



Planning Committee

Application Address	104 Alder Road Poole BH12 4AB
Proposal	Variation of Condition 2 (Approved Plans) of application APP/23/00876/F (Demolition of existing dwelling and erection of an HMO (Sui Generis Use) with associated access alterations, car parking, bin and cycle storage), to allow the erection of a 16 bedroom HMO with associated access alterations, car parking, bin and cycle storage.
Application Number	P/25/03850/CONDR
Applicant	Mr A Todd
Agent	Pure Town Planning
Ward and Ward Member(s)	Alderney and Bourne Valley ward Councillor Adrian Chapmanlaw Councillor Rachel Pattinson-West Councillor Tony Trent
Report Status	Public
Meeting Date	2 April 2026
Summary of Recommendation	Grant in accordance with the details set out below for the reasons as set out in the report
Reason for Referral to Planning Committee	20+ objections have been received from properties located within a 1-mile radius from the site and a call-in from Councillor Tony Trent. Member's reasons for the call -in: Reasons are my concerns as a member on access and displacement of vehicles associated with the proposed development, and the high level of public concern about the application, largely for the same reasons I have expressed.

Case Officer	Babatunde Aregbesola
Is the proposal EIA Development?	No

Description of Proposal

1. Planning permission is sought for the variation of Condition 2 (Approved Plans) of application APP/23/00876/F (Demolition of existing dwelling and erection of an HMO (Sui Generis Use) with associated access alterations, car parking, bin and cycle storage), to allow the erection of a 16 bedroom HMO with associated access alterations, car parking, bin and cycle storage.
2. It is pertinent to note that there is an extant planning permission under APP/23/00876/F for – “Demolition of existing dwelling and erection of a 10-bedroom HMO (Sui Generis Use) with associated access alterations, car parking, bin and cycle storage”.

Description of Site and Surroundings

3. The application comprises a 0.16ha site which slopes significantly down from Alder Road to the Southwest. The site hosts a detached C1920s bungalow located close to Alder Road which is characterised by pebble dash walls, hipped slate roof with clay ridge tiles and a summerhouse and shed within the rear garden. The surrounding area is predominantly residential albeit some commercial uses along Alder Road. The urban grain is described as closely spaced detached and semi-detached dwellings with properties largely located close to the frontage of the site. The locality includes a mix of single storey and two storey buildings which vary in architectural style and materials.

Relevant Planning History:

4. APP/23/00876/F – Demolition of existing dwelling and erection of a 10-bedroom HMO (Sui Generis Use) with associated access alterations, car parking, bin and cycle storage. Approved.
5. P/25/03254/NMA – Non-Material Minor Amendment of planning application APP/23/00876/F to amend the description to read:
Demolition of existing dwelling and erection of an HMO (Sui Generis Use) with associated access alterations, car parking, bin and cycle storage. Approved.

Constraints

6. The host site history relates to TPO applications.
7. Hazardous Site – Natural Gas
8. Parking Zone D

Public Sector Equalities Duty

9. 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.

10. 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.
11. 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”.
12. 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.
13. 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

14. Tree officer - No objection
15. Ecology - No objection
16. Highway Authority - No objection
17. Waste Collection Authority – No objection
18. Environmental Health - No objection

Representations

19. Site notices were posted in the vicinity of the site on 10/10/2025 with a consultation expiry date of 30/10/2025. 37 letters of objection have been received.
20. The objection letters received are summarised below:
 - Traffic congestion and lack of parking
 - Intensification of use
 - Noise and disturbance
 - Overdevelopment
 - Out of character
 - The size of the cycle enclosure does not conform to the adopted SPD figure 19
 - SUDs plan does not take into consideration any drainage from the forecourt area or the ability of the ground to accept the level of surface water discharge.
 - No provision appears to have been made for persons with a disability.
21. Officer comment: Disabled access for new homes is covered by Building Regulations Part M, ensuring accessible, step-free access to the main entrance, suitable entrance-level WC access, and wide doorways/corridors.

Key Issue(s)

22. The key issue(s) involved with this proposal are:
 - Principle of development
 - Impact on the character and appearance of the area
 - Impact on neighbouring amenity
 - Parking provision and highway safety

- Impact on trees
- Sustainability issues
- Biodiversity and BNG

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

Policy context

24. 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.

Poole Local Plan (Adopted 2018)

PP01 Presumption in favour of sustainable development

PP02 Amount and Broad Location of Development

PP27 Design

PP28 Flats and Plot Severance

PP32 Poole's Nationally, European and Internationally Important Sites

PP33 Biodiversity and Geodiversity

PP34 Transport strategy

PP35 A Safe, Connected and Accessible Transport Network

PP37 Building Sustainable Homes and Businesses

PP38: Managing flood risk

PP39 Delivering Poole's Infrastructure

Supplementary Planning Documents:

BCP Parking Standards SPD (adopted January 2021)

The Dorset Heathlands Planning Framework 2020-2025 SPD (Adopted March 2020)

Nitrogen Reduction in Poole Harbour SPD

Poole Harbour Recreation 2019-2024 SPD

25. National Planning Policy Framework ("NPPF" / "Framework") December 2024

Planning Assessment

Presumption in favour of sustainable development

26. At the heart of the NPPF is the presumption in favour of sustainable development. NPPF paragraph 11 states that in the case of decision making, the presumption in favour of sustainable development means that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, planning permission should be granted unless policies in the Framework that protect areas of assets of particular importance provide a clear reason for refusing the development proposals or any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

27. Footnote 8 of paragraph 11 provides that in the case of applications involving the provision of housing, relevant policies are out of date if the local planning authority is (i) unable to demonstrate a

five-year supply of deliverable housing sites or (ii) where the Housing Delivery Test (HDT) result is less than 75% of the housing requirement over the previous three years.

28. The NPPF (2024) paragraph 78 requires local planning authorities to identify and update a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing. Paragraph 78 goes on to state that the supply should be demonstrated against either the housing requirement set out in adopted strategic policies, or against the local housing need where the strategic policies are more than five years old. Where the Housing Delivery Test indicates delivery has fallen below the local planning authority's housing requirement over the previous three years, a buffer should be included as set out in paragraph 79 of the NPPF.
29. As of 9 February 2026, BCP Council can demonstrate a 2.55-year housing land supply against the required five-year supply, which includes a 20% buffer. Consequently, in accordance with paragraph 11 of the NPPF, the relevant housing policies are considered out of date, as the local planning authority is unable to evidence a five-year supply of deliverable housing sites.
30. In this instance, the scheme would replace the existing single dwellinghouse with a 16-bedroom HMO accommodation that would contribute towards the Council's housing delivery target. Overall, there is no objection to the principle of the proposed development, subject to its compliance with the adopted local policies. This is assessed below.
31. For this planning application the benefits provided from the supply of new homes are considered to carry a modest weight in the planning balance.
32. Principle of development
33. The Poole Local Plan sets out a spatial planning framework to meet objectively assessed needs to 2033. In accordance with Policy PP01, the Council will take a positive approach when considering development proposals that reflects the presumption in favour of sustainable development contained in the NPPF. In terms of meeting housing needs, a strategic objective of the Poole Local Plan is to deliver a wide range and mix of homes in the most sustainable locations.
34. Policy PP02 identifies the amount and broad locations of development and states that the majority of new housing will be directed to the most accessible locations within Poole, these being the town centre, district and local centres and locations close to the sustainable transport corridors.
35. A sustainable transport corridor is defined as 400 metres either side of a road capable of extending service provision by the end of the plan period to four buses per hour (each way) or within 500 metres radius of a railway station. The intention of this policy is that within these areas the majority of higher density development will place a greater number of people within close walking distance of public transport and a range of services/facilities as a convenient alternative to use of the car.
36. This approach is reinforced by Policy PP34 which also states that new development will be directed to the most accessible locations which are capable of meeting a range of local needs and will help to reduce the need for travel, reduce emissions and benefit air quality, whilst PP35 also states that proposals for new development will be required to maximise the use of sustainable forms of travel. Moderate weight therefore has to be applied to the provision of additional residential accommodation which meets these policy objectives.
37. The proposal represents a form of high-density development within the sustainable transport corridor. The application site falls within the sustainable transport corridor location, as identified by the Policies Map and therefore the principle of the residential development on site is acceptable, subject to its compliance with the adopted policies. This is discussed below.
Impact on the character and appearance of the area
38. Policy PP28 states that flats, including care homes, which are not considered to fall within the scope of Policy PP29 Tall Buildings will be permitted where the plot can accommodate a form of development that ensures:
39. (a) the scale and massing of the building(s), including the width, height and roof profile and spacing between buildings is in keeping with neighbouring buildings and the established pattern of development in the street, or part of the street, where the site is located;

40. (b) the resultant plot coverage (including buildings, cycle storage, bin storage, car parking, roads, and any other hard surfacing) respects that which prevails in the street, or part of the street where the site is located;
41. (c) car parking and turning areas do not dominate the site, allowing for the retention, or provision, of a boundary between the site and adjacent streets; and
42. (d) car parking, turning areas and vehicle access should avoid harm to the neighbouring resident's privacy and quiet enjoyment of their rear gardens.
43. Policy PP28 is reinforced by Policy PP27 of the Poole Local Plan, which also seeks to ensure that development exhibits a high standard of design that will complement or enhance Poole's character and local distinctiveness by respecting the setting and character of the site, surrounding area and adjoining buildings by virtue of function, siting, landscaping and amenity space, scale, massing, height, design details, materials and appearance.
44. The objectives of Policies PP27 and PP28 are in line with the Government's planning policy as set out in the NPPF (2024).
45. The proposal is seeking permission to vary Condition 2 (Approved Plans) of application APP/23/00876/F and Variation of Condition 1 (number of bedrooms) of application P/25/03254/NMA (Demolition of existing dwelling and erection of an HMO (Sui Generis Use) with associated access alterations, car parking, bin and cycle storage), to allow the erection of a 16 bedroom HMO with associated access alterations, car parking, bin and cycle storage.
46. The proposal when compared to the previously approved, the current scheme would now see the omission of the basement and introduction of side dormer and additional floor level making the proposed building a 3-storey building. The current scheme would see the number of bedrooms increase from 10 to 16 bedrooms. The plans below show the approved scheme and proposed scheme respectively.





47. The proposed replacement building would be of a 3-storey scale under a hipped roof with twin gables from the front and side dormer. To the front, the proposed building would appear two storey in scale, with rooflights within its roof slope and the rear elevation would be of three storey scale, due to the falling topography of the site. The proposed building would be dug into the slope and stepped back from the existing building line with a gap retained to each side boundary. Due to incorporation of the dwelling into the sloping topography, the proposed dwelling would not appear overly large or dominant within the street scene. Furthermore, due to extensive changes to dwellings along this section of Alder Road and extensions to both neighbouring properties, the increase in scale is not considered to appear harmful to the surrounding context.
48. A contemporary architectural design is proposed with a modern material palette and fenestration arrangement, albeit a traditional roof form. The traditional hipped roof with dual gables helps to soften the contemporary nature of the design whilst allowing the skyline to remain in keeping with the neighbouring properties. The proposed use of render and stone cladding would not be out of character given the mix of materials and designs within the locality. The proposed ratio of soft to hard landscaping remains respectful of the lawned and vegetated nature of the site.
49. The proposal when compared to the previously approved, the current scheme would now see the omission of the basement and introduction of side dormer and additional floor level making the proposed building a 3-storey building. The current scheme would see the number of bedrooms increase from 10 to 16 bedrooms.
50. Overall, the proposed scheme would assemble sufficient land in order to deliver a development of a type, scale, density and layout that would integrate into the area without causing material harm to the character and appearance of the street scene or wider area and therefore would comply with the provisions of Policies PP27 and PP28 of the of Poole Local Plan (November 2018) and the NPPF which seek to secure high quality design and take account of the character of different areas.

Impact on the neighbouring amenity

51. PP27 states that development will be permitted where it is compatible with surrounding uses and would not result in a harmful impact on amenity for local residents and future occupiers in terms of sunlight, daylight, privacy, noise and whether it would be overbearing/ oppressive; and provides satisfactory external and internal amenity space for existing and future occupants.
52. In addition, Policy PP28 seeks that (d) car parking, turning areas and vehicle access should avoid harm to the neighbouring resident's privacy and quiet enjoyment of their rear gardens.

53. The NPPF states that planning decisions should provide attractive, welcoming and distinctive places to live and visit; 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 (para.135).
54. The front of the dwelling would be relatively similar to that of the existing bungalow, with the rear extension approx. 4m beyond the existing rear building line. Given the orientation in relation to the neighbouring properties, separation distance and height in respect of the raised topography of the site, the proposed would not breach the 45-degree line and is not found to result in undue overshadowing or overbearing impact. The side facing elevation windows at ground floor would be shield by the boundary treatment and the side facing first floor elevation would face out from non-habitable rooms which would be obscure glazed to prevent undue overlooking or loss of privacy.
55. The three new bedrooms along the rear elevation within the roof form would be served by velux windows and with a sill height of 1.7m would not lead to any detrimental impact on the amenities of neighbouring properties. On the front elevation one bedroom and the communal area are served by gable fronted windows, looking out over the front and over the road and as such would not impact on neighbouring amenity. There are two side velux windows to these rooms and the two central velux windows would also have a sill height of 1.7m and would not lead to any detrimental impact on the amenities of neighbouring properties
56. The additional upper floor rear elevation windows including the proposed rooflights within the roof slope would increase the level of overlooking to the rear; however, this would be mutually experienced within the built-up area and not found to result in any harmful levels of overlooking or loss of privacy.

Living conditions of future occupiers

57. With regards to the amenities of the future occupants of the proposed flats, Policy PP27 seeks to achieve good design in all new developments. This policy specifically sets out in part (d) that development should provide satisfactory internal amenity space for new occupiers.
58. The proposed dwelling would provide sufficient internal floor space with habitable room benefiting from sufficient levels of daylight/ sunlight. Whilst outlook would be poor from the upper floor rooms, this is not considered to result in significantly adverse living conditions to warrant refusal of this application. Adequate outdoor amenity space is provided for the new HMO, in accordance with the provisions of PP27(1-d) of Poole Local Plan. The internal layout of the development provides an acceptable living environment. All rooms would be equipped with private bathrooms. Whilst there are no prescribed space standards for HMOs, all the bedrooms would be single occupancy and would measure more than 9 SQM and would Otherwise meet the requirements of the Nationally Described Space Standards.
59. The current scheme would provide two communal areas on the ground and third floor accessible to all future occupants in the form of a large kitchen/diner. This includes the provision of sufficient outdoor garden and amenity space for the use of future occupants. Post construction of the bike store to the rear, there would still be sufficient garden space for the activities outlined within Policy.
60. The rooms within the property are compliant with the BCP Council's amenity standards for HMOs. Each bedroom has at least one reasonably sized window and is at least the area required as per the guidance. Although, the new bedrooms within the third floor would rely on rooflights to provide outlook and daylight. This arrangement is considered acceptable as it would provide access to daylight and sufficient outlook for a bedroom. As such, the proposed development provides acceptable accommodation both internally and externally, and the provision of amenities provided for future occupants of the HMO mean the proposal is compliant with Poole Local Plan Policy PP27 and the Council's HMO Amenity standards in this regard.

Parking Provision & Highways

61. As part of the application process, the Highways Officer was consulted. The proposal is for a variation of conditions relating to planning permissions APP/23/00876/F and P/25/03254/NMA to increase the size of the development from a 10bed HMO to a 16bed HMO.
62. No additional car parking provision is proposed, although when having regard to the BCP Parking Standards SPD, the required car parking provision for a 16bed HMO is the same

as for a 10bed HMO. Therefore, no additional car parking is required for the proposed development, and the Highway Authority raise no objections on the car parking provision.

63. Secure and covered cycle parking for 16 bikes is proposed, which meets the requirements within the BCP Parking Standards. Cycle parking is proposed to the rear of the site and therefore, we would recommend an additional condition relating to a scheme of lighting along the route to the cycle store to further enhance safety. The approved access arrangements, parking provision and layout are not adversely affected by the proposal.
64. Therefore, the Highway Authority supports the proposal, subject to the same conditions as with the previous planning permission APP/23/00876/F, with the addition of a new condition to secure details of lighting along the route to the secure cycle store, to include details and specification of the type of lighting proposed to be imposed should the application be recommended for approval. Therefore, the impacts on the highway and parking provision are deemed acceptable and the scheme is compliant with Policy PP34 & PP35 of Poole Local Plan and BCP Parking Standards SPD (adopted January 2021).

Waste and Recycling

65. As part of the application process, the Strategic Waste Officer was consulted. The proposed site plan shows a bin store that is large enough to store waste that would be generated from the proposed development. Waste officer raised no objection and stated that the submitted plans were suitable.
66. The site would not be accessed by the Council's waste collection lorries, and the occupant of the dwelling will need to ensure the bins are presented for collection at the kerbside and returned to the property boundary following emptying. A condition has been imposed to require the submission of a management plan to set out how this would be achieved. There are therefore no impacts on waste collection as result of the proposal, and it is compliant with Policy PP27 of Poole Local Plan.

Impact on trees

67. Having been consulted, BCP Tree officer advised that the variation of condition application does not affect trees; however, it is recommended that the tree protective fencing condition within APP/23/00876/F is pulled through to avoid accidental damage to the woodland trees through the storage of building materials and machinery.
68. The current proposal would have no impact on the trees within and outside the site boundary subject to previously imposed conditions. The proposal, therefore, would accord the aims of the Poole Local Plan.

Sustainability consideration

69. Being a new build development, it would be readily possible to deliver an energy efficient and sustainable development in accordance with the requirements of the latest Building Regulations. It is appropriate and reasonable to impose a condition to secure details of the measures that are to be implemented to achieve 10% of the energy needs of the proposed flats through renewable energy sources, in accordance with Policy PP37 of the Poole Local Plan.

Biodiversity

70. The NPPF at chapter 15 'conserving and enhancing the natural environment' sets out government views on minimising the impacts on biodiversity, providing net gains where possible and contributing to halt the overall decline in biodiversity. The Local Plan Policy PP33 – biodiversity and geodiversity, sets out policy requirements for the protection and where possible, a net gain in biodiversity.

71. The proposed scheme does not offer any biodiversity enhancement, nor does it result in the loss of any high value or high volume of biodiversity in the area. Having been consulted, BCP Ecologist raised no objection to the proposed scheme. Notwithstanding this, biodiversity enhancement measures such as a built-in swift box would be easily achievable on site. This will be ensured via condition to comply with Policy PP33 of the Poole Local Plan and the NPPF.
72. In terms of BNG, the proposal is considered exempted as original permission was granted before 12 February 2024 before BNG regulations came into force (12 February 2024 for major sites, 2 April 2024 for small sites).

Heathland Mitigation

73. The site is within 5km of a designated Dorset Heathlands SPA (Special Protection Area) and Ramsar Site, and part of the Dorset Heaths candidate SAC (Special Area of Conservation) which covers the whole of Bournemouth. As such, the determination of any application for an additional dwelling(s) resulting in increased population and domestic animals should be undertaken with regard to the requirements of the Habitat Regulations 1994. It is considered that an appropriate assessment could not clearly demonstrate that there would not be an adverse effect on the integrity of the sites, particularly its effect upon bird and reptile habitats within the SSSI. 105.
74. Therefore, as of 17th January 2007 all applications received for additional residential accommodation within the borough is subject to a financial contribution towards mitigation measures towards the designated sites. A capital contribution is therefore required and in this instance is £5,400, plus a £270 administration fee as per April 2024 rates. A legal agreement has been processed by the Council at the time of writing this report although needs to be finalised prior issuing a final decision.

Poole Harbour Recreation SAMMs

75. In the Poole area, planning applications for residential development will have to avoid adverse effects on the integrity of Poole Harbour caused by the disturbance to protect birds. To mitigate the impact of additional visitors to the harbour we will seek contributions towards Strategic Access Management and Monitoring (SAMM) in accordance with the Poole Harbour Recreation SPD.
76. Therefore, as of 17th January 2007 all applications received for additional residential accommodation within the borough is subject to a financial contribution towards mitigation measures towards the designated sites. A capital contribution is therefore required and in this instance is £1,935 plus a £96.75 administration fee as per April 2024 rates. A legal agreement has been processed by the Council at the time of writing this report although needs to be finalised prior issuing a final decision.

New Forest SAMM

77. The site lies within the 13.8km zone of influence of the New Forest National Park. Natural England have formally advised BCP that in the light of the significant evidence relating to recreational pressure on the New Forest designated sites, all new residential development within the zone of influence of the New Forest SAC, New Forest SPA and New Forest Ramsar will be required to secure appropriate mitigation. Such appropriate mitigation must enable the conclusion that development coming forwards will not lead to an adverse impact on the Integrity of the New Forest Designated sites.

78. The zone of influence defines where additional housing growth would trigger likely significant effects on the New Forest SAC/SPA/Ramsar from recreation and as such where mitigation would be required. In this instance, the application site is located within the zone of influence. As such, mitigation is required.
79. The contribution required for this site in this instance is £4,500, plus a £225 administration fee. The required mitigation will be secured through a legal agreement to overcome that issue and make it acceptable.

Community Infrastructure Levy

80. The development proposal is liable to a community infrastructure levy charge.

Planning Balance / Conclusion

81. The Council cannot currently demonstrate a 5-year supply of deliverable sites for housing. Furthermore, the results of the latest Housing Delivery Test, published in December 2024, confirm that an insufficient number of homes have been built in the Poole area over recent years. As a result of the shortfall, policies related to the location and supply of housing are deemed to be out of date. In such circumstances, Paragraph 11d and footnote 8 of the National Planning Policy Framework (the Framework) require that permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework as a whole.
82. In this instance, the benefits of the proposal include the provision of a smaller units of residential accommodation that would assist in meeting needs in the area, support for local facilities, and the creation of jobs during the construction phase.
83. The proposed development lies within a Sustainable Transport Corridor (STC), where Policy PP2 of the Local Plan says that concentrating higher density housing development will provide a focus for investment in infrastructure, such as bus services, cycling and walking facilities, enabling residents to access key facilities and services without needing to travel by car.
84. The proposal would contribute to the Framework's aim of significantly boosting the supply of homes. Although it would only deliver 10-bed self-contained HMO accommodation, Paragraph 70 says small and medium sized sites can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly. It goes on to say that great weight should be given to the benefits of using suitable sites within existing settlements for homes.
85. The proposal would also align with the Framework's aim to make effective use of land. Paragraph 124d) says planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained. There would be economic benefits arising from the ongoing spend of future occupants in the local area. These benefits would contribute to the Framework's aim to build a strong, competitive economy. The small scale of the scheme means, however, that these benefits would be limited, so they carry little weight.
86. In the light of the acknowledged shortfall in housing land supply, the benefit of making more effective use of the site to provide additional 16-bedroom HMO accommodation in an urban location carries a moderate weight. In the overall balance, the limited harm that would be caused because of development would not significantly and demonstrably outweigh this benefit, when assessed against the policies in the Framework taken as a whole. Consequently, the presumption in favour of sustainable development applies, and planning permission should be granted, notwithstanding the conflict with the development plan.

Recommendation

87. Grant Planning Permission subject to;

- a) The satisfactory completion of a Legal Agreement necessary to secure the mitigation of the impact of the proposed residential development on Heathlands SAMMs, Poole Harbour Recreation SAMMs and New Forest SAMMS by securing the payment of financial contributions and conditions (below).
 - o Financial contribution of £5,400 plus a £270 administration fee towards Heathlands Mitigation.
 - o Financial contribution of £1,935 plus a £ 96.75 administration fee towards Poole Harbour Recreation SAMMs.
 - o Financial contribution of £4,500 plus a £225 administration fee towards the mitigation of the adverse effects arising from the development on the New Forest SAC, New Forest SPA and New Forest Ramsar site, AND
- b) That delegated authority be granted to the Head of Planning Operations to add/amend conditions where necessary, AND
- c) That delegated authority be granted to the Head of Planning Operations to refuse planning permission if a Legal Agreement has not been satisfactorily completed within three months of the date of this resolution, AND
- d) The following conditions;

Conditions

1. The development to which this permission relates shall be begun not later than the expiration of three years beginning with the date of the approval of the original planning permission (ref: APP/23/00876/F), namely 08/10/2024.

Reason - This condition is required to be imposed by the provisions of Section 91 of the Town and Country Planning Act 1990 and amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

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

PROPOSED PLANS: 9652 501 A received 16/12/2025

Site, Block & Location Plan & Bike store: 9652 500 A received 19/03/2026

Street Scene & SUDS: 9652 502 received 30/09/2025

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

3. Details and samples of all external facing and roofing materials to be used shall be submitted to, and approved in writing by, the Local Planning Authority before any on-site works commence. The development shall thereafter be carried out in accordance with the approved details.

Reason - To ensure that the external appearance of the building(s) is satisfactory and in accordance with Policy PP27 of the Poole Local Plan (November 2018).

4. Protective Fencing and Ground Protection During Construction Protective fencing, conforming to specifications in BS5837:2012 'Trees in Relation to Construction', the details of which shall be submitted to, and approved in writing by, the Local Planning Authority. Such fencing/ground protection shall be erected before any equipment, machinery or

materials are brought on to the site and before any ground clearance, tree works, demolition or construction work, including the erection of site huts, is commenced. Such fencing/ground protection shall not be removed or breached during construction operations without prior written approval by the Local Planning Authority but shall remain in place for the entire development phase and until all equipment, machinery and surplus materials have been removed from the site.

Within the areas so fenced, the existing ground levels shall not be altered and there shall be no development or development-related activity of any description, including trenches or pipe runs for services or drains, the depositing of spoil or the storage of materials. The Local Planning Authority shall be advised in writing when the tree protection measures have been installed so that it can be checked on site before development commences. [No fires shall be lit within 15 metres of the furthest extent of the canopy of any tree or group of trees to be retained on the site or adjoining land and no concrete, oil, cement, bitumen or other chemicals shall be mixed or stored within 10 metres of the trunk of any tree or group of trees to be retained on the site or adjoining land].

Reason - To prevent trees that are to be retained on-site from being damaged during the construction works, in accordance with Policy PP27 of the Poole Local Plan (November 2018).

5. The development hereby permitted shall not be brought into use until the access, turning space, garaging, /vehicle parking and cycle parking shown on the approved plan have been constructed, and these shall thereafter be always retained and kept available for those purposes. The car parking space annotated as 'loading bay', as shown on the approved plan, shall be used for loading purposes only and shall be kept clear and always remain available for loading purposes thereafter.

The car parking space annotated as 'visitor', as shown on the approved plan, shall be used as visitor parking only and shall be kept clear and always remain available for visitor parking thereafter. At no time shall these parking spaces be used for general residents parking associated with the approved development. The 'Turning Area' as indicated on the approved plan with hatching, shall remain available for the use as a vehicle always turning area. To this end no walls, fences, landscaping, vehicles or structures that would obstruct these vehicle turning movements shall be placed within this shared turning area.'

Reason - In the interests of highway safety and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

6. Before the development hereby permitted is brought into use and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any subsequent re-enactment thereof, the land designated as visibility splay(s) as indicated on the approved plan(s) shall be cleared of all obstructions over 0.6 metres above the level of the adjoining highway, including the reduction in level of the land if necessary, and nothing over that height shall be permitted to remain, be placed, built, planted or grown on the land so designated at any time.

Reason - In the interests of highway safety and in accordance with the approved plans and Policies PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

7. Prior to first occupation, secure cycle parking will be provided in accordance with the scheme which has been submitted to and approved by the local planning authority and thereafter retained.

Reason - In order to secure the provisions of appropriate facilities for cyclists and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

8. Prior to first occupation of any new residential unit hereby approved, details of a proposed scheme of lighting along the route to the secure cycle store, to include details and specification of the type of lighting proposed, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to first occupation of any new residential unit hereby approved and thereafter retained and maintained to ensure the lighting remains in working order.

Reason - In the interests of highway safety and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

9. Prior to first occupation of the units hereby permitted, details of measures to provide 10% of the predicted future energy use of the building from on-site renewable sources, shall be submitted to and approved in writing by the local planning authority. These measures must then be implemented before any residential occupation is brought into use and maintained thereafter. Documents required by the Local Authority include:

The 'as built' SAP assessment documents. These should be the same documents issued to Building Control to address the Building Regulations Part L, the corresponding EPC (Energy Performance Certificate), and A statement, summary or covering letter outlining how the data given in the above documents demonstrates that a minimum of 10% of energy use is provided by the renewable technology.

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

10. Before the development hereby approved commences a Construction Traffic Management Plan must be submitted to and approved in writing by the Local Planning Authority. The Construction Traffic Management Plan must include details of, but not limited to, programme of construction works, construction vehicle details (number, size, type and frequency), frequency and timings of deliveries so to avoid peak traffic periods, contractors parking arrangements, temporary traffic measures, appropriate signage, loading/unloading procedures, storage of plant and materials. The approved Construction Traffic Management Plan must be adhered to throughout the construction period for the development.

Reason - In the interests of highway safety and in accordance with Policies PP27, PP34, PP35 and PP36 of the Poole Local Plan (November 2018).

11. Biodiversity recommendations as set out in section 4 and appendices G and H of 'Ecological Assessment Report 104 Alder Road, Poole, Dorset, BH12 4AB' by ABR Ecology Ltd submitted under the approved scheme APP/23/00876/F, shall be implemented in full.

Reason: To ensure the protection of biodiversity in accordance with the Poole Local Plan 2018.

12. The development hereby permitted shall not be occupied by more than 16 individuals at any one time throughout its lifetime.

Reason: To prevent overcrowding and safeguard the living conditions of future occupiers, in accordance with Policy PP27 of the Poole Local Plan 2018.

13. The development hereby permitted shall not be occupied until a Refuse Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan shall include details of the management company to be set up; the employment of a person or persons to ensure bins are wheeled to the collection point; and that bins will not be stored in the open or at the collection point apart from on the day of collection.

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

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

14.

Informatives

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

2. The applicant should note and inform future residents of the approved scheme that they may be excluded by the Council from being able to purchase on-street residents parking permit or visitors parking permits in the locality of the site. This is to reduce the transport impacts from the development due to the low levels of car parking provision being proposed.
3. **Community Infrastructure Levy - Approval**
Part 11 of the Planning Act 2008 and the Community Infrastructure Levy Regulations The proposed development referred to in this Planning Permission is a chargeable development liable to pay Community Infrastructure Levy (CIL) under Part 11 of the Planning Act 2008 and the CIL Regulations (amended). In accordance with CIL Regulation 65, the Local Planning Authority (LPA) will issue a Liability Notice in respect of the chargeable development referred to in this planning permission as soon as practicable after the day on which this Planning Permission first permits development. The Liability Notice will confirm the chargeable amount for the chargeable development referred to in this Planning Permission and will be calculated by the LPA in accordance with CIL Regulation 40 (amended) and in respect of the relevant CIL rates set out in the adopted charging Schedule.

Please note that the chargeable amount payable in respect of the chargeable development referred to in this planning permission is a local land charge. Please be aware that failure to submit a Commencement Notice and pay CIL in accordance with the CIL Regulations and

Council's payment procedure upon commencement of the chargeable development referred to in this Planning Permission will result in the Council imposing surcharges and taking enforcement action. Further details on the Council's CIL process including assuming liability, withdrawing and transferring liability to pay CIL, claiming relief, the payment procedure, consequences of not paying CIL in accordance with the payment procedure and appeals can be found on the website: <https://www.bcpccouncil.gov.uk/Planning-and-building-control/Planning-policy/Community-Infrastructure-Levy/Community-Infrastructure-Levy.aspx>.

4. 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 does not require the approval of a biodiversity gain plan before development is begun because one of the statutory exemptions or transitional arrangements listed is relevant".

5. The applicant is advised that if bats are found during demolition, that all work shall cease, and, if possible, part of structure that was removed and exposed bats put back into place. A bat ecologist shall be employed to address the situation, and Natural England shall be notified.
6. This application is subject to a project level Appropriate Assessment in accordance with the Conservation of Habitats and Species Regulations 2017, concluding that the likely significant effects arising from the development can be mitigated and have been mitigated ensuring there would not be an adverse effect on the identified designated sites of Nature Conservation Interest.
7. This grant of permission is to be read in conjunction with the Legal Agreement dated 27th November 2025

Background Documents:

P/25/03850/CONDR
P/25/03254/NMA
APP/23/00876/F

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

Notes.

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

Reference to published works is not included

Case Officer Report Completed

Officer: Babatunde Aregbesola

Date: 18/03/2026

Agreed by: Katie Herrington

Date: 18/03/2026

Comment: