended commencement of remediation works no less than 14 days before the works commence on-Site.

Following completion of remediation works and prior to first occupation, a Verification Report which demonstrates the effectiveness of the completed remediation works, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, shall be submitted to and approved in writing by the Planning Authority.

c) Reporting of Unexpected Contamination

The presence of any previously unencountered contamination that becomes evident during the development of the Site shall be reported to the Planning Authority in writing within one (1) week, and work on the affected area shall cease with immediate effect. At this stage, if requested by the Planning Authority, an investigation and risk assessment shall be undertaken, and an amended remediation scheme shall be submitted to and approved by the Planning Authority prior to re-commencement works in the affected area. The approved details shall be implemented as approved.

Following completion of the above remediation works a Verification Report must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

Reason: To ensure that pollutants and contaminants are controlled in accordance with national policy and CS38 of the Bournemouth Core Strategy 2012.

12. Drainage scheme

No development (including demolition, with the exception of the cycle/pedestrian path) shall take place until detailed proposals for the management of surface water (including provision of final and substantiated drainage designs), which strictly accord with the approved flood risk assessment and drainage strategy (115047-CAL-XX-XX-RE-D-0001, rev 1.1), has been submitted to and approved in writing by the local planning authority. The surface water scheme must be completed in accordance with the approved details and fully functional, prior to occupation of the development.

Reason: To ensure that proper provision is made for a drainage scheme and this is a pre-commencement condition to ensure that all necessary works are provided at an appropriate time.

13. Surface water management scheme

No development (including demolition, with the exception of the cycle/pedestrian path) shall take place until maintenance and management of the Surface Water Management scheme is submitted to and approved in writing by the local planning authority. The scheme shall thereafter be managed and maintained in accordance with the approved details. These should include a plan for the lifetime of the development, the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the surface water drainage scheme throughout its lifetime.

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

14. HMMP

No part of the development hereby permitted shall be commenced, unless a Habitat Management and Monitoring Plan ("HMMP") has first been submitted to and approved in writing by the local planning authority. Commencement does not include any site clearance, ground work and the bringing on to site of any equipment, materials and machinery for use in connection with the implementation of the development.

The HMMP shall accord with the Biodiversity Gain Plan approved for the purposes of the development hereby permitted and all landscaping and biodiversity related plans and documents required to be approved in the other conditions forming part of this permission.

The HMMP shall in particular include:

- (A) a background section; including:
 - (i) a high level summary of all relevant matters identified in the HMMP;
 - (ii) details of the person(s) who have written the HMMP and who will be responsible for delivery and maintenance of all Habitat Provision; and
 - (iii) the metric used for the purposes of the HMMP; and
- (B) a section setting out all planned habitat activities, including:
 - (i) overarching aims and objectives;
 - (ii) design principles informed by all relevant baseline information;
 - (iii) full details of the Habitat Provision;
 - (iv) a Condition Target for each habitat forming part of the Habitat Provision together with targets required to meet every Condition Target including timelines against which progress against those targets can be assessed;

(v) details of all protective, management and maintenance measures in relation to the Habitat Provision to cover a period of at least thirty years from the Completion of Development; and

(vi) details of any identifiable risk relating to the Habitat Provision and also the meeting of any Condition Target together with initial identified remedial measures relating to any such risk; and

(C) a monitoring schedule section including:

(i) a monitoring strategy;

(ii) details of monitoring methods to be used for a Monitoring Report together with intervals for the provision of every Monitoring Report to the local planning authority; and

(iii) details of how Adaptive Management will be incorporated into meeting every Condition Target; and

(D) plans and details reasonably necessary for each section.

(E) No part of the development shall be brought into use unless the local planning authority has approved in writing the Completion of Development Report.

(F) The approved HMMP shall at all times be accorded with. If at any time it is identified that any Condition Target specified in the approved HMMP may not be, or is no longer being, met then Adaptive Management shall be implemented without unreasonable delay sufficient to ensure that the Condition Target will be met or continues to be met (as the case may be) in accordance with the approved HMMP.

(G) Whenever a Monitoring Report is submitted to the local planning authority in accordance with the approved HMMP, in addition to any other information, it shall in particular include:

(i) a progress summary;

(ii) details of the person(s) responsible for compiling the information in the monitoring report;

(iii) details identifying the success or failure of the Habitat Provision both generally and in particular as against every relevant Condition Target;

(iv) progress toward every Condition Target including any identified barrier(s) to such progress;

(v) any Adaptive Management required to ensure that the Habitat Provision is on track to meet each Condition Target and continues to meet every Condition Target once achieved;

- (vi) a register of activity; and
- (vii) any identified need to vary the approved HMMP together with relevant explanation.

For the purposes of this condition:

"Adaptive Management" means procedure(s) whether originally identified in the approved HMMP, a Monitoring Report or otherwise including a timetable for delivery to ensure that the Condition Target(s) are achieved and thereafter maintained [including any procedure(s) that the local planning authority may at any time specify in writing for such a purpose [in the event of any procedure not proving successful]];

"Condition Target" mean the minimum acceptable targeted level of habitat condition in relation to each habitat type situated on the application site including a time by when that habitat condition will be reached where it is not already being met;

"Completion of Development" means the date on which the local planning authority issue an approval of the Completion of Development Report;

"Completion of Development Report" means a written report submitted to the local planning authority for the purposes of this condition identifying the date on which the development hereby permitted has been completed together with evidence of such completion and also of compliance with all targets applicable on or before that date identified in the approved HMMP;

"Habitat Provision" means all habitat situated on the application site to which this permission relates to be retained, created and enhanced

and

"Monitoring Report" means a report containing monitoring and survey information to be submitted to the local planning authority in relation to the Habitat Provision including person(s) responsible for undertaking all such monitoring and surveys and submission of the report to the local planning authority.

Reason: To ensure there is adequate protection for the existing habitats and provide suitable external amenity space for future occupiers in accordance with Local policies and to ensure 10% Biodiversity Net Gain can be provided in accordance with the Biodiversity Gain Hierarchy as per paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 and the Environment Act 2021.

15. Materials

No part of the development of the West Stand or fence shall be constructed above the proposed finished ground level unless details and samples of the materials to be used in the construction of the external surfaces have first been submitted to and approved in writing by the local planning authority. The development shall only be

carried out in accordance with the approved details and once provided the approved materials shall thereafter at all times be retained.

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

16. Soft landscaping

Notwithstanding the approved plans, within 6 months of the commencement of the development hereby approved, a detailed Landscape Plan, shall be submitted to, and approved in writing by, the Local Planning Authority. The plan will further soften the development by way of planting in and around the car parks, in the public realms and fenceline.

The development shall comply with the following:

- a) The approved Landscape Plan shall be fully implemented with new planting carried out in the first planting season October to March inclusive following approval of the details sought by this condition, or in accordance with a timetable to be agreed in writing with the Local Planning Authority.
- b) All planting shall be carried out in accordance with British Standards including regard for plant storage and ground conditions at the time of planting.
- c) The whole scheme shall align with and be retained in line with the HMMP.

Reason: to ensure that reasonable measures are taken to establish trees and vegetation in the interests of visual amenity, to ensure that the approved landscaping scheme is carried out at the proper times and to ensure the establishment and maintenance of all trees and plants in accordance with Local Policies.

17. Hard landscaping

Within 6 months of commencement, in the event the main works application does not progress, a scheme of hard landscaping, including:

- (a) All earthworks;
- (b) Means of enclosure and retaining structures;
- (c) Hard surfacing materials; and
- (d) Lighting,

shall be submitted to and approved in writing by the local planning authority. The approved hard landscaping scheme must be fully implemented and retained as soon as possible thereafter.

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

18. CCTV strategy

Prior to the first use of the development hereby approved, a CCTV strategy shall be submitted to the local planning authority and approved in writing, in consultation with Dorset Police. The strategy shall demonstrate effective CCTV coverage of the stadium site including cycle parking facilities. The approved CCTV Strategy shall be implemented prior to first use of the development and maintained in good order for the lifetime of the development.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b);

19. Fence

The provision of a 2.4m fence must be certified to one of the following minimum-security standards, or above: a

- LPS 1175 Issue 8 Security Rating B3, or
- STS 202 Issue 12 Burglar Resistance BR2, or
- Sold Secure SS323 Silver, or
- LPS 1673 Issue 1 Attack Rating AR.A180
- The turnstiles should meet the LPS 1175 issue 8 B3 Security standards.

Reason: In the interests of the public safety, to ensure a satisfactory standard of development and in the interests of security and the prevention of crime. In accordance with NPPF 2024, Section 8, paragraph 102; Section 12 paragraph 96 (b); Section 12 paragraph 135 (f).

20. AMS compliance

No part of the development hereby permitted shall be carried out other than in accordance with the details and timetable contained in the approved Arboricultural Impact and Method Statement.

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

21. Restoration of south stand foundations

The foundations for the south stand permitted by way of planning application reference: P/25/03733/FUL must be restored to a suitable surface as agreed with the Local Planning Authority if the redevelopment of the south stand does not begin within 3 years of the validation of the subsequent planning application for the additional capacity.

Reason: To ensure a satisfactory public realm and visual amenity for Kings Park.

22. Replacement cherry tree planting

Ten (10) Cherry (*Prunus avium* 'Plena') Extra Heavy Standard size will be planted by the end of the first planting season (October to February) following the completion of development to preserve the visual amenities which at present exist on the site. The planting location shall be within the West Car Park in excavated tree pits.

Planting specification and methodology, showing the location of the trees and engineering detail for the tree pits; demonstrating sufficient rooting volume can be achieved for the trees to reach maturity, must be submitted to and approved by the Local Planning Authority.

Should any of the replacement trees be removed, die or become severely damaged such that their future development will be compromised, or diseased within 5 years of planting they shall be replaced by tree/s of the same species to that originally planted, unless an alternative species is otherwise agreed in writing by the local planning.

Reason: To ensure that reasonable measures are taken to establish trees in the interests of local amenity and the enhancement of the development itself in accordance with the National Planning Policy Framework.

23. Lighting and species enhancements compliance

Lighting along the combined cycle/pedestrian path and within the OB compound shall comply with the Ecological Impact Assessment by LC Ecological Services, dated September 2025 and the guidance set out in Bats and Artificial Lighting in the UK (BCT, 2023), ensuring that illumination is directed away from linear features to avoid ecological disturbance. Luminaires will be mounted in a horizontal orientation, achieving a negligible Upward Light Ratio.

Species enhancements shall be provided in accordance with recommendations as set out in Ecological Impact Assessment by LC Ecological Services, dated September 2025

Reason: to protect neighbouring wildlife and habitats in accordance with Paragraph 193 of the National Planning Policy Framework.

24. Restriction of hours of amplified noise

At no time shall amplified or other music be played, nor shall any public address system (with the exception of an emergency public address) be used on the premises hereby permitted (nor on any other part of the application site shown edged red) outside the following times:

- a. 1000hrs to 2130hrs Monday to Sunday (inclusive).

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

Informatives

1. Environmental Statement

In accordance with Regulations 3 and 9 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended), BCP Council as Local Planning Authority is satisfied that the environmental information already before it remains adequate to assess the environmental effects of the development and has taken that information into consideration in determining this application.

2. Working with applicants

In accordance with paragraph 39 of the revised NPPF the Council, as Local Planning Authority, takes a positive, creative and proactive approach to development proposals focused on solutions. The Council works with applicants/agents in a positive and proactive manner by offering a pre-application advice service, and as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions. In this instance:

The applicant/agent was updated of any issues after the initial site visit,

The applicant was provided with pre-application advice,

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

3. BNG

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless: (a) a Biodiversity Gain Plan has been submitted to the planning authority, and (b) the planning authority has approved the plan. The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Bournemouth, Christchurch and Poole Council. There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in paragraph 17 of Schedule 7A of the Town and Country Planning Act 1990 and the Biodiversity Gain Requirements (Exemptions) Regulations 2024.

Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements listed are considered to apply.

If the onsite habitat includes irreplaceable habitat (within the meaning of the Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) there are additional requirements for the content and approval of Biodiversity Gain Plans.

The Biodiversity Gain Plan must include, in addition to information about steps taken or to be taken to minimise any adverse effect of the development on the habitat, information on arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat.

The planning authority can only approve a Biodiversity Gain Plan if satisfied that the adverse effect of the development on the biodiversity of the irreplaceable habitat is minimised and appropriate arrangements have been made for the purpose of compensating for any impact which do not include the use of biodiversity credits.

If planning permission is granted on an application made under section 73 of the Town and Country Planning Act 1990 (application to develop land without compliance with conditions previously attached) and a Biodiversity Gain Plan was approved in relation to the previous planning permission ("the earlier Biodiversity Gain Plan") there are circumstances when the earlier Biodiversity Gain Plan is regarded as approved for the purpose of discharging the biodiversity gain condition subject to which the section 73 planning permission is granted.

Those circumstances are that the conditions subject to which the section 73 permission is granted:

- do not affect the post-development value of the onsite habitat as specified in the earlier Biodiversity Gain Plan, and
- in the case of planning permission for a development where all or any part of the onsite habitat is irreplaceable habitat the conditions do not change the effect of the development on the biodiversity of that onsite habitat (including any arrangements made to compensate for any such effect) as specified in the earlier Biodiversity Gain Plan.

4. Legal obligation

This grant of permission is to be read in conjunction with the Legal Agreement dated INSERT REQUIRED entered into between BCP Council and AFC Bournemouth.

5. Drainage

Detailed drainage proposals may typically include:

- Detailed drainage network layout

- Manhole schedule
- Construction details for drainage elements
- Construction details for SUDS elements
- Hydraulic modelling calculations
- Exceedance flow routes (including proposed ground levels)

Drainage maintenance and management information may typically include:

- Drainage ownership/responsibility layout
- Maintenance schedules
- Maintenance agreements
- Adoption agreements
- Schedules for replacement of drainage components (where design life is less than the lifetime of the proposed development)
- Operations and maintenance manuals

6. Advice

The applicant is directed to both the Dorset Police and Dorset and Wiltshire Fire and Rescue responses as they contain vitally important advice.

Background Documents:

Case File: Application number – P/25/03733/FUL

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

NB: Does not include confidential documents

Reference to published works is not included.

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