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Our reference: CSC1099

16th January 2026

Mr Steve Davies
BCP Council
Planning Services
Town Hall Annexe
St Stephen's Road
Bournemouth
BH2 6EA

via email (steve.davies@bcpcouncil.gov.uk)

Dear Steve,

Lidl Great Britain Ltd
Proposed Foodstore at Westover Retail Park, Wimborne Road/Castle Lane West, Bournemouth
(Application Ref. P/25/02274/FUL)

I have now had an opportunity to read through your committee report and there are a couple of points where I believe you should provide clarification/correction to members. These are:

1. Section 13 (policy comments) – this says the withdrawn Local Plan policies hold no weight and that the proposal must be assessed under Chapter 11 of the NPPF. That is not correct. The Draft Plan had limited weight, and now none, but the application does not fall to be considered against the NPPF, but against your adopted development plan – guidance/policy in the NPPF is only a material consideration. It is a plan-led system and you have an adopted Core Strategy. Members need to be fully aware that they need to determine the application against the adopted Plan, unless material considerations indicate otherwise.
2. Section 19 (highway comments) – says the financial contributions required inc £20k for RTI at the bus stop. This is repeated in Sections 105 & 110 (transport issues), but the s106 heads of terms in the recommendation to approve refers to £10k for RTI.
3. Section 30 (Tesco objection) Tesco refer to a failure to consider cumulative impact with Lidl's proposed store at Ringwood Road. At Sections 47-52 you refers to Lichfields having provided advice on cumulative impact, but they were looking at a Lidl on Westover Retail Park and the Aldi application at Wallisdown. Tesco's objection relates to impact with Ringwood Road and that is not referred to. I suggest you make clear that Tesco have raised the issue of cumulative impact with the Lidl application on Ringwood Road, but that that was considered during a previous Lidl application on Ringwood Road when Nexus advised the Council that cumulative impact with that application and the previous application on Westover Retail Park was not an issue as the two stores would serve different catchment areas.
4. Section 72 (drainage) says there is limited opportunity for infiltration so we will drain to the mains, with a tank to attenuate the flow. Also says the drainage officer has asked for more site investigation to establish the optimum arrangement and that a condition has been added to allow for this. It would be more accurate to say that the submitted drainage design incorporates infiltration from the tank into the ground, and that this will be adopted unless a planned geo-environmental assessment shows that infiltration is not viable, in which case the tank will empty into the mains.

As well as the above four points, I am also concerned that there are a number of references to the non-viability of a mixed scheme including housing not being evidenced. This is in the end of your policy officer's comments in Section 13; in your urban designers comments (Section 15) where he says amendments are required to address issues related to, *inter alia*, mixed use development; and in your Section 53 where you refer to no viability assessment having been sought for a mixed scheme. I appreciate that you are recommending approval to members, but given members refused the first application for the spurious reason of making inefficient use of the site, it's possible some may seize on this point about no evidence being provided to show a mixed scheme is not viable. In fact there is no policy requirement for Lidl to have to show that an alternative mixed scheme is viable or not, as this idea of an alternative development is not a material consideration. Members should be told that advice from Kings Counsel has been sought that says that members desire to see an alternative scheme on the site is irrelevant.

Notwithstanding the above, while we have said in the past that incorporating some housing on the site is not a viable proposition, to assist you a little further with that, and hopefully ram it home to the committee, Lidl's architects have produced the enclosed three drawings showing how housing could potentially be incorporated on the site alongside the store, and what the impact would be on the viability of the retail operation and the amenity of the surrounding area:

- **Option One (drawing ref. XX-ZZ-D-A-91001-P01)** – this would provide 11 semi-detached houses along the Wimborne Road boundary. However, the number of parking spaces to serve the store would have to be reduced to 25 spaces, which would then be insufficient to comply with your current parking standards. The parking for store customers would be totally inadequate, which would: a) impact on the store's attractiveness and ability to compete with existing stores in Bournemouth; and b) would also impact on the adjoining highways as cars would have to queue to enter the site at peak times, with those customers who cannot find a space in the car park possibly then choosing to park on the street along Wimborne Road, Moorwon Close or Lawford Road.
- **Option Two (drawing ref. XX-00-D-A-01002-P01)** – this shows 9 apartments at first floor level above the store. In order to provide close to the 40 apartments sought in your now withdrawn Draft BCP Local Plan this would require four floors above the store. Given one of the concerns expressed by Councillor Salmon is the impact on adjoining residents, in particular No. 7 Lawford Road, incorporating any housing, whether one additional storey or four, above the store would seriously impact on neighbouring residents. It is also the case that under your parking standards 9 apartments would require 9 parking spaces, which would reduce the store's parking to only 55 spaces; if four floors of apartments (ie 36 dwellings) were to be provided then that would require 36 residents parking spaces, which would reduce the customer parking down to 28, which as with Option One would impact on the adjoining highways from shoppers queuing to get into the site and parking on the surrounding streets.
- **Option Three (drawing ref. XX-00-D-A-01031-P02)** – this shows 7 apartments in a block above the car park at the northern end of the site. If we assume only three floors of apartments that would be only 21 dwellings, which is roughly half of what your Draft Local Plan was seeking, but that alone would mean a very high building fronting onto the Wimborne Road/Castle West junction, and would also remove most of the landscaping that is currently proposed there. Each floor of 7 apartments would require 8 parking spaces (one of the apartments being a 3-bed dwelling), so three floors of 21 apartments would require 24 parking spaces which would then leave the store with only 31 spaces for customers. Again, this would be a significant reduction to a store car park that has already been squeezed to accommodate, *inter alia*, the dedication of the strip of land to highways, and would be likely to impact on the adjoining highways from queuing and on-street parking.

You have also referenced Lidl developments in London that incorporate residential uses. However, as we have said before the environment in London is completely different to what it is in Bournemouth, with the much larger population densities within a 5-minute walk allowing Lidl to be more creative/flexible on constrained sites and provide smaller car parks. Even then, it usually results in a compromised store. In Bournemouth shrinking the customer parking down to the level needed to accommodate residential uses is simply not viable.

I think that it would be helpful to members if this letter were to be included as a later background paper with a supplementary agenda. I think this demonstrates what we have long said, that a mixed development for a store and housing is not a viable proposition. Members should also note that we have produced these drawings as a gesture of good faith, but in fact there is no policy justification for them to refuse permission for the application a second time on the basis of not making 'efficient use' of the site by including housing. The site is not identified for housing in the development plan, and advice from Kings Counsel is clear that the Council's wish for an alternative development is not a material consideration.

Kind regards.

Yours sincerely



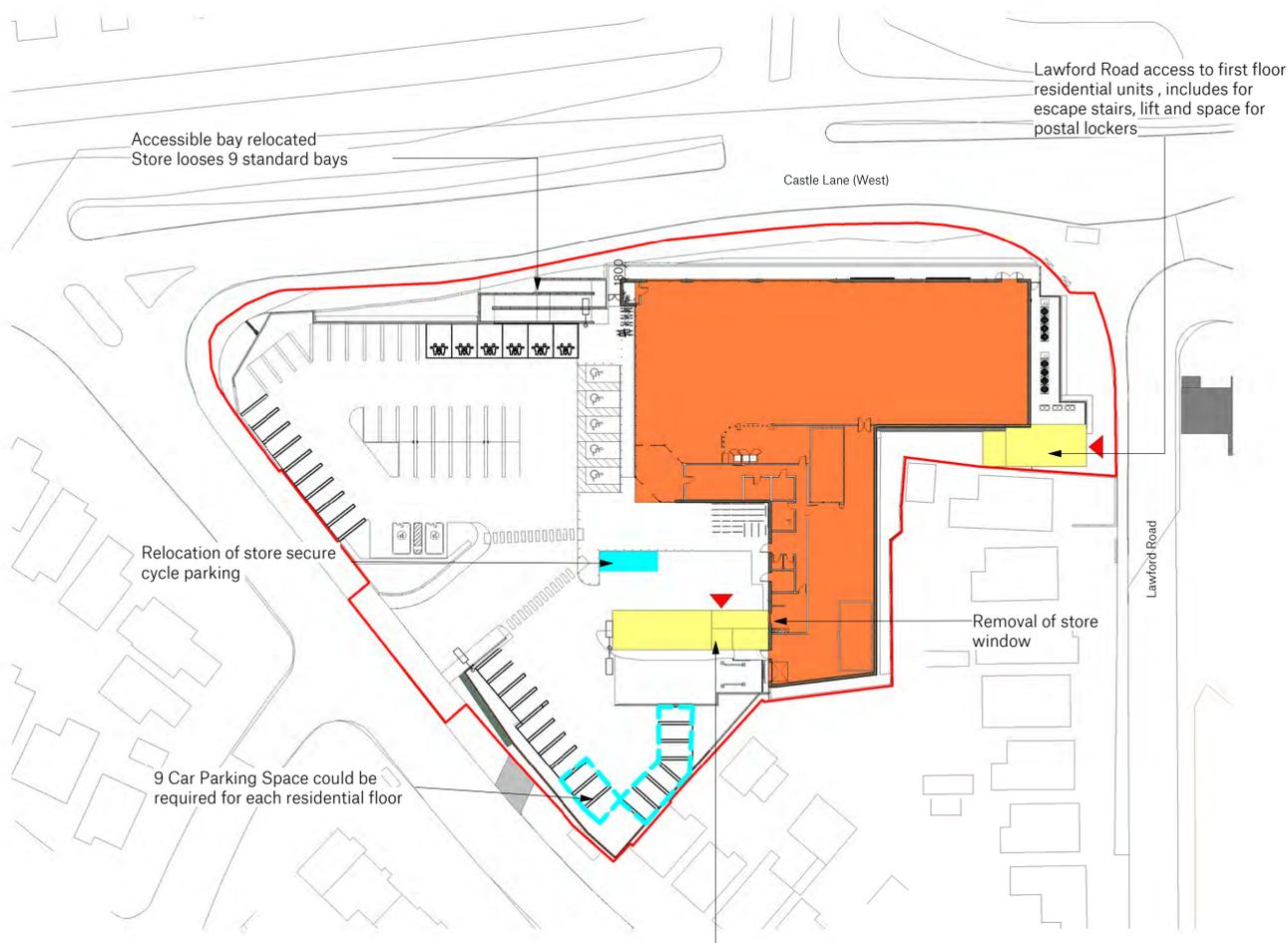
CHRISTOPHER TOOKEY
Director
CarneySweeney



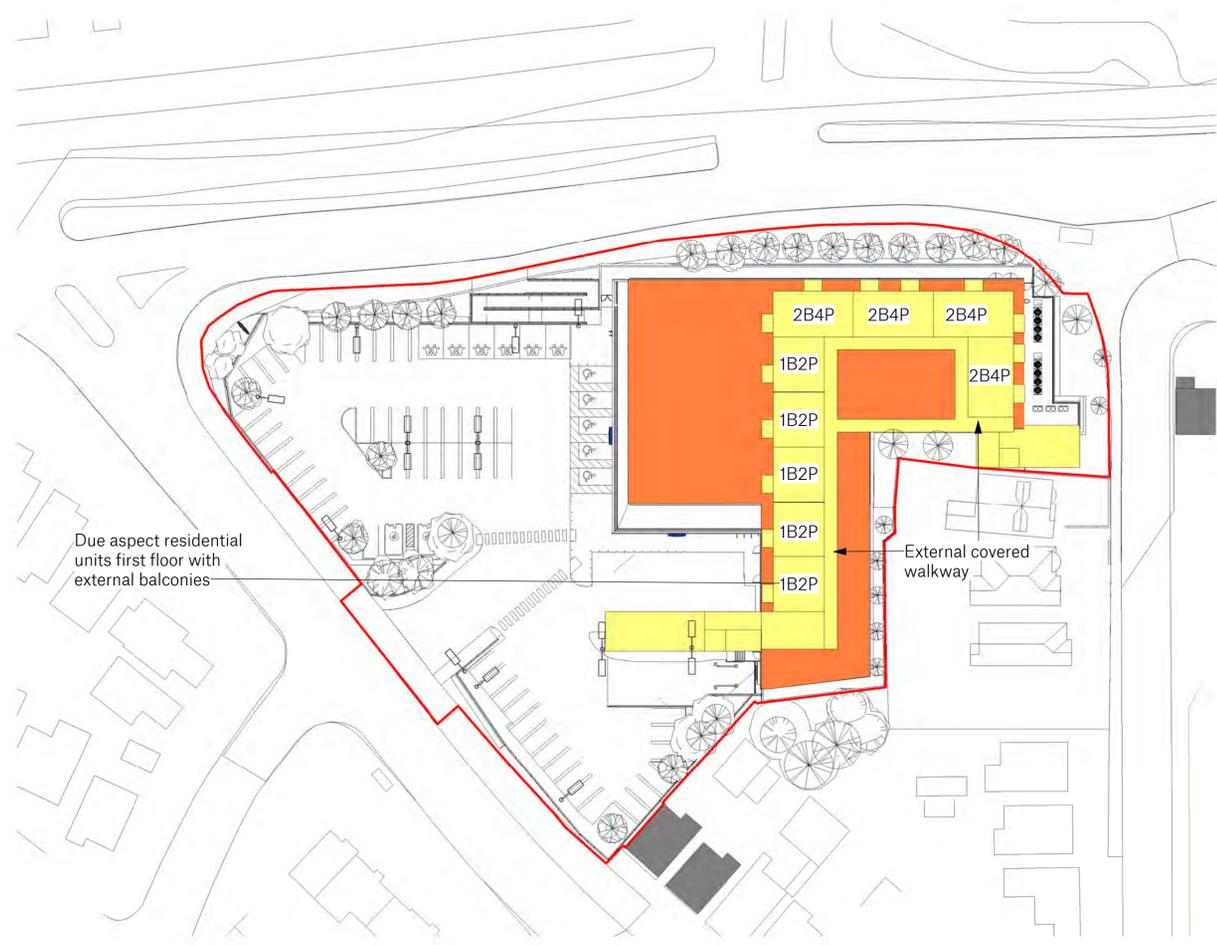
cc Oliver Roberts – Lidl Great Britain

Encs





Ground Floor Plan
1: 500



First Floor Plan
1: 500



ISO - View

Option 1 - Mixed Use Development: Residential Apartments Above Retail

First Floor - Residential

4 x 1-bed, 2-person apartments (approx. 50 m² each)
5 x 2-bed, 4-person apartments (approx. 70 m² each)

Total: 9 apartments per floor

Dual-aspect layout with covered walkways providing access to each apartment

Each apartment includes a minimum of 5 m² external amenity space for 1-2 person dwellings, plus 1 m² per additional occupant in accordance with BCP guidance.

Access:
Two residential entrances — one from Lawford Road and one from the rear car park.

Refuse Storage

For every 9 apartments:
4 x 1100 L Eurobins (2 x general waste, 2 x recycling)
2 x 140 L food waste bins

The above requires approximately 10-12 m² of dedicated floor area per 9 apartments, allowing for manoeuvring, access and maintenance.

Car Parking

Subject to confirmation of site location within BCP Parking Zone.

Worst-case (Zone D):
According to Table 9 of the BCP Parking Standards SPD, both 1-2 Habitable Room (HR) and 3 HR units require 1 space per dwelling.

4 x 2-bed (3 HR) → 4 spaces
5 x 1-bed (1-2 HR) → 5 spaces
Total = 9 parking spaces

Accessible and EV charging provision to be included in accordance with SPD guidance.

Cycle Parking

Subject to zoning confirmation.

Under the BCP Parking Standards SPD:
1 secure, covered cycle space per dwelling (residents)
1 visitor cycle space per 5 dwellings

Provision required for:
9 long-stay resident spaces (within secure, covered store)
2 short-stay visitor spaces (near building entrance)

To be provided as:
5 Sheffield stands within a communal covered store
1 Sheffield stand externally for visitors

Please Note
Unless stated, no consideration has been given to levels, underground utilities, and/or any other PCI at this stage. Site boundary shown indicatively only, subject to receipt of further information.

Store Specification
Bespoke - Mixed Use

Drawing Purpose
FEASIBILITY

This drawing has been prepared for the sole purpose of forming part of a feasibility study, and should not be used for any other purpose.



SPACE

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Project				
Lidl Westover Retail Park				
Drawing Title				
Mixed Use Feasibility - Option 2				
Project No.	Drawing No.	Status	Rev.	Scale at A1
09028	XX-00-D-A-01001	S3	P01	1:500
File Reference: 09028-SPACE-XX-00-D-A-01001-S3-P01				

